

Bank Station Capacity Upgrade – fact sheet 3

Arthur Street worksite construction and reinstatement 2016-2021

Introduction

To deliver the proposed station improvements there is a need for a worksite in Arthur Street. This site is above the new tunnel alignment, and enables access via a shaft directly down to the new tunnel. This separates the underground tunnelling works from the extensive demolition and basement construction works on the Cannon Street site, facilitating an earlier completion of the tunnelling works and a reduction of the overall impact of the project on the City.

The temporary closure of Arthur Street to vehicles enables the tunnelling works to be undertaken, minimises the environmental impact of construction and helps ensure timely delivery. The surface work site will provide a safe system for the removal of excavated material, air intake and extract, operational access and egress and the delivery of materials required to undertake the works safely and efficiently. The disused King William Street station tunnel below Arthur Street will be used to provide a storage facility for construction operations.

The site will provide space for storage of materials, equipment and staff welfare facilities close to operations. It will accommodate plant and equipment required for tunnel excavation. Using this site will minimise the environmental impact on the City of London by keeping construction lorries away from already congested areas.

Logistics and access

The Arthur Street work site will use a dedicated one-way entry and exit system for works deliveries and off-site transport of excavated material. It provides sufficient space to regulate and control deliveries. Site vehicles will access the site by turning right from Lower Thames Street into Arthur Street. Vehicles exiting will turn left from Arthur Street onto King William Street and head towards the Cannon Street site or east towards Aldgate. Buses currently using Arthur Street will be diverted for the duration of the work.

Access to buildings

Access to properties, including emergency and service yard access will be maintained for the duration of the works. Pedestrian access will also be maintained. Co-ordination and support will be provided for servicing, delivery and planned maintenance of neighbours' buildings.

Site reinstatement

On completion of the works, Arthur Street will be reopened following reinstatement of the carriageway. Footways and street furniture will be reinstated, including matching

finishes. This will include returning features for the security cordon in consultation with the City of London Corporation.

Code of Construction Practice

Dragados, the contractor undertaking the works, along with its supply chain, will be required to comply with the Code of Construction Practice (CoCP). London Underground will monitor the contractor to ensure that they comply with the CoCP. The Contractor will work to an agreed set of requirements designed to protect vulnerable road users, including the Mayor of London's sponsored Standard for Construction Logistics: Managing Work Related Road Risk.

The contractor will also be required to implement an Environmental Management System (EMS) to manage their environmental impacts and to detail the systems and procedures that will be used to comply with the provisions of the CoCP.

Further information

For more information visit: tfl.gov.uk/bank-consultation or email BankSCU@tfl.gov.uk
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June 2014