

Bank Station, London

## On the move in one of London Underground's busiest stations

### Key Benefits:

Standard components saved repositioning time between sections

Reuse of material

360 degree access to tunnel surface

### The project at a glance

London Underground is going through significant changes across some of its most populated stations, Bank Station being one of them. With it being the third busiest inter-change, the current station is undergoing an expansion of its Northern line platform, complete with the installation of several escalators and a new public entrance.

Main Contractor, Dragados, won the project in 2013 and has been working directly with London Underground ever since to ensure it is complete by 2022.

"Working alongside PERI on such a challenging project such as Bank station has helped us enormously. PERI has supplied us with unimpeded access solutions to working areas across all escalators. These solutions have helped us to keep erection time and site disturbance to a minimum. What makes each of the solutions work for us in the tunnel is that they can be moved as and when required, providing the site team with access to any wall of the tunnel at any time, giving us greater flexibility."

Dragados  
**DIARMAID LONG**

**PERI**<sup>®</sup>



**Customer:** Dragados

**Developer:** London Underground

**Project type:** Infrastructure, Rail

**Products and Services:**

PERI UP scaffolding, VARIOKIT,  
Hydraulic winch

**What did the customer need?**

Once the tunnels had been excavated by Dragados, the surface was ready to be spray concrete lined and waterproofed. To enable these two processes, our customer required mobile access to the tunnel's surface. Ideally, the same access solution had to be capable of moving on flat as well as sloped ground conditions in the escalator shafts. The point of entry into the tunnel also had to be taken into consideration during the design process.

**What was the challenge?**

All equipment was brought down to the working area via one tunnel shaft, making it a very congested area to begin with.

The shape of the tunnel also varied in diameter, meaning that the solution had to be able to accommodate each section.

**How did we help?**

We developed the PERI UP Traveller using standard off-the-shelf components from our formwork and scaffolding range. Standard components allowed scaffolders to make adjustments independently, saving time when moving the system between sections.

Our castor-mounted system provided a safe and secure working platform that could be adjusted in order to move from a larger section to a smaller section with ease, and then finally back into a larger section without dismantling the whole unit.

360-degree access to the tunnel's surface was achievable throughout, regardless of the changes in geometry.

Any changes in the height and width of the tunnel were over-come by using an identical layout of horizontal ledgers 500mm below the platform horizontals. We designed the handrails and standards so that the top layer could be easily removed and the decking was lowered by 500mm to reduce the height of the traveller. Both sides of the platform were simply stripped back, making the whole traveller smaller and narrow enough to move into the smaller section with ease.

For the escalator shafts we modified the system so that it could move on an incline. Castors were replaced with RCS rails and a hydraulic winch to enable manoeuvrability and keep material to a minimum.

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