

City of London



ALL CHANGE AT

**BANK**

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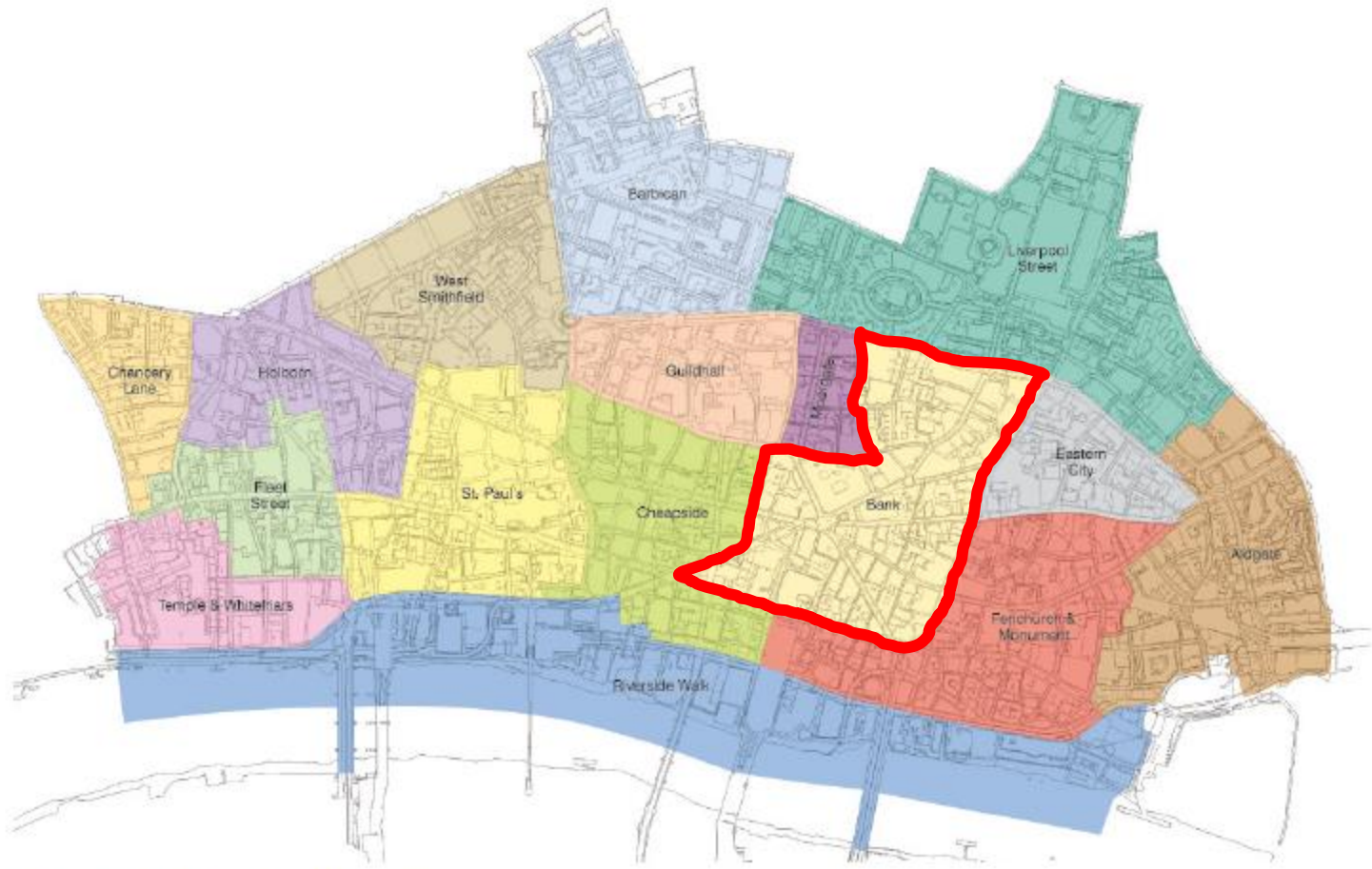
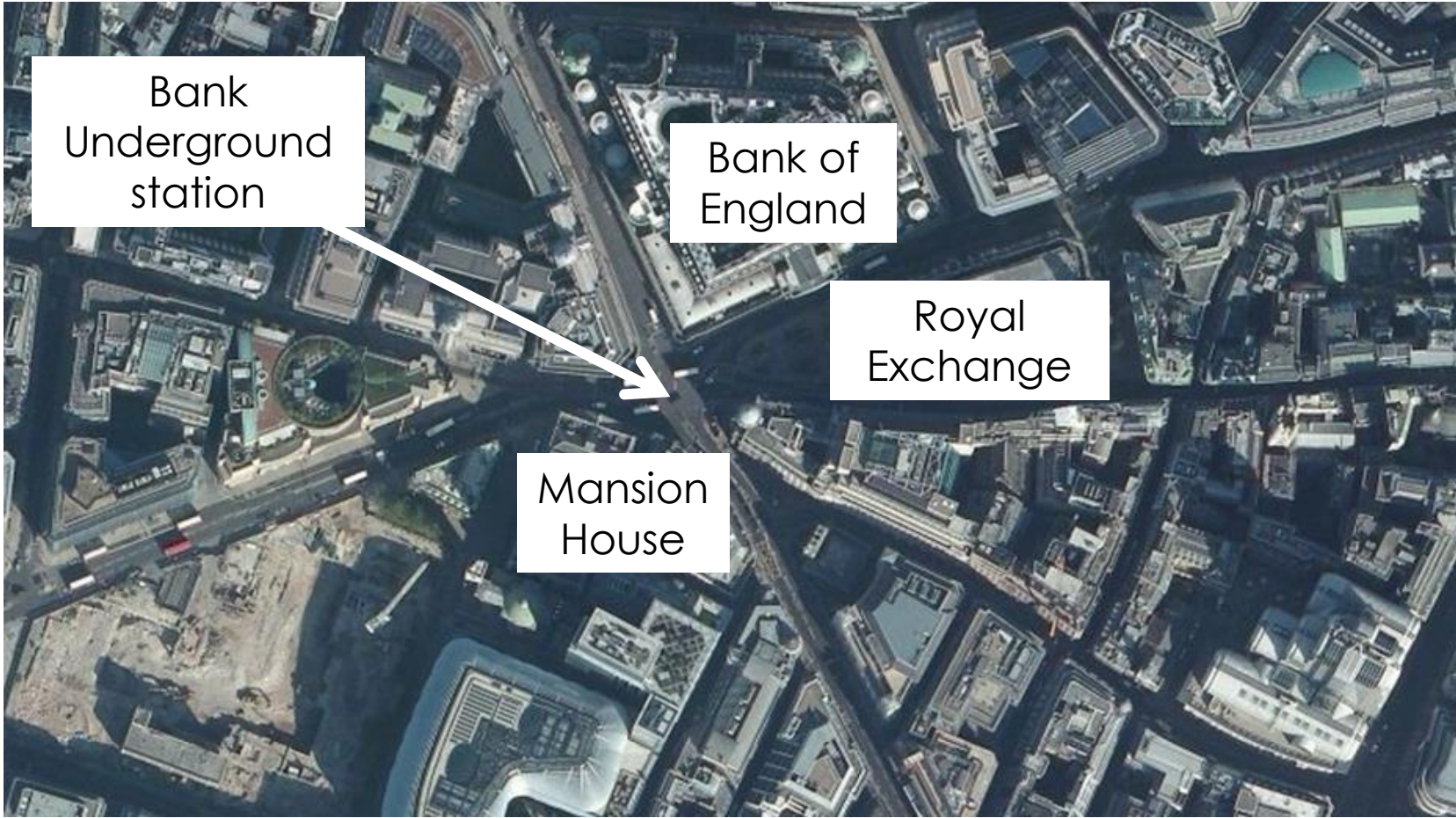


Figure 4 City-wide area enhancement strategies



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# Objectives

The objectives of the Bank Junction Improvements project are:

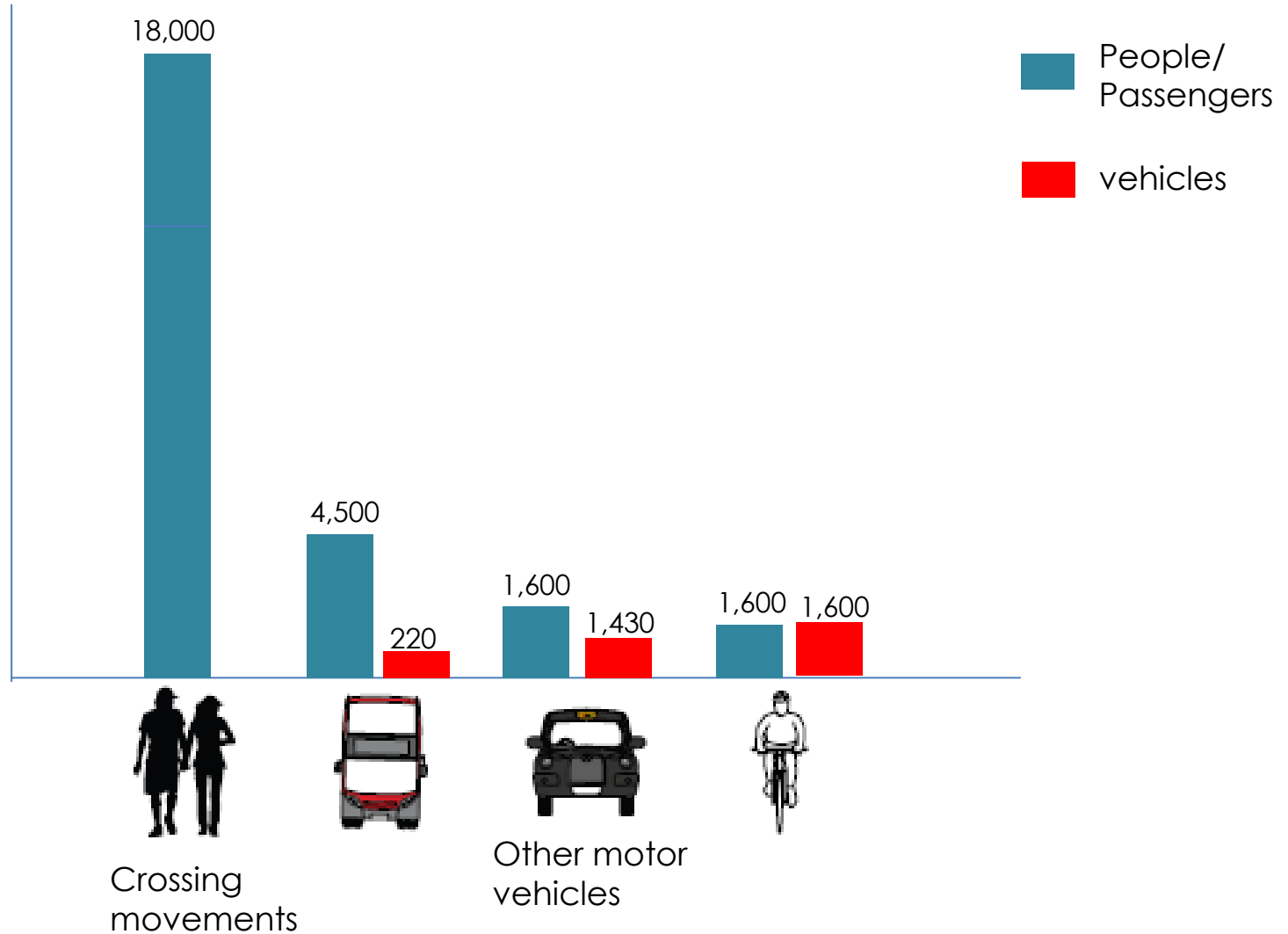
- To reduce casualties by simplifying the junction and reducing conflict;
- Reduce pedestrian crowding levels;
- Improve air quality; and
- Improve the perception of ‘place’ – as a place to spend time in rather than to pass through.

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# MOVEMENT



# AM Peak hour – crossing the junction



# Vehicular traffic over the day

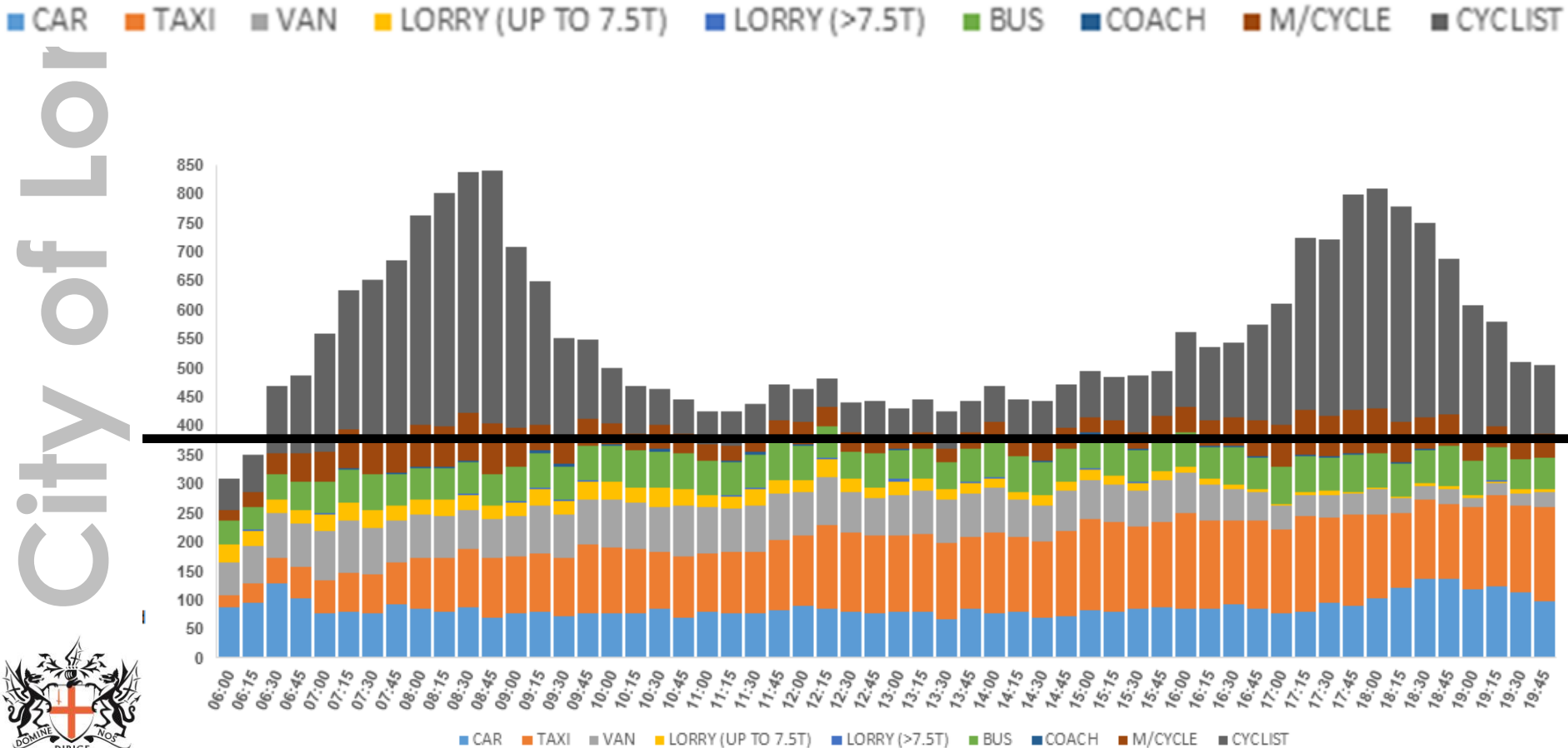


FIGURE 3.2.1 – WEEKDAY VEHICLE FLOW PROFILE

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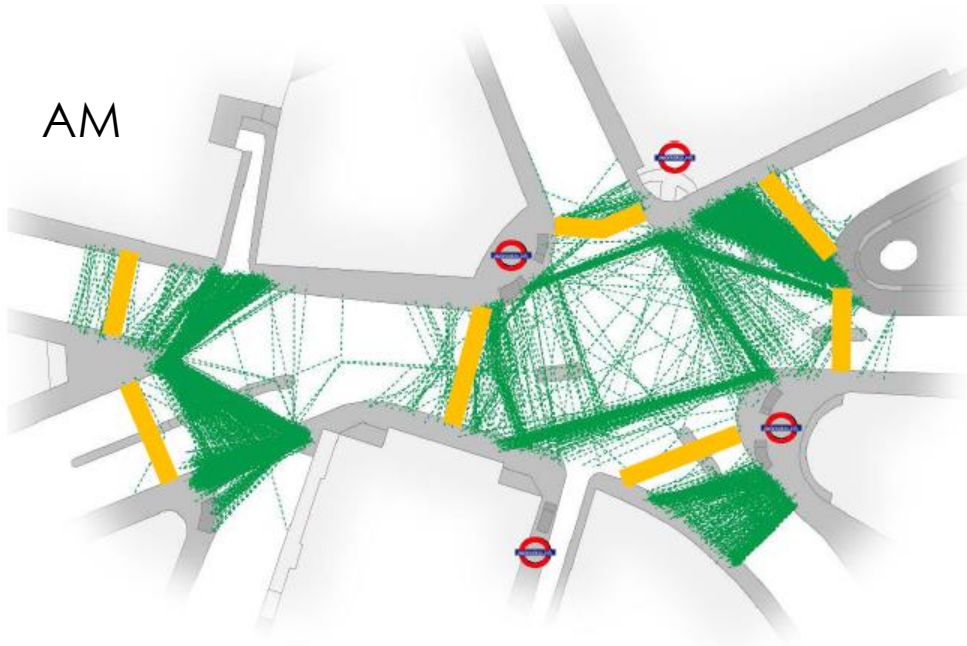
**DANGER**



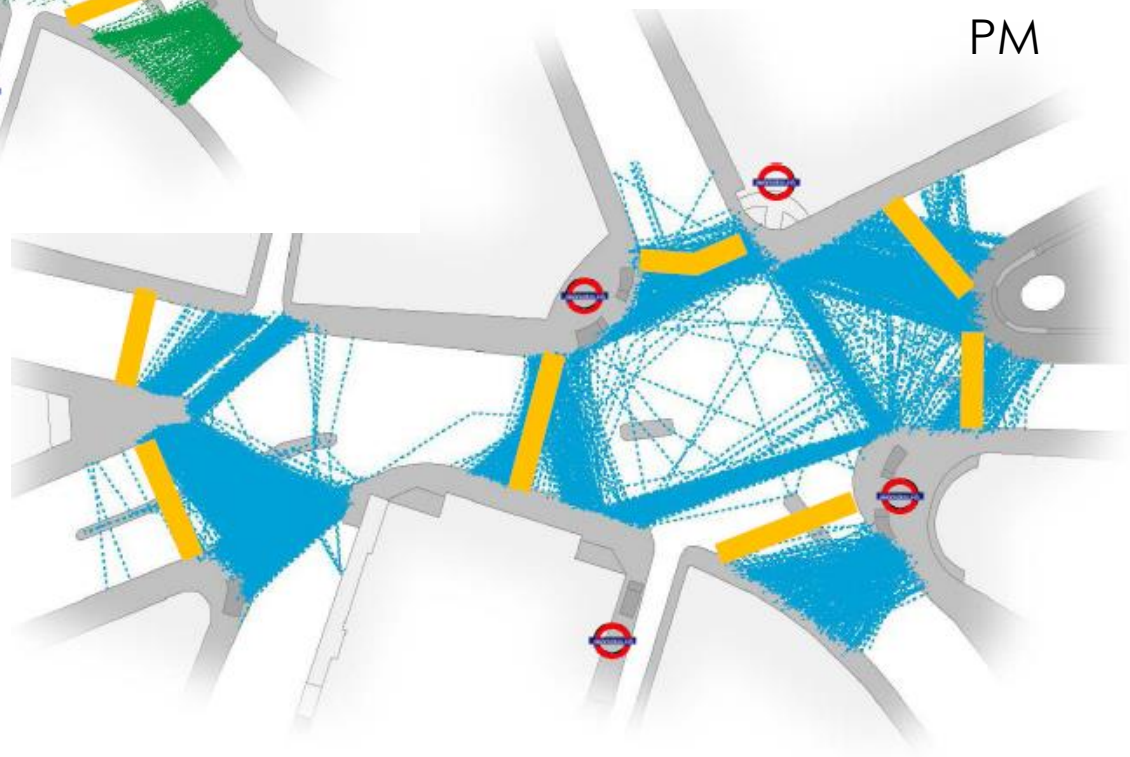


# Informal Crossing

AM



PM



# Collisions Nov 2009-14

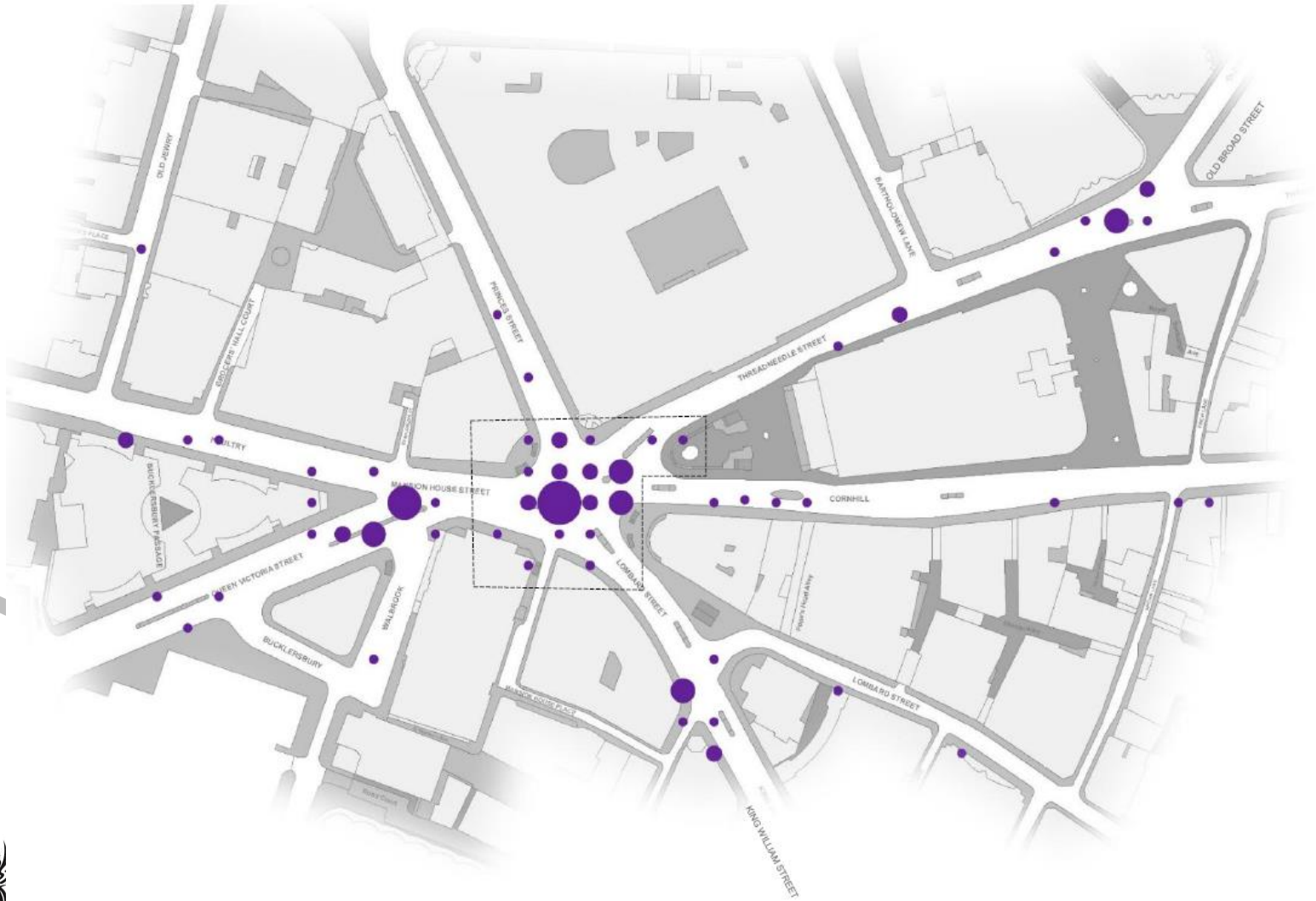


FIGURE 5.1.1 – COLLISIONS – LOCATIONS



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# PEOPLE MOVEMENT



## People Movement

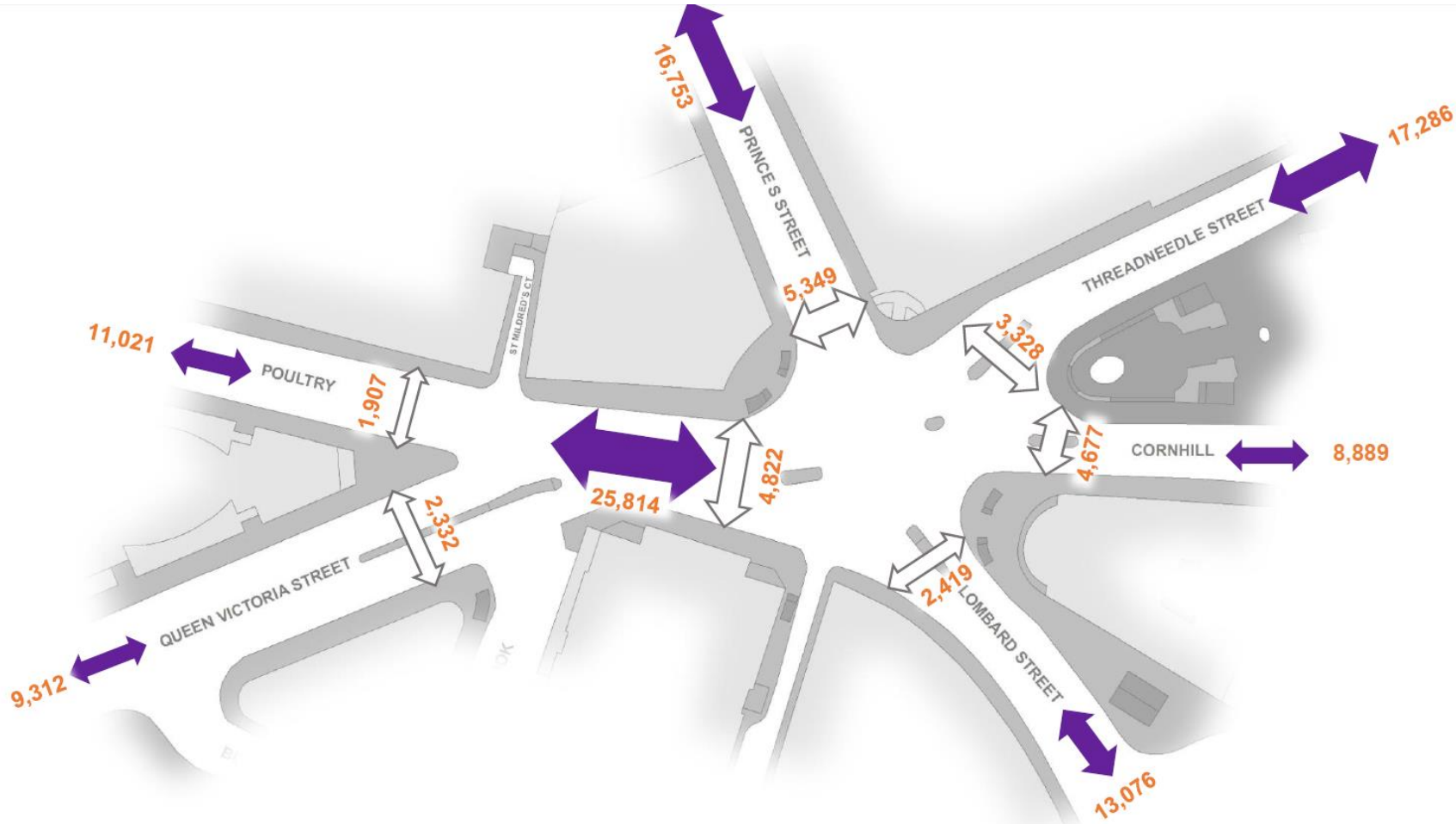
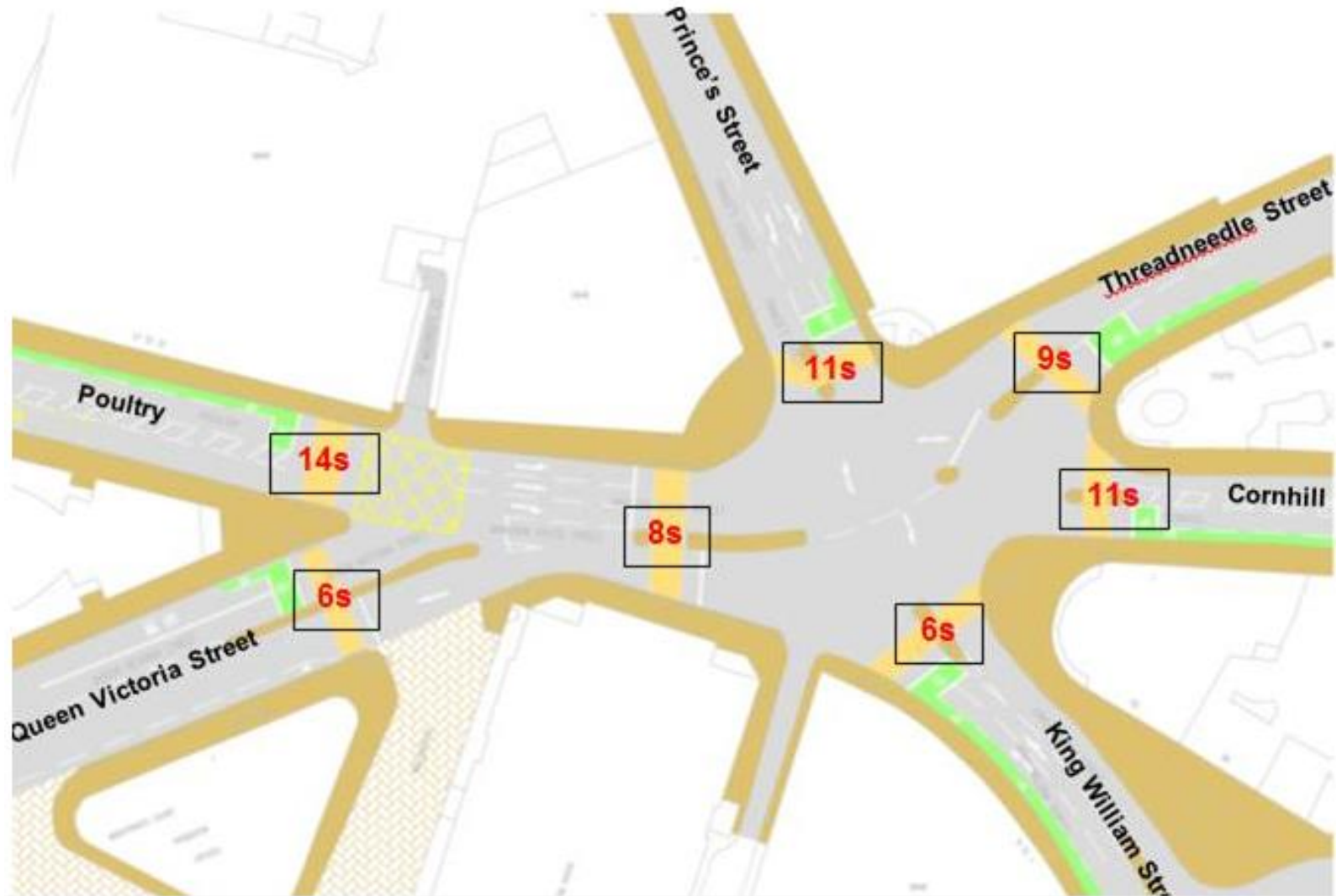


FIGURE 6.1.1 – BANK JUNCTION – PEOPLE MOVEMENT SUMMARY (08:00 – 09:00 & 17:00–18:00 COMBINED)

# Pedestrian crossing times



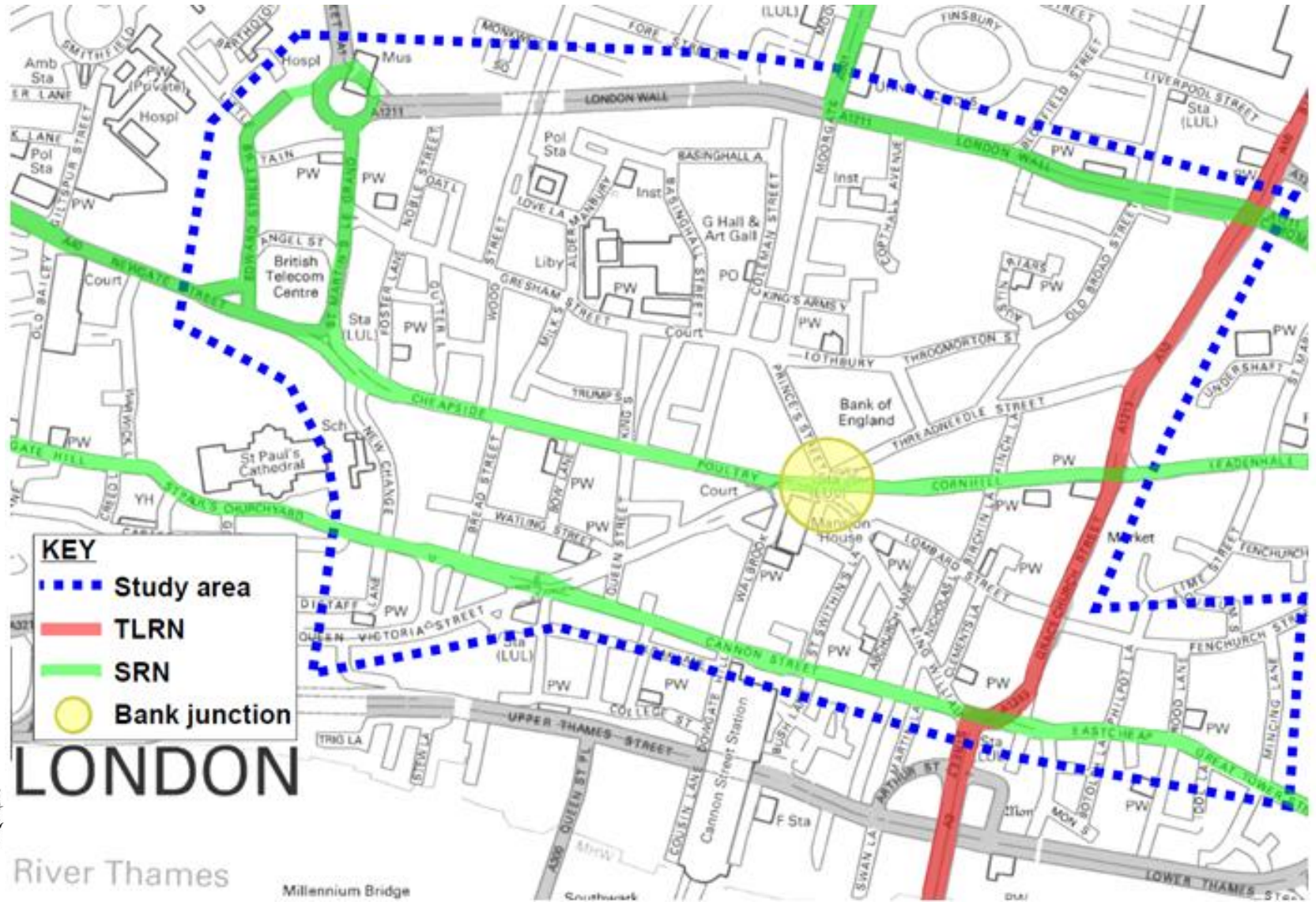


What happens if we take the motor traffic out?

# TRAFFIC MODELLING



# Scope of model area

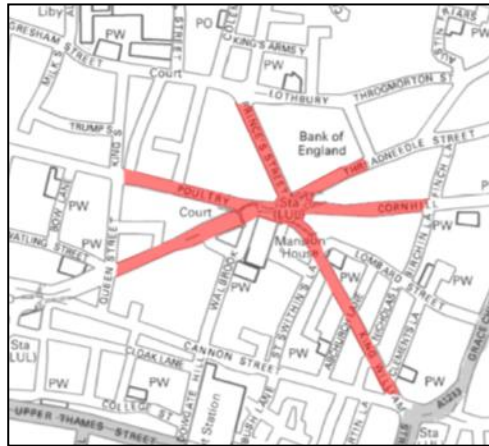


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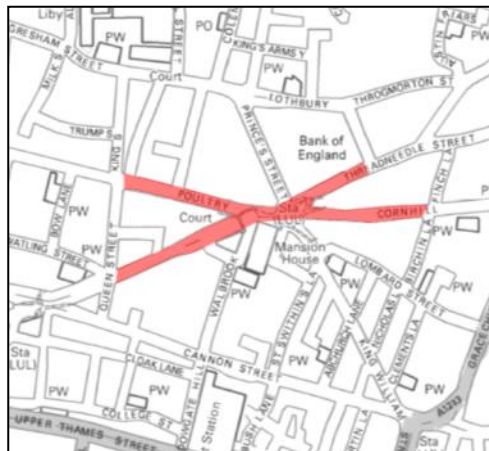
## Feasibility Options



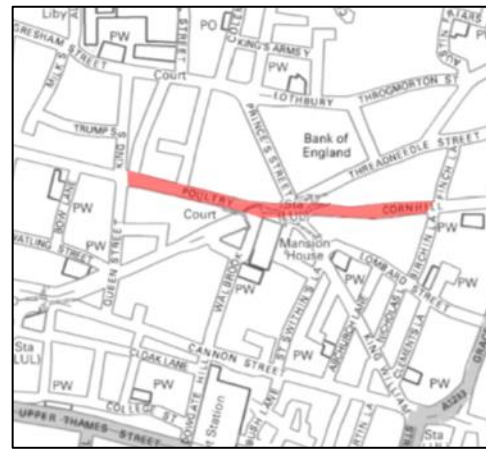
**1)** Closure of Bank junction to motorised vehicles



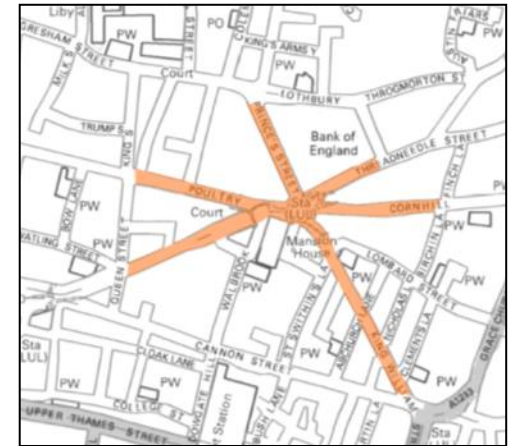
**2)** Motorised vehicle closure of north-south movement (King William Street and Princes Street)



**3)** Motorised vehicle closure of all east-west movements (Poultry, Threadneedle Street, Queen Victoria Street, and Cornhill)



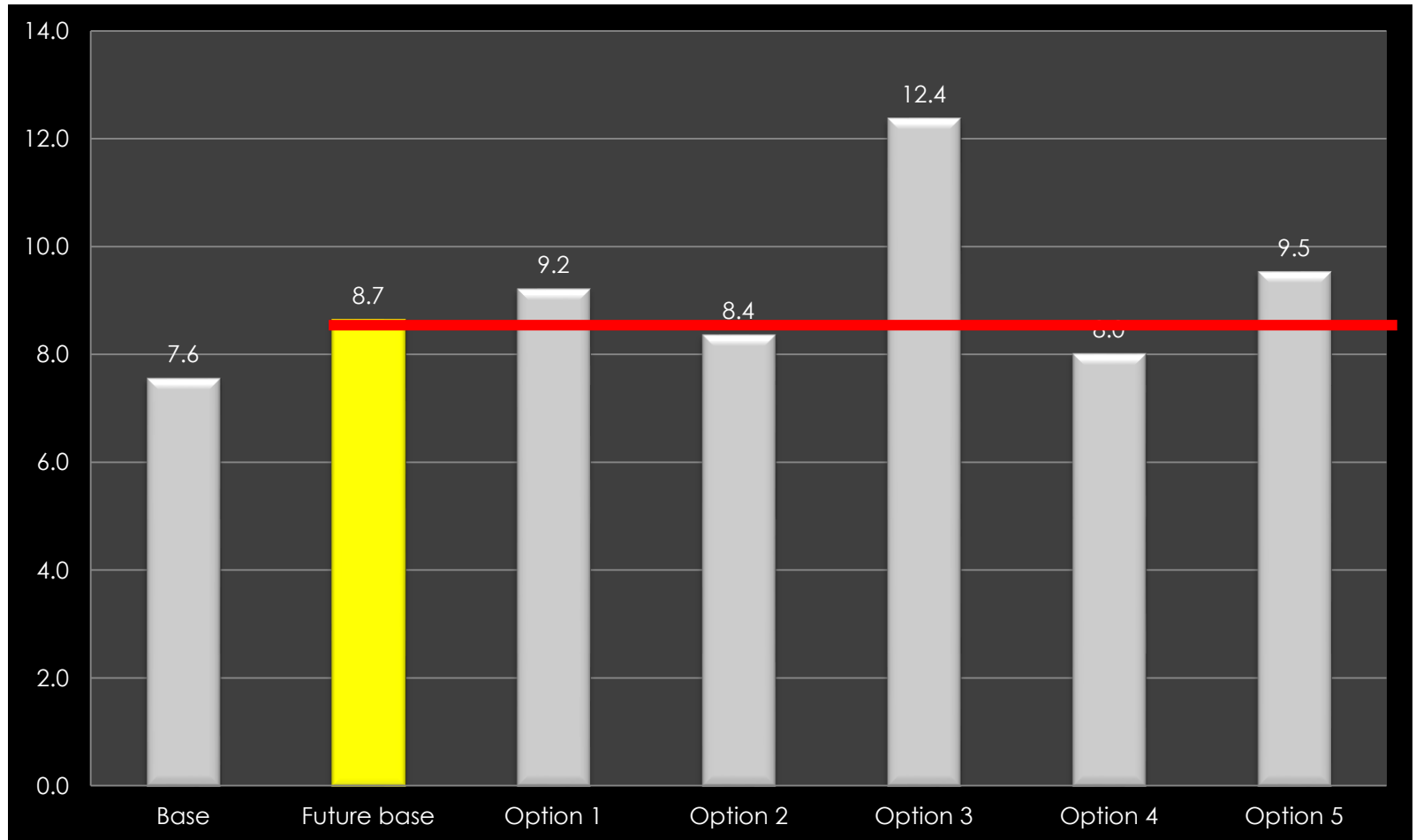
**4)** Motorised vehicle closure of single east-west movement (Cornhill and Cheapside/ Poultry)



**5)** 50% reduction in traffic capacity at all six arms approaching the junction

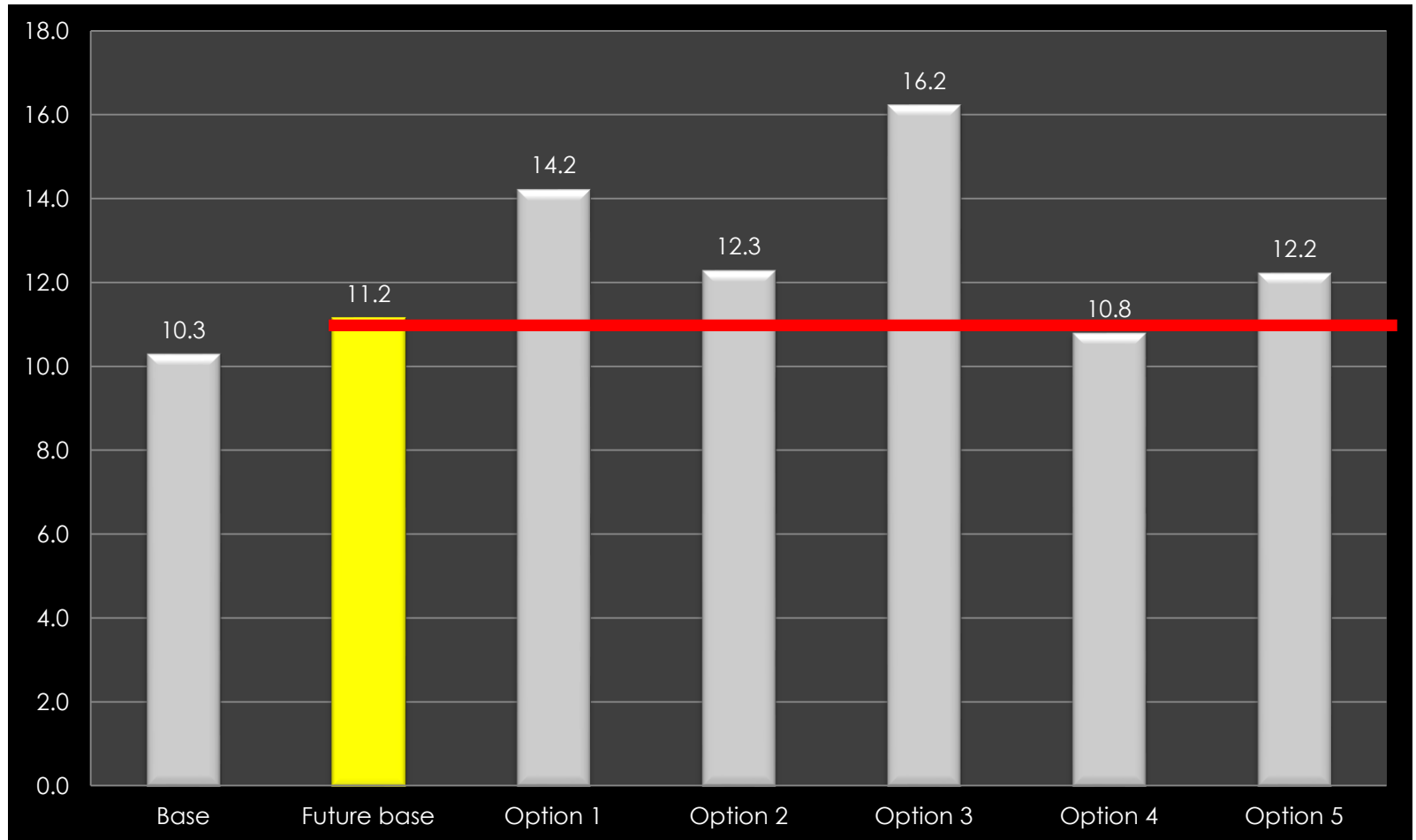
# Summary results – general traffic

- Average combined journey time (minutes) per vehicle for AM and PM peaks

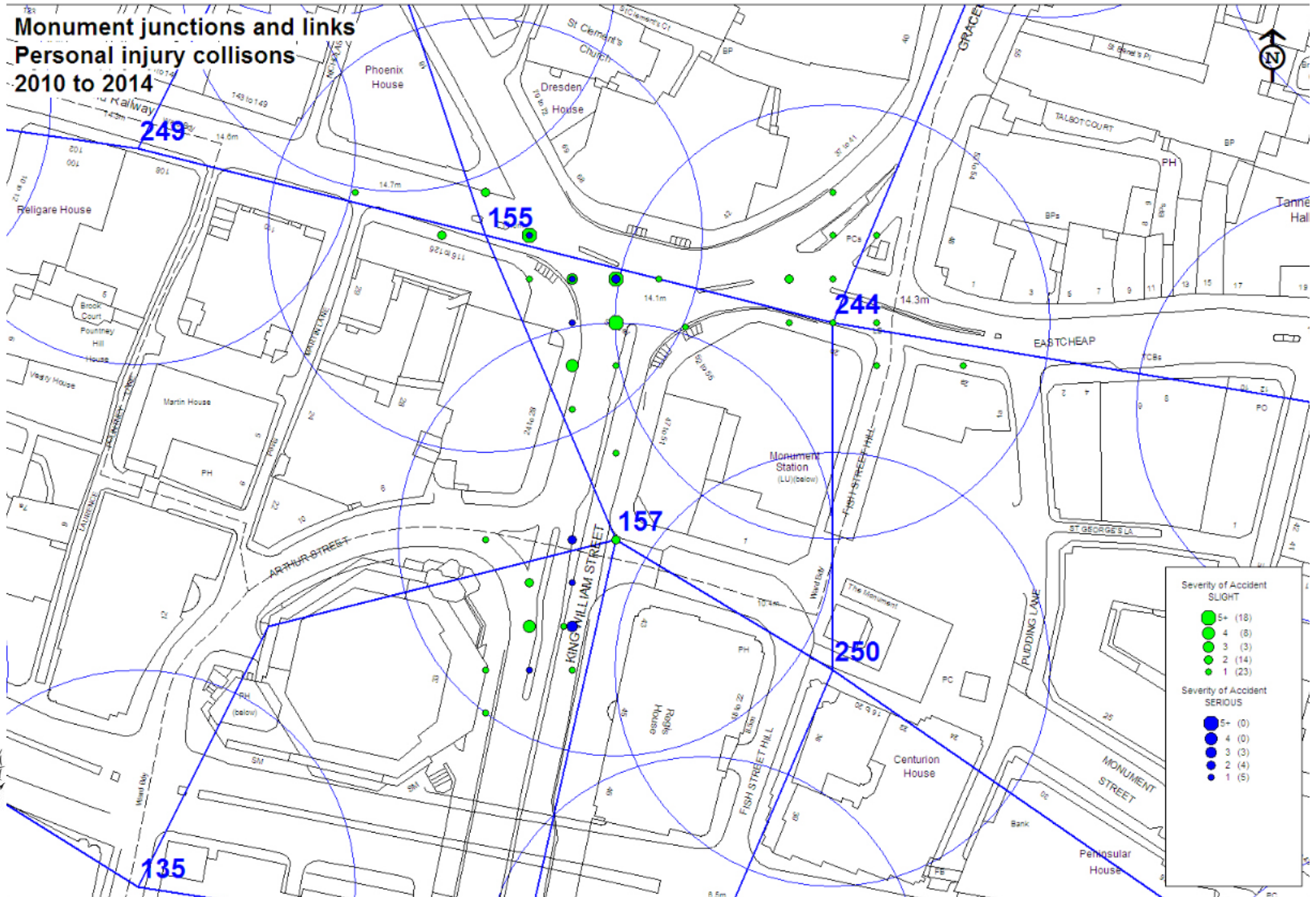


# Summary results – buses

- Average combined journey time (minutes) per bus for AM and PM peaks



# Monument collisions:



# Conclusions and Actions

- Need for Monument Junction to be considered holistically with Bank to achieve benefits for both junctions.
- Need to bring forward the delivery of the safety benefits.
- Long term work to focus on all options except the removal of East/West arms to motor vehicles



Reducing vehicle flow to improve safety

# SHORT TERM PROPOSAL

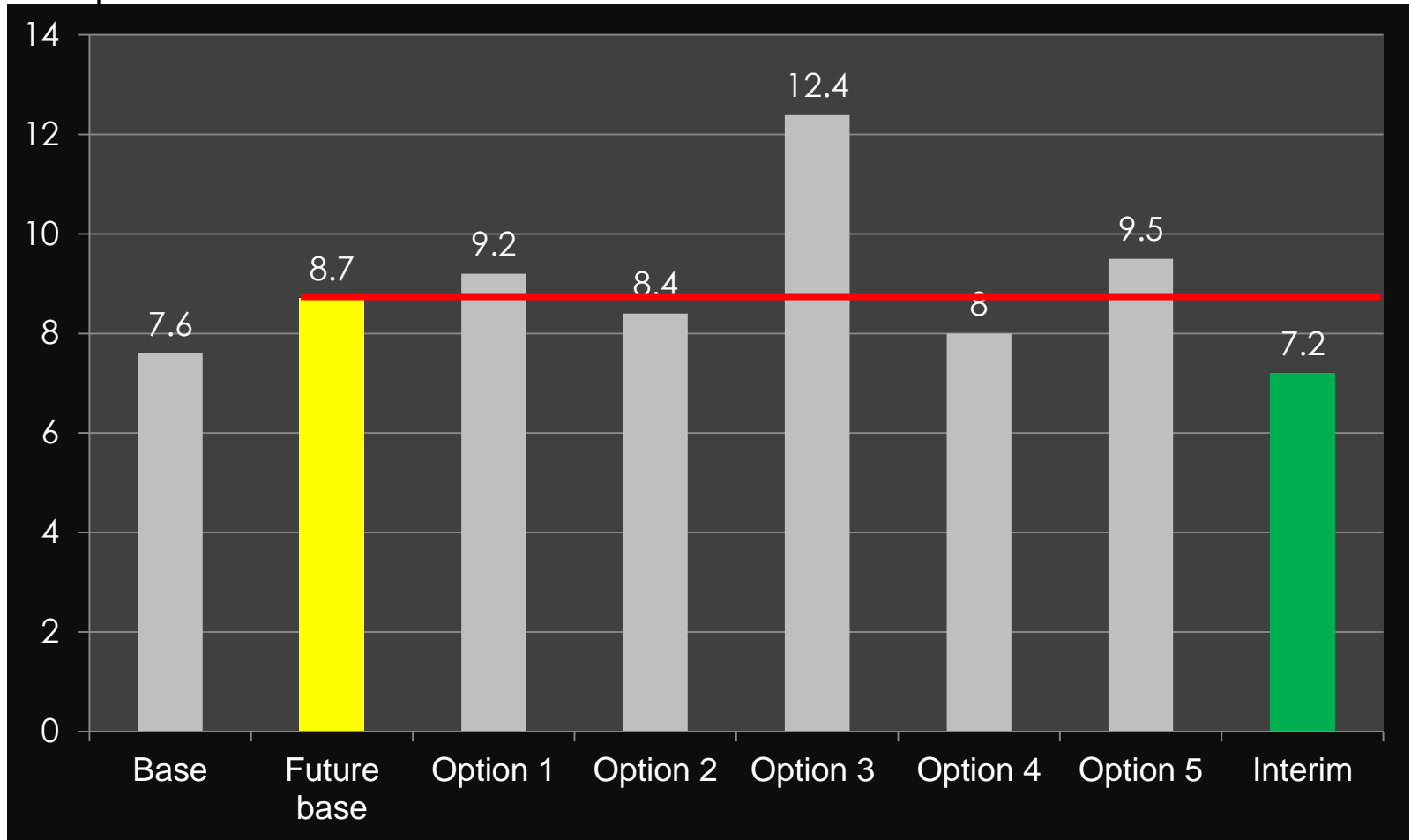


# Reducing vehicle flow

- Proposed:
  - Monday to Friday
  - 7am to 7pm
  - Bus, Cycle and Pedestrians only to cross the junction
  - Assumed serving access permitted along the arms but not across the junction.

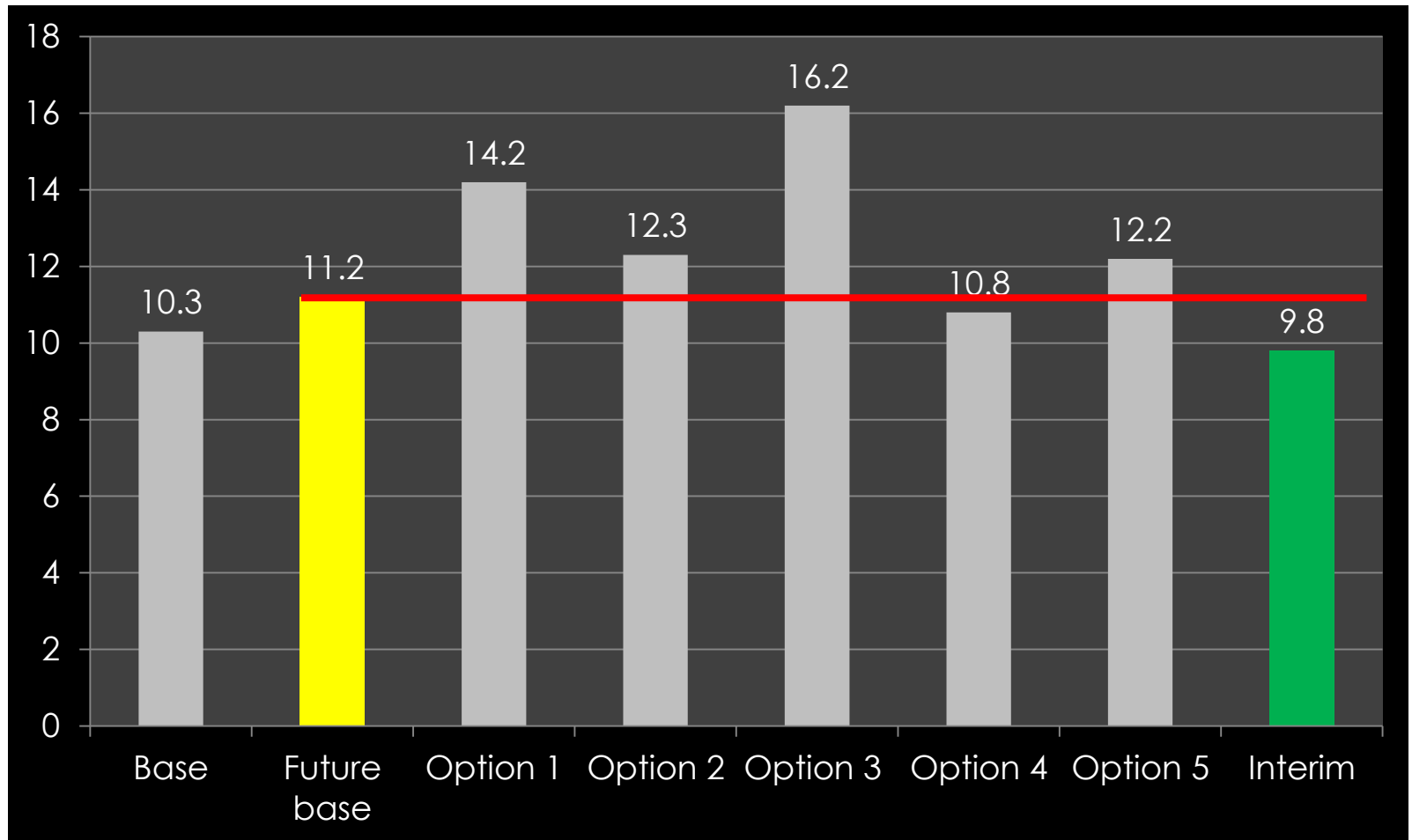
# Summary Results – general traffic

Average Combined Journey time (minutes per vehicle for AM and PM peaks)



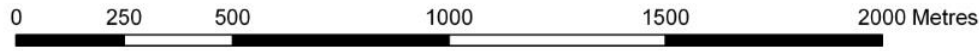
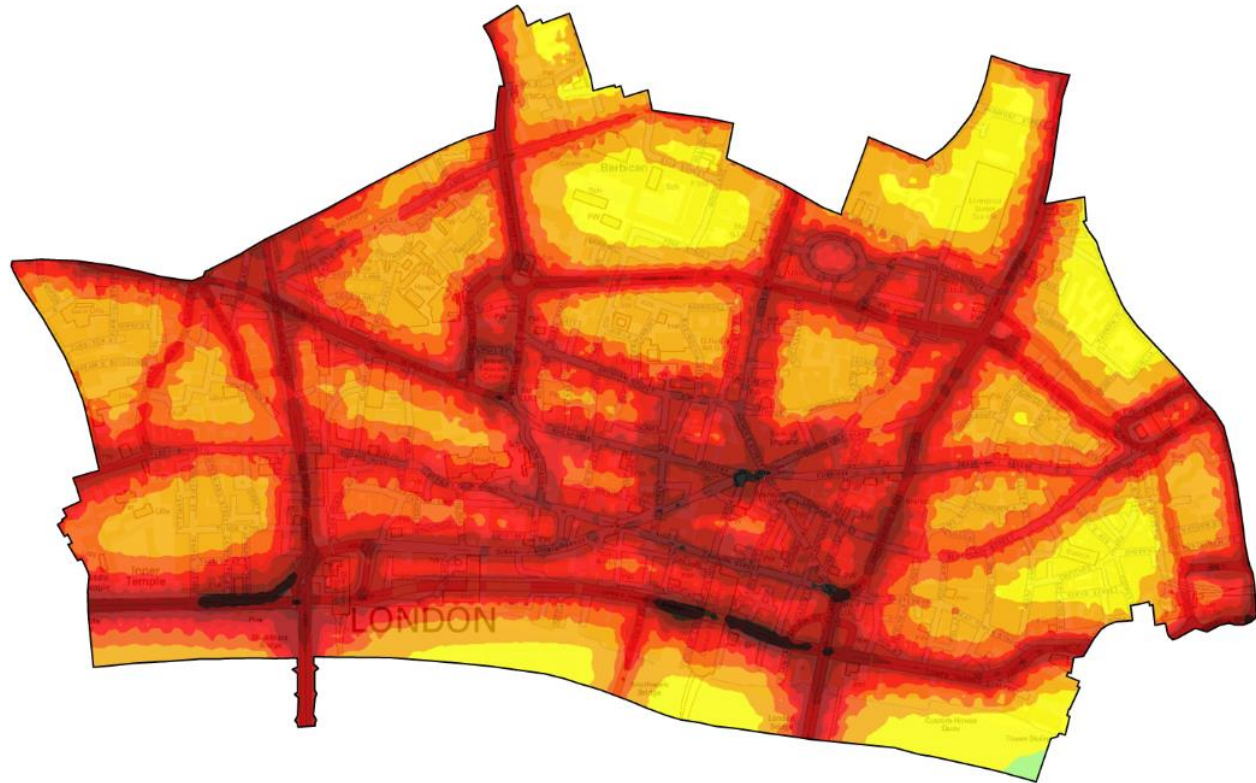
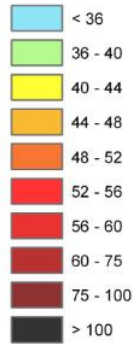
# Summary Results – Buses

Average Combined Journey time (minutes per bus for AM and PM peaks)



# NO<sub>2</sub> Concentration in the City

NO<sub>2</sub> concentration (µg/m<sup>3</sup>)



# Committee

- Committee approval to proceed
- Look at variations of restricted arms
- Look at variations of including taxis.

# Conclusion: interim safety scheme

- Delivery of safety benefits 4 years early.
- Demonstration of Political commitment.
- Consultation feedback based on real experience.
- Prioritising pedestrians, buses and cyclists in the short term supporting the Mayor and TfL.
- Providing more space for pedestrians during Bank Station Underground work.