



Bank on Safety experimental traffic orders

About Living Streets

We are Living Streets, the UK charity for everyday walking. We want to create a walking nation, free from congested roads and pollution, reducing the risk of preventable illnesses and social isolation and making walking the natural choice. We believe that a walking nation means progress for everyone. Our ambition is to get people of all generations to enjoy the benefits that this simple act brings and to ensure all our streets are fit for walking.

The traffic orders

The City of London is introducing by experiment a traffic safety scheme at Bank Junction and in the surrounding streets. The primary objective of the scheme is to achieve a reduction in the number of casualties in the Bank area by restricting traffic through the junction to buses and pedal cycles only from 7 a.m. to 7 p.m. on Monday to Friday. The use of an experiment allows the effect of the scheme to be monitored before it is made permanent and provides flexibility to modify the scheme, or even remove it, should operational experience show it to be desirable.

The City of London (Bank Junction) (No. 1) Experimental Order 2017

The City of London Corporation introduced an experimental traffic scheme on 22 May 2017 for the Bank Junction area affecting Bartholomew Lane, Cornhill, Gresham Street, King William Street, Leadenhall Street, Lombard Street, Lothbury, Mansion House Place, Mansion House Street, Poultry, Princes Street, Queen Victoria Street and Threadneedle Street.

The City of London (Bank Junction) (No. 2) Experimental Order 2017

A separate experimental Traffic Order was introduced that made changes to the loading restrictions in Bartholomew Lane, Cornhill, Gresham Street, King William Street, Lombard Street, Lothbury and Threadneedle Street. This Order is being modified on 11 August 2017 to make changes in King William Street and Lothbury.

MEASURING SUCCESS

Bank on Safety has four key success criteria, they are:

- Must significantly improve road safety.
- Maintain the ability for businesses to reasonably undertake servicing, deliveries and critical business movements.
- Must not worsen the overall air quality in the wider area and desirably reduces pollution in the immediate location of the junction.
- Must not unreasonably impact traffic flow, whilst preferably improving bus journey times

OUR RESPONSE

MUST SIGNIFICANTLY IMPROVE ROAD SAFETY

In our opinion the order seems to clearly have made it easier and safer as a pedestrian to cross at both the junctions and the approach roads to the junction with the reduction in vehicles using the roads and junction.

MAINTAIN THE ABILITY FOR BUSINESSES TO REASONABLE UNDERTAKE SERVICING, DELIVERIES AND CRITICAL BUSINESS MOVEMENTS

The order has made the junction a more pleasant place to spend time and in that way perhaps an environment that is more conducive to conducting business – whether that's travelling to meetings or meeting people at the junction. The order still allows for deliveries to be made and to access adjoining roads.

MUST NOT WORSEN THE OVERALL AIR QUALITY IN THE WIDER AREA AND DESIRABLY REDUCES POLLUTION IN THE IMMEDIATE LOCATION OF THE JUNCTION

With the reduction in vehicles there will not be an increase in air pollution. Both along the approach roads and at the junction itself. Pollution from idling is also reduced. There is also a reduction in noise pollution when you spend time at the junction. Bishopsgate doesn't appear to be any worse in terms of traffic volume or pollution. It is still a busy, polluted corridor but its function is movement and overall air pollution does not seem to be worse.

MUST NOT UNREASONABLY IMPACT TRAFFIC FLOW, WHILST PREFERABLY IMPROVING BUS JOURNEY TIMES

The scheme does not appear to have unreasonably impacted traffic flow and bus journey times can only be positively impacted by the reduction in traffic.

OTHER WAYS THE ORDERS COULD BE IMPROVED

The signage for drivers regarding the terms of the order and the restrictions could be improved to make it clearer what they can and cannot do, to therefore increase compliance with the scheme. There could be more signage erected around the junction to inform pedestrians of the order, what it means and the reasons for it. This could also include advertising the completion of the consultation survey. Additional wayfinding for pedestrians should be provided at the junction and surrounding areas to direct foot traffic through the junction and enable efficient journeys through.