

Bank Junction scheme (Bank on Safety) background

The Bank on Safety project was initiated in December 2015, the aim of the prohibition is to tackle the high collision and casualty rate at Bank Junction. This had been requested following a fatality at the junction in June 2015. City Officers were encouraged to deliver a safety scheme as quickly as possible, whilst continuing to develop how the junction might work in the future. It had already been established that small changes would not deliver the significant changes to casualties that were needed, and therefore something more radical would be required.

There had been 111 casualties, of which 14 serious (life changing) injuries and 2 fatalities during the five years ending December 2015 at, and in, the vicinity to the junction. Bank on Safety could be delivered in a quicker time frame than the longer term aspirations for the area could be – anticipated circa 2021.

The experimental scheme for the junction was designed during 2016. The timings of Monday to Friday 7am to 7pm were chosen based on the available collision and casualty statistics whereby 75% of casualties occurred during the chosen time period.

Traffic Management Order

The City undertook to implement this scheme using experimental traffic order (TRO) powers as it is a complicated location with six main approach arms. Extensive design work including traffic modelling had given the confidence that the scheme could work in traffic movement terms, but ultimately it was a big change which the City wanted flexibility to be able to adapt, or remove if necessary, which a standard TRO would not have given us.

The Experimental Traffic Orders were advertised on 12 May 2017 in the Evening Standard and London Gazette as required, and has been available on the City's website.

The current scheduled date for the closure to objections to the main Experimental traffic order (number 1) is 24 November 2017.

The principle of the design was to reduce the number of traffic movements occurring across the junction, whilst trying to maintain the ability to access premises, pick up and drop off, and without degrading the average general traffic journey times in the area.

The scheme was developed meeting local requirements for premises in the area to continue to service and function, and with the ability for pick up and drop off to occur near to the junction. This led to the need to have two of the approach arms signed with "and authorised vehicles" to maintain access to two side streets (no through routes), one of which is private and the other public, for servicing which were not immediately on the main part of the junction.

The signage which has the "and authorised vehicles" text is necessary as it is placed at the last point an alternative movement can be undertaken without the need to undertake a U-turn. Consideration to use of the sub plate "for access" was given, but it was felt that this was more likely to be misinterpreted as permission to cross the junction to access and lead to lower compliance levels. Access to "off street premises" was considered but Grocer's Hall Court is a public road and therefore not "off street"

The scheme has been made permanent since September 2018. TMO with evidence B.

Publicity on the scheme

Prior to being operational, Bank on Safety was featured repeatedly in print, radio and television. This included several articles in The Guardian, Daily Mail, Evening Standard and City AM. Reminders to the general public about the prohibition was broadcasted on BBC Radio London, BBC London Travel Twitter feed, and ITV news. Further communications was sent to the taxi trade, freight groups, local businesses stakeholders and residents – with over 16,500 letters delivered. In addition, meetings were held directly with local businesses, residents and road user groups.

Initially, when the prohibition went live, City of London representatives along with City of London Police officers were on site at the junction with high visibility vests handing out information (at times when it was also safe to do so). Our engagement is also ongoing with over 3000 letters sent to stakeholders to further engage and encourage feedback through consultation. The Scheme coverage in the press continues with articles in the Daily Star, Daily Mail, The Guardian and Evening Standard along with another feature on ITV London News.

Statement of Reasons

Bank Junction

“The primary objective of the Bank on Safety scheme is to achieve a reduction in the number of casualties in the Bank area. The experimental scheme aims to achieve this by reducing the number of vehicles passing through Bank Junction. It will be a route for buses and pedal cycles only, Monday to Friday from 7am to 7pm. This is the time period that 75% of collisions currently occur.

To secure the expeditious, convenient and safe movement of traffic, including pedestrians, the scheme requires the relocation of disabled bays currently located on Bartholomew Lane. Two of the three bays will be relocated to Cornhill. Changes to loading restrictions are also being undertaken in the area as part of this experimental order in anticipation of the changed traffic routes.

Taxi rank provisions will be increased on the periphery of Bank junction, two new taxi rank clearways and an extension of an existing taxi rank will be provided as part of the experimental scheme.”