

NLA – Active Travel

Changing perceptions and the nature of
Bank

Iain Simmons

Figure 2. 'Healthy Streets' across London



Different parts of London will have different requirements and this figure demonstrates what the 'Healthy-Streets' approach aims to achieve in central, inner and Outer London.

CENTRAL LONDON

A world-leading cultural and economic centre is highly accessible by public transport and a great place to be for both people and businesses

'Feet-first' approach • Safe and accessible streets • Iconic places free of traffic • Fewer deliveries at busy times • Vehicles that do remain are clean • Reduced motorised traffic and congestion • Public transport reliable and not overcrowded • Onward travel by foot or bike • Affordable and efficient options for those not able to walk or cycle

INNER LONDON

A dense, mixed place to live and work with most travel by public transport, walking and cycling

People-friendly places • High levels of cycling and bus use of 'mini-radial' transport systems (strategic interchange hubs) • Expanded ULEZ • Safe cycling network • Reduced car dependency • Less traffic and more efficient freight

Healthy Streets





ALL CHANGE AT

BANK

*We're focused
on Bank*



A vision of change for the heart of the city

www.underarmour.com/canadapartners

the BANK

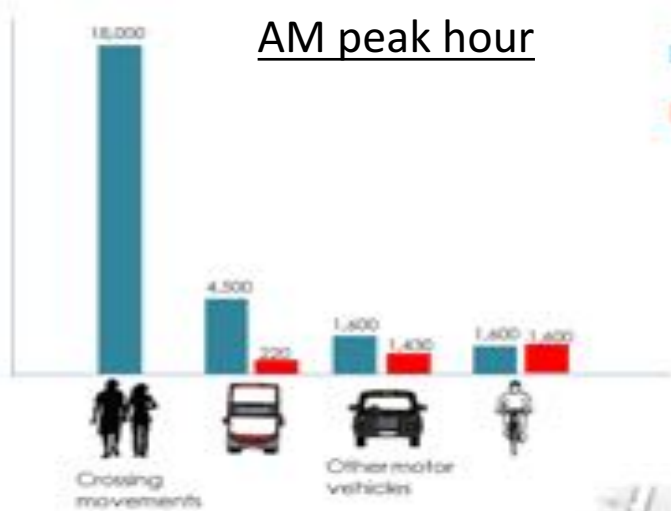


Objectives

The objectives of the Bank Junction Improvements programme are:

- 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.

Background



105 Collisions
118 Casualties
16 serious
1 fatal

Traffic over the day

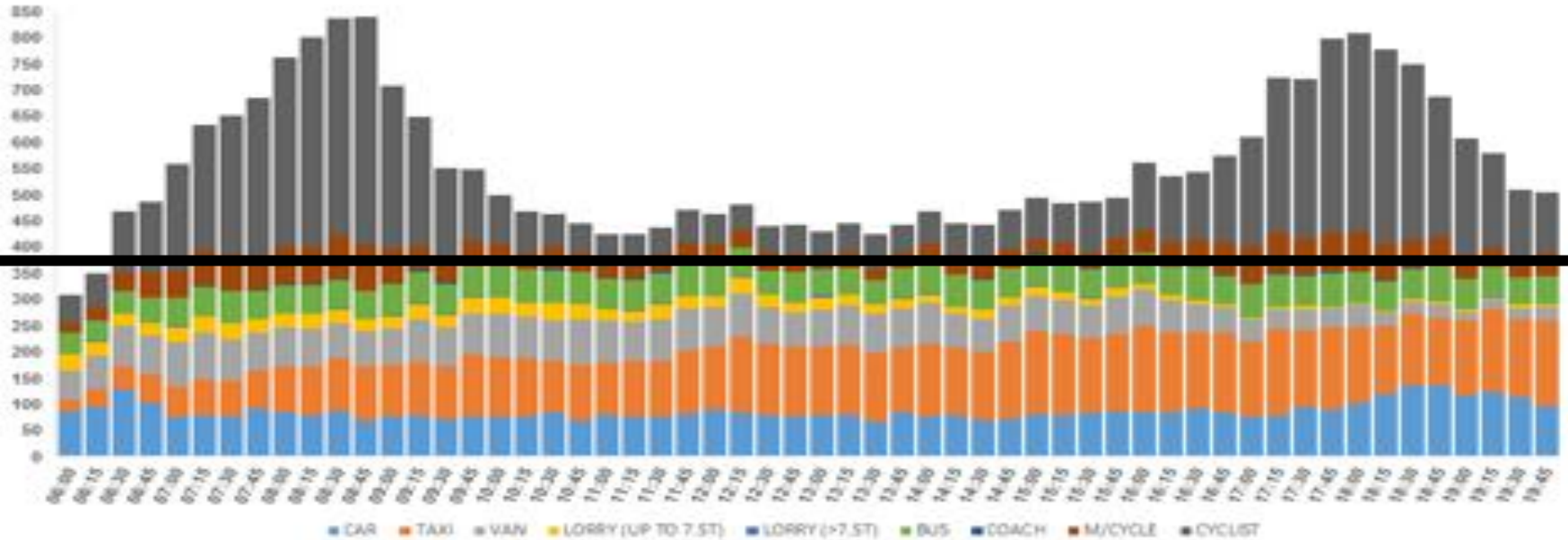
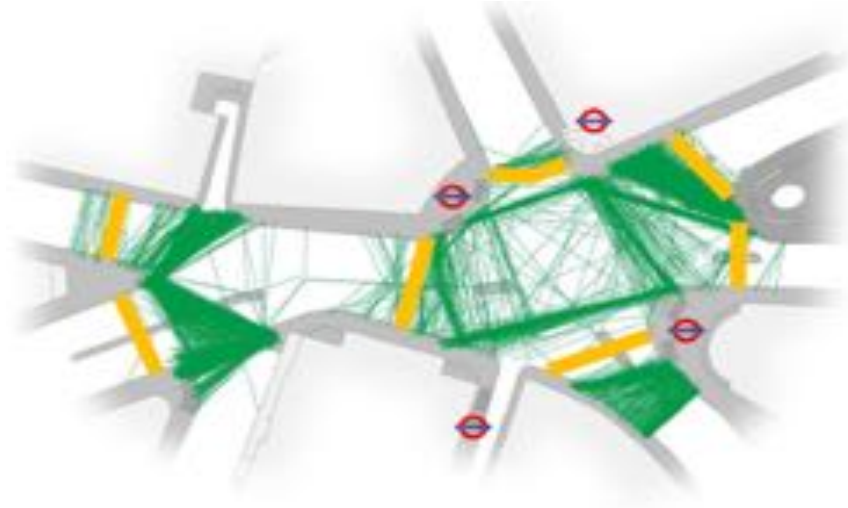


FIGURE 3.2.1 - WEEKDAY VEHICLE FLOW PROFILE

Informal Crossing

AM



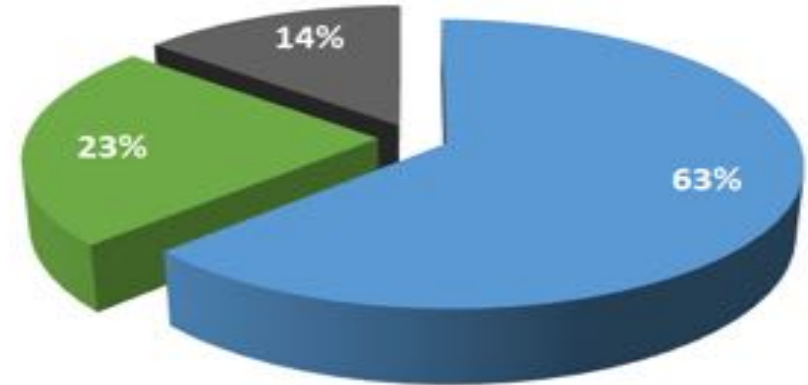
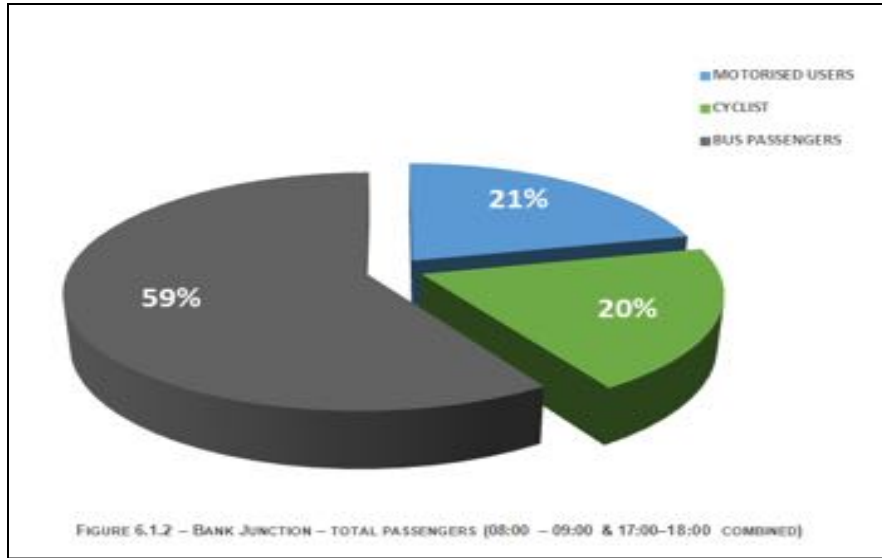
PM

People Movement by Street



FIGURE 6.1.2 – BANK JUNCTION - PEOPLE MOVEMENT ALONG STREETS (08:00 – 09:00 & 17:00-18:00 COMBINED)

People in vehicles vs. road space



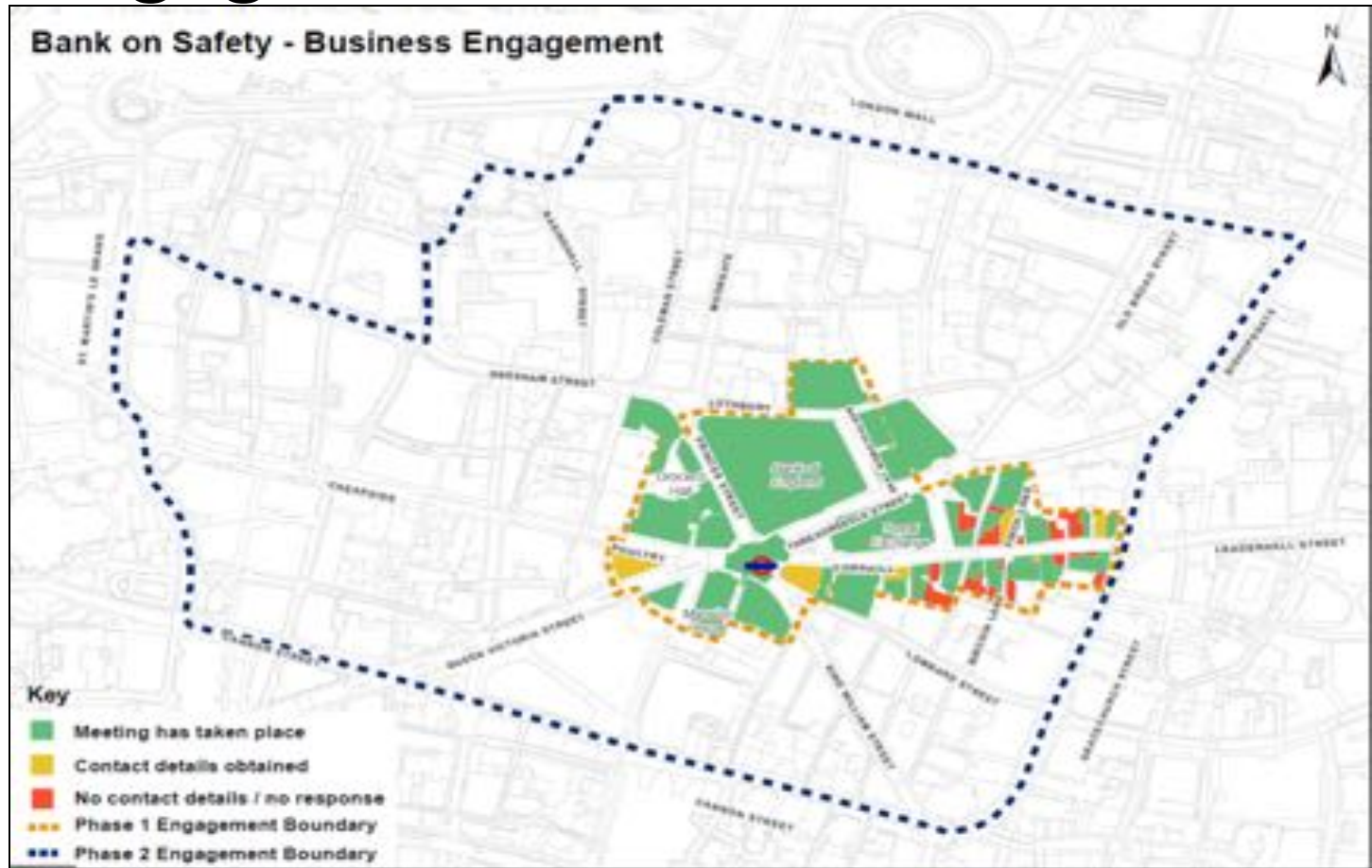
Project Board



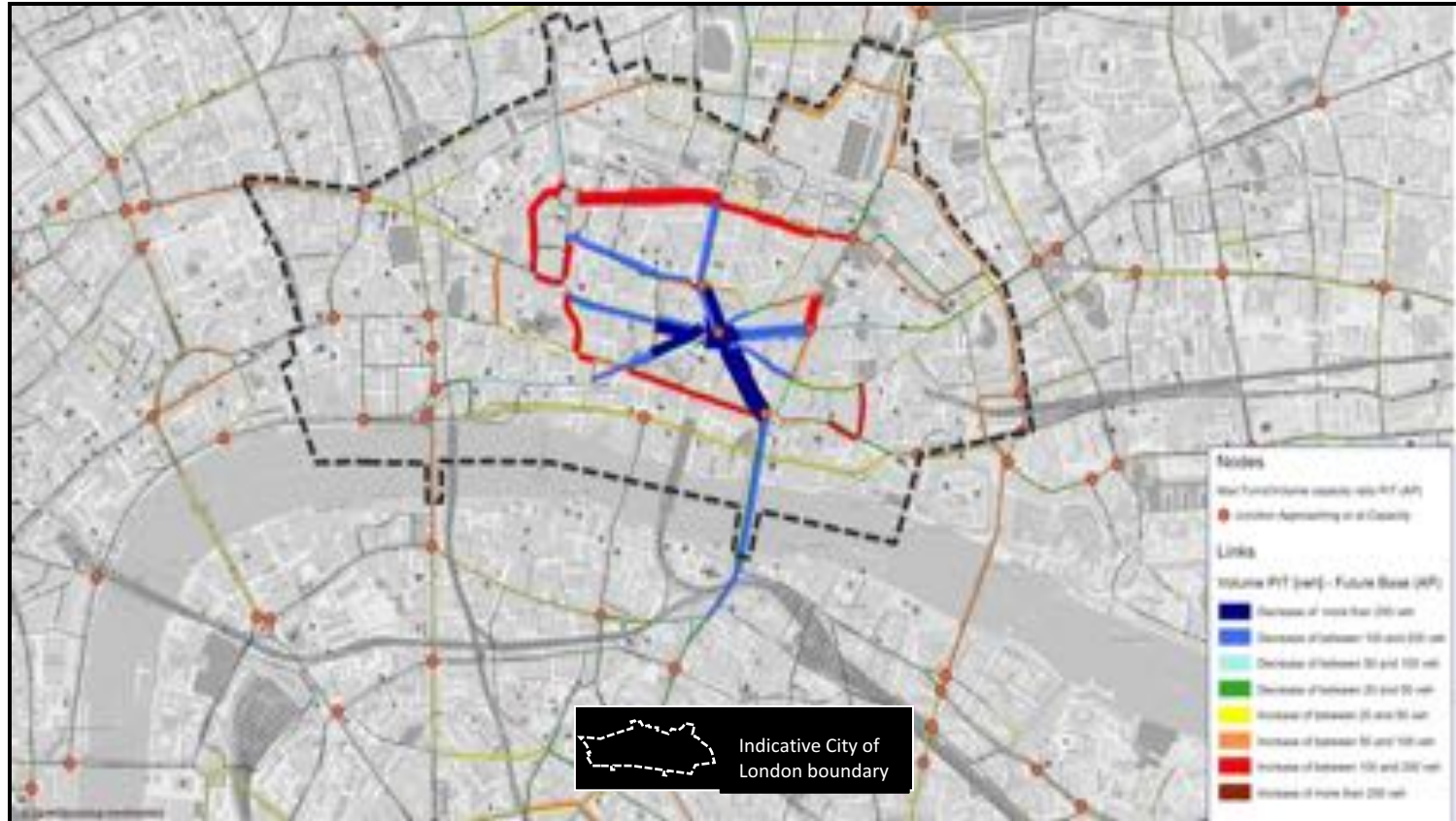
Representation from:

- Cheapside Business Alliance
- City Property Association
- Bank of England
- The Royal Exchange (retail)
- Bloomberg
- The Ned Hotel
- The Mansion House
- The City Police
- London Underground
- Transport for London (Borough programmes)

Local Engagement - Needs



Technical competence



Moment cyclist Ying Tao is hit by lorry at Bank, as grieving husband calls for driver to face prosecution

CCTV shows cyclist as white lorry swerves before she dived under the wheels of a lorry

NEWS | 10:00PM
WICK & BAKER | Friday, 26 July 2018



Ying Tao, seen right, is pictured as she was crushed by the front of the lorry

Cyclist Ying Tao died under the wheels left-turning lorry 'which only signalled as light changed'

NEWS | 10:00PM | Wednesday, 27 July 2018

f t o



Ying Tao, who was killed in a lorry-hit at Bank, The Green Exchange at the scene, City of London Police

THE SUN, 8 AM ON 26 JULY 2018

THE Sun

Hereham +
Blue 17°C | 2pm 14°C

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SECONDS FROM DEATH Chilling picture shows the moment London cyclist is killed by a lorry at junction

Image released as husband of the woman who died demands police reopen investigation into the tragedy

BY JIM LOCKETT 09:55, July 26th, 2018

THIS is the chilling moment a young cyclist was run over and killed by a lorry at a busy London junction.

The shocking image has been released as the husband of the woman who died demands the police reopen the investigation into the tragedy.

30 COMMENTS

CCTV shows Ms Tao swerving a bright white lorry at the corner of the collision

The Telegraph

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News

Husband wants police to reopen their investigation into the death of his wife after she was 'sucked' under lorry

share t o



Ying Tao, 26, was cycling in London when she was sucked under a lorry



**BANK ON
SAFETY**

Experimental Traffic
Changes

Bank Junction Allowed Vehicle Movements

Monday - Friday
7am - 7pm

Buses and cycles only

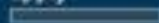


Mon - Fri
7am - 7pm

Local access only
(including deliveries)



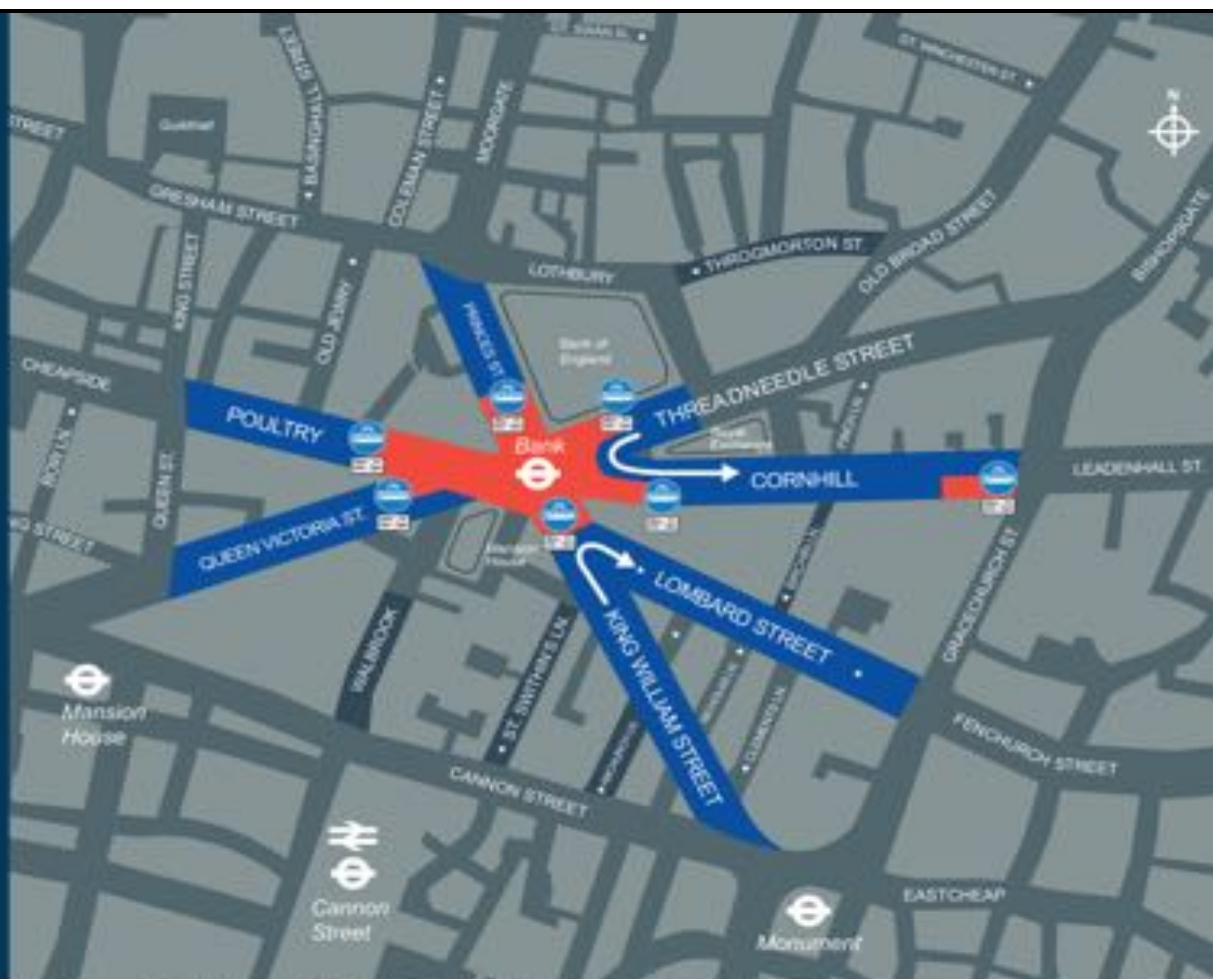
Existing restrictions
apply



Permitted Movement



One-way only

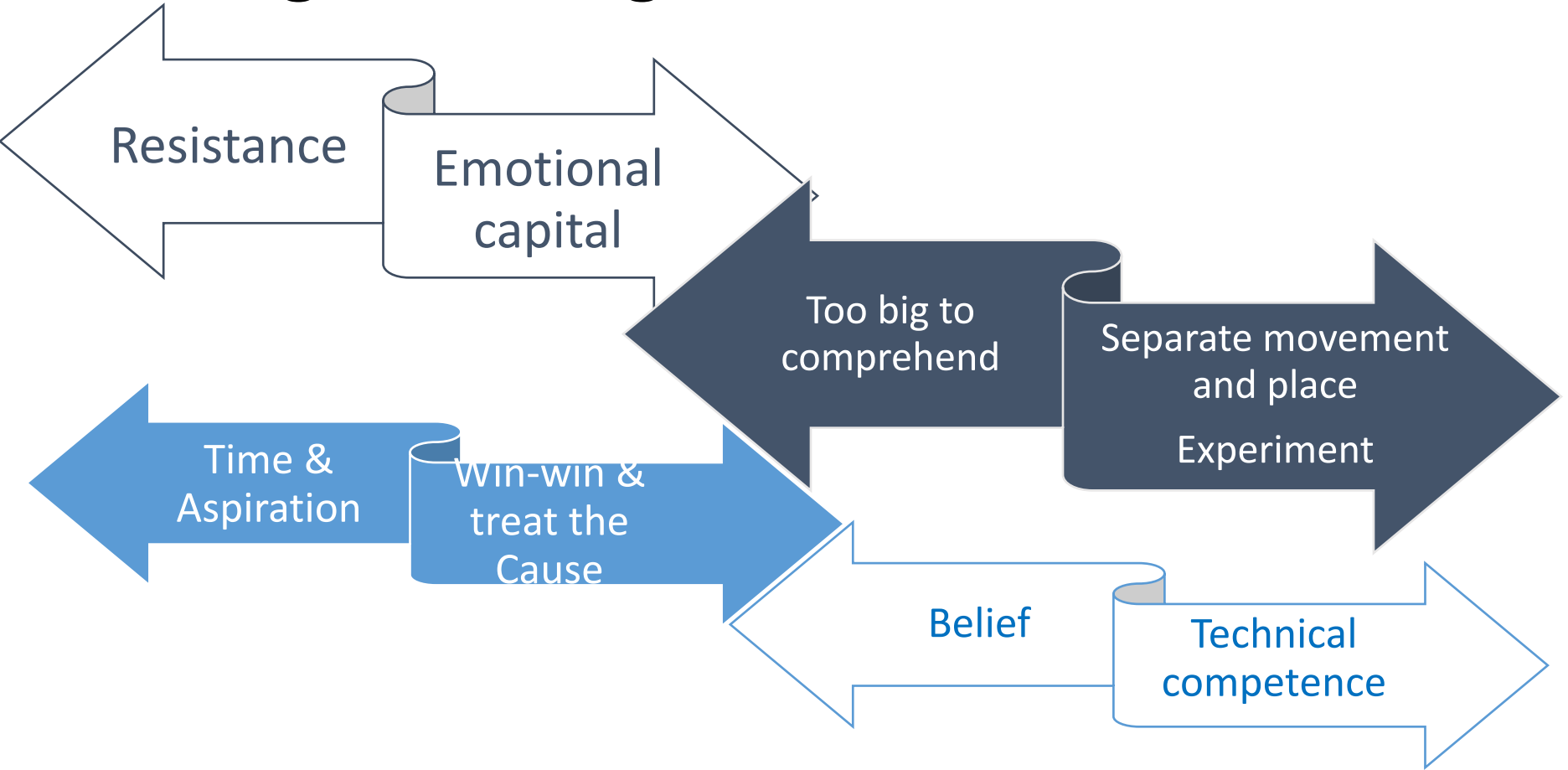


Why does retiming the traffic signals work?





Challenge vs Mitigation



The long term vision

