

Committees: Streets and Walkways sub-Committee Planning and Transportation Committee	Dates: 4 April 2016 5 April 2016
Subject: Bank Area Enhancement Strategy – Update Report	Public
Report of: The Director of the Built Environment	For Information

Summary

This report provides an update on the continued implementation of the Bank Area Enhancement Strategy. Since the strategy was approved in 2013 the following progress has been made:

Completed projects:

- Bank By-Pass Walking Routes Phase 1 Birchin Lane: A timed closure with access improvements and a raised carriageway to enhance the pedestrian environment and movement for people with disabilities
- Austin Friars: Access improvements with a raised carriageway and an enhanced public space at Austin Friars Square
- Bank Courts and Lanes – Lombard Street/Change Alley: Improved accessibility by raising a section of carriageway to footway level and paving improvements
- 67 Lombard Street: Environmental enhancements in association with the redevelopment

On-going projects:

- All Change At Bank: Bank Junction Improvement project to make the junction safer and improve the sense of place. A Gateway 3 report was approved in December 2015. In addition, an experimental scheme is being developed and has been approved at Gateway 2
- Bloomberg development: Enhancement works to improve junctions and road safety and enhance the public realm in association with the new development. A Gateway 3/4 report was approved in September 2015
- 1 Angel Court: Public realm enhancements in Angel Court and streets in the vicinity of the new development. A Gateway 4/5 report is planned for April 2016.
- Bank By-Pass Walking Routes Phases 2 and 3 including improvements in Finch Lane, Nicholas Lane and Abchurch Lane. A Gateway 5 report for Finch Lane and Nicholas Lane is planned for summer 2016
- Designs have been further developed for improvements to the Courts and Lanes in the vicinity of Bank junction. It is planned to integrate these small-scale projects into a future programme

The Bank station upgrade project is being progressed by London Underground with works planned to commence in 2016. Numerous redevelopments are also taking place in the area that will result in further changes to the public realm in the future.

Recommendation: It is recommended that:

- (i) The update information on the Strategy is received and actions noted.

Background

1. The Bank Area Enhancement Strategy sets out the City's vision for public realm, road safety and transportation improvements in the Bank area over the next 5-10 years. It provides a framework, ensuring that improvements are prioritised and works coordinated to make the best use of available funds.
2. The objectives of the Bank Area Enhancement Strategy align with, and further develop, the Local Plan's objectives, in order to address the challenges that are specific for the Bank area. The key objectives for the Bank Area Enhancement Strategy are as follows:
 - To reduce conflict and improve road safety for all modes of transport.
 - To improve the function of Bank junction for all modes of transport.
 - To accommodate future growth, ensuring that the area functions well and provides a suitable environment that contributes towards maintaining the City's status as the world's leading international financial and business centre.
 - To improve the pedestrian environment, create more space for pedestrians and ensure that streets and spaces are inclusive and accessible to all.
3. The strategy and the framework for its implementation were approved by Committees and the Court of Common Council in 2013 following an extensive public consultation exercise. The approval provides that projects in the Strategy are to be implemented in phases as funding becomes available.

Completed Bank Area Projects

Please also refer to Appendix B where finance information is set out.

Bank By-Pass Walking Routes Phase 1 – Birchin Lane (High priority project)

4. The Strategy identifies projects that support the movement of pedestrians along alternative routes to 'by-pass' Bank Junction. This project includes improvements to key north-south lanes to make them more comfortable and accessible walking routes, avoiding the congested Bank junction
5. The project is divided into three Phases and Phase One – Birchin Lane was completed in November 2015. The scheme involved restricting access to motor vehicular traffic between the hours of 7am to 7pm Monday to Friday in order to create a pedestrian focused street. The carriageway has been raised to footway level to enhance accessibility and surfaced in granite to provide a high quality public realm in this conservation area location. Surveys are being undertaken to assess the impact of the scheme but initial feedback from occupiers and users has been very positive.

Austin Friars (High Priority project)

6. Austin Friars was identified in the Strategy as forming a key east-west walking route in the area. The enhancement works here involved raising the carriageway to footway level to improve accessibility and creating an enhanced public space at the eastern end. The construction was completed in October 2015. As with Birchin Lane described above, surveys will be undertaken to assess the impact of the improvements. However, feedback already received from occupiers has been positive.
7. In order to create an enhanced walking route and reduce conflict between vehicles and pedestrians at peak times, an experimental Traffic Order has been implemented with a timed restriction for all vehicles Monday to Friday, 11am to 4am, as well as restrictions on parking times and vehicle width. If the experiment is successful, the Traffic Order will be implemented permanently.

Bank Courts and Lanes – Lombard Street/Change Alley (High Priority project)

8. The enhancement of the Courts and Lanes in the Bank area is a high priority project of the approved Bank Area Enhancement Strategy. This project proposed improvements in Change Alley at the arm that meets Lombard Street adjacent to no.68, in order to enhance this key walking route and in particular to improve accessibility by raising a section of carriageway to footway level.
9. The scheme was funded by an additional TfL major scheme funding allocation for 2014/15 and was completed in February 2015. The accessibility improvements have been welcomed by occupiers and users alike.

67 Lombard Street environmental enhancements (Medium Priority Project)

10. The project involved the replacement of the existing mastic asphalt footway in front of 67 Lombard Street with York stone and new granite kerbs in order to create an enhanced environment adjacent to the redevelopment. The project was fully funded by the developer through a voluntary Section 278 agreement, including all associated staff costs. Works were completed in January 2015.

Update on on-going Projects

Bank Junction Improvements (High priority project)

11. Bank is an area of congestion that has a poor road safety record, particularly for pedestrians and cyclists. Since the Strategy was adopted in 2013, work has been undertaken to assess the movement patterns, servicing and delivery activity and pick up and drop off activity in and around Bank junction.

12. The aim of the project is to improve safety, improve air quality and enhance its sense of place, while also addressing the function and efficiency of the junction and surrounding road network.
13. A Gateway 3 report was approved by committees in December 2015. Four options are to be carried forward to the detailed option appraisal stage and public consultation. This includes an option for the complete removal of motor traffic from the six arms of the junction.
14. The Bank Junction Improvements project is expected to cost between £4m and £18m depending on the option that is taken forward. The construction for the final project is expected to start by the end of 2018.
15. Additionally, the proposal for an experimental scheme that will make Bank a safer place for all road users has been approved and the next gateway will be Gateway 4/5 later this year.

Bloomberg development (High priority project)

16. Planning permission for the Bloomberg development at the former Bucklersbury House site was granted in March 2012. This project largely relates to the Section 278 highway changes that are necessary to integrate the development into the public highway and must be delivered in time for the building's practical completion in late 2017. A new Bank station entrance (Waterloo and City Line) will be also incorporated into the building at Walbrook.
17. A Gateway 3/4 report was approved by Committees in September and October 2015. Works are expected to commence in mid-2016.

Bank By-Pass Walking Routes - Phase 2 and Phase 3 (High priority project)

18. Phase 1 of the project, Birchin Lane, has recently been completed (see above). Subsequent phases are planned to achieve a joined up north-south accessible walking route in the heart of the Bank area.
19. Phase 2 of the project consists of Finch Lane and Nicholas Lane North. The Gateway 5 report (Authority to Start Work) for this Phase is anticipated to be submitted in summer 2016 followed by implementation soon after.
20. Phase 3 consists of Abchurch Lane and Nicholas Lane South. This Phase is planned to be coordinated with the Bank underground Station entrance works planned for completion by 2021.

1 Angel Court (Medium priority project)

21. It is intended to implement public realm enhancements in Angel Court and streets in the vicinity of the new building being constructed at 1 Angel Court. The type of enhancements that are proposed include the provision of an enhanced walking route, re-paving in consistent materials, improving access

and reinforcing the pedestrian nature and character of the Conservation Area. Streets planned for improvement include Angel Court, Tokenhouse Yard (south), Kings Arms Yard, Great Swan Alley (east) and Copthall Avenue.

22. The Gateway 3 report was approved in July 2015 and authority to start work will be sought in April 2016. Works will be coordinated with the developers programme.

Bank Area Courts and Lanes (High priority project)

23. Following a Gateway 2 report approved by Committees in January 2014, designs have been further developed for the Bank Area Courts and Lanes in the area bounded by Cornhill, King William Street and Gracechurch Street. This has led to the identification of a number of projects that are planned to be delivered as part of a future programme, with projects being prioritised according to need. A 'quick win' project at Change Alley has already been completed and is described above.
24. The remaining projects will improve access, upgrade the lighting of the alleyways and enhance the character of the conservation area, including paving, planting and public art.
25. A Gateway 3 report is planned for later this year that will set out the programme in more detail, together with proposals for the initiation of projects.

Remaining Bank Area Enhancement Strategy schemes

26. Appendix C sets out the remaining projects from the Strategy that are not currently programmed or funded.

Bank re-developments and infrastructure projects

27. Transport for London is planning to upgrade the capacity of Bank Station; with new escalators, a new station entrance at Cannon Street and more room for Northern line passengers.
28. Most of the work will be below ground and the impact at surface level will be split into two worksites, at Cannon Street and Arthur Street. The Cannon Street worksite will be in the block bounded by Cannon Street, Abchurch Lane, King William Street and Nicholas Lane. It will be used to build the new station entrance, lifts and escalators, and will later be redeveloped with new offices and retail units. The Arthur Street worksite will be used for the majority of the tunneling works. This means Arthur Street will be closed to vehicles during the works. Access will be maintained for pedestrians and deliveries. The works are expected to be completed in July 2021.
29. There are several redevelopments in the Bank area that are either under construction, approved or planned. These include:
- Bloomberg development
 - Cannon Street Bank Station new entrance

- 1 Angel Court
- 27 - 35 Poultry
- 1 King William Street
- 10 King William Street
- 33 King William Street
- 60 London Wall
- 15 Bishopsgate
- 30 Lombard Street
- 111 Cannon Street

30. Most of these redevelopments will require changes to the streets in the vicinity of the sites. These changes range in scale from comprehensive public realm and junction improvements (such as at Bloomberg) to simple re-paving treatments around the building. A number of street enhancement projects relating to these redevelopments have already been initiated and are described above. Further projects are anticipated over the next few years as developments progress.

Financial implications

31. A total of some £2.9m has been committed to the Bank Area Enhancement Strategy of which £2m has been expended to date. This funding is coming from a variety of sources, including TfL, Section 106, Section 278, CIL and other external contributions. Most of the total cost of projects will be externally funded. Details of costs and funding for projects are set out in the tables in Appendix B.

Strategic Implications

Corporate Plan:

32. The Strategy helps achieve Strategic Aim: ‘To provide modern, efficient and high quality local services and policing within the square mile for workers, residents and visitors.’ by providing a comfortable and functional local environment that supports sustainable transport.

33. The strategy will also assist in meeting the Strategic Aim: ‘To support and promote The City as the world leader in international finance and business services’ by ensuring that the area is fit for purpose in terms of function and environment and is able to accommodate future growth.

Local Plan:

34. Of particular relevance to the strategy area are the following Local Plan policy areas:

<i>CS6 Cheapside and St Paul’s</i>	<i>CS15 Sustainable Development and Climate Change</i>
<i>CS10 Design</i>	<i>CS16 Public Transport Streets and Walkways</i>
<i>CS11 Visitors, Arts and Culture</i>	<i>CS18 Flood Risk</i>
<i>CS12 Historic Environment</i>	<i>CS19 Open Spaces and Recreation</i>
<i>CS13 Protected Views</i>	<i>CS20 Retailing</i>

Conclusion

35. Since the Strategy was adopted in 2013, a number of key projects have been completed or initiated and the objectives of the strategy are beginning to be realised. The Bank Junction project in particular will lead to major change in the area, not just to the junction but also to surrounding streets.
36. More work still needs to be done to accommodate the anticipated growth in the number of people using the area and it is hoped that the remaining projects of the strategy will be implemented in order to fully achieve the strategy objectives.

Appendices:

- A. Plan of strategy projects
- B. Funding summary
- C. Remaining projects from the Strategy

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Appendix A: Plan of strategy projects



Appendix B: Funding Summary (March 2016)

Table 1: Completed Projects

Project	Priority	Funding source	Budget (£'s)	Spend to Date	Remaining
Austin Friars	High	TfL, S106	639,500	596,197	43,303
Bank By Pass Walking Routes – Phase 1 (Birchin Lane)	High	TfL, S106	387,000	369,690	17,310
Bank Courts and Lanes – Lombard Street/Change Alley	High	TfL	50,000	48,795	1205
67 Lombard Street environmental enhancements	Medium	S278	50,570	23,895	26,675
Totals:			1,127,070	1,038,577	88,493

Table 2: On-going projects

Project	Priority	Funding source	Estimate (£'s)	Budget Approved	Spend to Date	Remaining
Bank Junction Improvement works	High	S106, TfL	4,000,000 - 18,000,000	682,909	466,775	222,134
Bank Junction Improvement work – experimental scheme	High	S106, TfL	500,000 - 620,000	300,000	79,000	221,000
Bloomberg Place	High	S106, S278 Parking Reserve Fund, Other External	5,103,500	702,000	442,896	279,104
Bank By-Pass Walking Routes - Phase 2 and Phase 3	High	TfL, S106	638,500	53,850	13,264	40,583
1 Angel Court	Medium	S106, S278	450,000	45,000	19,171	25,829
Bank Courts and Lanes programme	High	S106, TfL	50,000 – 250,000 per Court/Lane			
Totals:				1,783,759	1,021,106	788,653

Appendix C: Remaining projects from the Strategy

Priority	Project	Estimated Cost	Funding Strategy	Update
	High Priority			
High	Improvements to Lombard Street Main objectives: Improve the pedestrian environment and ease pedestrian movement, improve accessibility, reduce conflict, improve safety.	£500,000 – 1.5m	S.106 S278 TfL CIL*	The planned changes at Bank Junction will directly impact any proposals for this Street. Therefore, designs will be developed at a later date following the options appraisal for the junction.
High	Access Improvements across the area Main Objectives: A range of interventions to improve the accessibility of streets and spaces across the area.	£500,000 – 750,000	S.106 S.278 TfL CIL*	To be addressed through various projects.
High	Tree planting across the area	£50,000 – 100,000	S.106 TfL CIL*	Opportunities for tree planting in the area are limited. Focus will be on smaller scale planting improvements to churchyards in particular.
	Medium Priority			
Medium	Improvements to Old Broad Street and Threadneedle Street. Main Objectives: Ease pedestrian movement, improve accessibility, reduce conflict. Opportunity to coordinate improvements with Bank Junction scheme.	£500,000 – 1.5m	S.106 S278 TfL CIL*	The planned changes at Bank Junction will directly impact any proposals for these Streets. Therefore, designs will be developed at a later date following the options appraisal for the junction.
Medium	Improvements to Cornhill. Main Objectives: Ease pedestrian movement, improve accessibility, reduce conflict. Opportunity to coordinate improvements with Bank Junction scheme.	£500,000 – 1.5m	S.106 S.278 TfL CIL*	

Medium	Medium Priority Courts and Lanes: Main Objectives: Improved walking route, improve accessibility.	£20,000 – 350,000 (per Court/Lane depending on scale and design option)	S.106 S.278 TfL CIL*	To be developed at a later date as funding becomes available.
Medium	Royal Exchange forecourt. Main Objectives: Create an enhanced and welcoming public space. Opportunities to coordinate with Bank Junction improvements.	£350,000 – 750,000	S.106 S.278 TfL CIL*	The planned changes at Bank Junction will directly impact any proposals for this area. Designs will be developed following the options appraisal for the junction.
Medium	Rear of the Royal Exchange. Main Objectives: Enhance public space, add more moveable seating.	£100,000 – 350,000	S.106 S.278 TfL CIL*	
Medium	Improved Wayfinding across wider area.	£50,000 – 250,000	S.106 S.278 TfL CIL*	City-wide project to review signage is to be initiated
	Low Priority			
Low	Low priority Courts and Lanes: Main objectives: Improved walking routes, create an enhanced environment.	£20 – 100,000 (per Court/Lane depending on scale and design option)	S.106 S.278 TfL CIL*	To be developed at a later date as funding becomes available.

* Where additional funding from CIL is justified to deliver infrastructure necessary to support development of the City, and where it is used for non-site specific mitigation elements of the project.