

Appendix 10: All Change at Bank and links to relevant strategy and policies.

Corporate Plan 2018 - 2023

Table 1. Links to the Corporate Plan

Bank Junction Improvements Project Objectives	Corporate Plan Aim	Corporate Plan Outcome	Corporate Plan High-level activity	How
A - To continue to reduce casualties	Contribute to a flourishing society	1 – People are safe and feel safe	C – Protect consumers and users of building, streets and public spaces.	Simplifying the junction layout,
B - To reduce pedestrian crowding levels	Shape outstanding environments	9 – We are digitally and physically well-connected and responsive	D – Improve the experience of arriving in and moving through our spaces.	Increasing footway widths and prioritising pedestrian movement
C - To improve air quality	Shape outstanding environments	11 – We have clean air, land and water and a thriving and sustainable natural environment	A – Provide a clean environment and drive down the negative effects of our own activities.	Reduced number of vehicles by reducing the number of 'open' arms and creating new wide pedestrian spaces
D - To improve the perception of place as a place to spend time in rather than to pass through.	Shape outstanding environments	12 – Our spaces are secure, resilient and well maintained	A – Maintain our buildings, streets and public spaces to high standards.	Improved public realm including greening, seating and quieter environment in a historic location.

Climate Action Strategy 2020 - 2027

City Transportation and Public Realm projects will primarily support the Climate Action Strategy, directly or indirectly, through reducing air pollution. The Climate Action Strategy refers to the action of 'reducing air pollution through implementing our ambitious air quality and transport strategies'. How 'All Change at Bank' aligns and helps to deliver the City's Transport Strategy and Air Quality Strategy is set out in Table 3 and 4 respectively.

Other actions that the 'All Change at Bank' project will support are shown in Table 2 below.

Table 2. Links to the Climate Action Strategy

Climate Action Strategy Aims	2020 -2027 Actions	How
Support the achievement of net zero	Embed circular economy principles into our capital projects and reduce carbon intensity by using life cycle carbon and cost assessment techniques and design specifications	Reuse of yorkstone paving slabs wherever possible. The concrete paving slabs from the interim footway can either be reused elsewhere or they can be compacted to create type 1 material.
Build climate resilience	Make the Square Mile public realm more climate change ready through adding in more green spaces, urban greening, flood resistant road surfaces, adaptable planting regimes and heat resistant materials	Introducing planting and greenery Investigating if there is an opportunity for a SUDS in an inground planting bed
	Ensure that we continue to protect the residents, critical assets, infrastructure and heritage of the Square Mile	Improving the public realm in an area with buildings of significant historical and architectural importance. The design will protect and enhance the Bank setting
Champion sustainable growth	Reduce pollution and increase the resilience of the Square Mile Reduce air pollution through implementing our ambitious air quality and transport strategies	Alignment to Transport Strategy, see Table 3 Alignment to Air Quality Strategy, see Table 4
	Enhance greening and biodiversity across our public realm and open spaces	More greenery and planting will be incorporated into the design

Transport Strategy 2019 – 2044

Bank junction and the streets within scope of the 'All Change at Bank' project are identified within Proposal 2 of the Transport Strategy as a key walking route where improvements are needed. How the project will support the delivery the Transport Strategy outcomes and proposals is set out in Table 3 below.

Table 3 Links to Transport Strategy

Bank Junction Improvements Project Objectives	Transport Strategy Outcome	Transport Strategy Proposal	How
A - To continue to reduce casualties	People using our streets and public spaces are safe and feel safe	Proposal 20: Apply the safe system approach and the principles of road danger reduction to deliver vision zero.	Redesigning the junction to a more simplified layout to reduce the likelihood and severity of collisions
		Proposal 22: Ensure on street security measures are proportionate and enhance the experience of spending time on our streets	Including appropriate and proportionate on-street security measures into the design
B - To reduce pedestrian crowding levels	The Square Mile's streets are great places to walk and spend time	Proposal 2: Put the needs of people walking first when designing and managing our streets	Implementing pedestrian priority streets Widening pavements, increasing crossing widths Key walking routes through Bank junction decreasing crossing distances
C - To improve air quality	Street space is used more efficiently and effectively <i>which directly helps to support</i>	Proposal 11: Take a proactive approach to reducing motor traffic.	Introducing access restrictions and other measures to reduce through traffic in line with City of London street hierarchy Reduced number of vehicles by reducing the number of 'open' arms

	The Square Mile's air and streets are cleaner and quieter	Proposal 12: Design and manage the street network in accordance with the City of London Street Hierarchy	designing Bank junction and approaching arms into Local Access streets
		Proposals 13: Use timed and temporary street closures to help make streets safer and more attractive places to walk, cycle and spend time in	Timed restrictions to support pedestrian priority
D - To improve the perception of place as a place to spend time in rather than to pass through.	The Square Mile's streets are great places to walk and spend time	Proposal 7: Provide more public space and deliver world-class public realm	Creating new public spaces by reallocating carriageway Improving the public realm in an area where there are buildings and structures of significant importance. Protecting and enhancing the setting
		Proposal 8: Incorporate more greenery into the City's streets and spaces	Incorporating greenery and planting into the public realm design

Air Quality Strategy 2019 – 2024

Table 4. Links to Air Quality Strategy

Reducing Emissions from Road Transport	Action	How
	29 - Ensure that Healthy Street Plans have air quality improvement targets and that the air quality impact of major transport and public realm schemes are measured.	The project will be assessed for local air quality improvements
	31 - Implement a wide range of action through the City Corporation Transport Strategy to reduce the exposure of pedestrians to transport generated air pollution in the Square Mile	See Table 3 for alignment of Transport Strategy
	35 - Implement a range of actions through the City Corporation Transport Strategy and City Local Plan to support and encourage cycling.	Encouraging a modal shift away from motorised transport by improving the experience for cycles
	38 - Ensure that improving air quality and reducing exposure is an integral part of all major transport and public realm schemes and that all schemes incorporate greening where possible.	Reducing the level of exposure by reducing the number of operational arms, providing more

		space further away from the carriageway. Monitoring air quality improvement Incorporating greenery and planting
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