



Walbrook

Bank Area – intended road junction improvements and underground station capacity upgrade



**Alderman John Garbutt, JP,
Alderman for Walbrook Ward**

Most, if not all, of the population who work, live and travel through the Bank area will agree the need for increased safety and ease of movement in this vicinity. An immense amount of work has gone on in the past few years to plan for a complete overhaul. We are now moving towards reconstruction, which will follow the finalisation of the redesign process over the next 2-3 years. The details of this process are as follows.

Bank junction project

The initiation of this exciting strategic project was given the go-ahead by the City of London Corporation at the end of December 2013. Since then the project has been progressing well and is on schedule as far as timeframe is concerned. Inevitably there will be some disruption to come, but the end result should be a dramatic improvement in all users' quality of life.

During last year and this, extensive traffic modelling of 5 possible solutions was/continues to be undertaken. These represent a sliding scale of change for the junction ranging from, most radically, a complete closure to vehicular traffic of all road "arms" approaching the junction (effectively

pedestrianisation), through to a halving of traffic capacity on all such arms. This data is giving an indication as to the impact on the strategic network of users of the space from making significant alteration to the existing arrangement. Further work is currently underway on a servicing and loading review of nearby businesses. A full and detailed analysis of both pedestrian, and public and private road transport movements is also being updated, in addition to the examination of road accident statistics around the junction, as part of the evidence base needed for a final decision on the preferred option for actual (re)construction.

The indicative programme looking out from now over the coming period involves the development

of the preliminary design (probably taking around 18 months) resulting from the chosen option decided this year. Thereafter it will take a further 15 months for the full detailed design, with construction finally commencing around the first half of 2019 to be hopefully completed by 2022 depending on the particular design chosen.

External factors ongoing around the area which could delay completion include among others: the Bank underground station upgrade (discussed below); Crossrail construction; the building of the Thames Tideway sewer; overrun of the Aldgate area redevelopment (two major area developments are not permitted at the same time because of potential added disruption); the refurbishment of the old Midland Bank building on Poultry; and the completion of the Bloomberg development in Walbrook.

Bank underground station upgrade

London Underground has applied to obtain permission for a major capacity upgrade at Bank station. The City of London Corporation strongly supports this development whilst seeking safeguards to ensure the construction activity involved (which is mainly sub surface, by definition) doesn't adversely affect local interests, particularly in regard to highway and property issues. A public enquiry is now being held to consider these matters.

The major part of the scheme is the creation of a new Northern Line tunnel running through the station and an additional station entrance in Walbrook. If the scheme is approved by the Secretary of state, utility diversions will begin over the coming year, and tunnelling will commence over 2016/17 with some building demolition occurring at the same time. It is presently anticipated that the scheme's construction will continue until 2021 when the new station entrance should be opened and the project completed.

Keep on the register and spread the word

If you're receiving this ward newsletter it means you are already on the Ward Lists – our register of voters for City Ward elections. But to keep receiving it we need you to re-register each year. All residential properties and businesses that are eligible to appoint voters will be sent registration forms in September and an early response from you means we won't have to keep chasing you.

Being on the Ward Lists is not just about having a vote in ward and City-wide elections, it also puts you in touch with Members who sit on the City Corporation's various committees and its main decision making body. They represent you and your interests in the whole range of work the City Corporation carries out.

This newsletter is one way your ward representatives within the City Corporation keep you up to date on how they are working on your behalf.

It also acts as a reminder of who you can contact if you do have an issue with something within the Square Mile – from security to planning, road safety to the night time economy and air quality to broadband provision.



If you are a voter appointed by a business, we would also ask you to spread the word about the unique opportunity that City workers have to register, because there are some firms that don't use their full entitlement or register at all. Each business has a designated person responsible for registration and the Electoral Services team at the City Corporation is happy to help workers find out who their business's contact is.

More information is available from
www.cityoflondon.gov.uk/voting

Going underground

At the time of writing Crossrail was due to notch up a significant milestone with tunnelling scheduled to conclude in its final phase from Liverpool Street to Farringdon.

In all 42km of Crossrail train tunnels will have been created by two 1,000 tonne tunnel machines (named Victoria and Elizabeth).

In the coming months, the next phase of station building and fitout will continue across the central stations.

Crossrail will transform rail transport in London, increasing capacity by 10%, supporting regeneration and cutting journey times across the City.

Its route will run over 100km from Reading and Heathrow in the west, through new tunnels under central London to Shenfield and Abbey Wood in the east.

There will be 40 Crossrail stations including 10 new stations at Paddington, Bond Street, Tottenham Court Road, Farringdon, Liverpool Street, Whitechapel, Canary Wharf, Custom House, Woolwich and Abbey Wood.

Farringdon station will include two ticket halls. The eastern hall will be located within the City at Lindsey Street and the western hall (shared with Thameslink, and which opened in December 2011) is located at Cowcross Street in the Borough of Islington.

The eastern ticket hall will also provide a second entrance to London Underground's Barbican station.

The Crossrail station at Liverpool Street will have entrances at both Liverpool Street and Moorgate. The plans for the Liverpool Street end of the station include the modification of the main London Underground ticket hall and the construction of a new Broadgate ticket hall at basement level with an entrance in front of the UBS building in Liverpool Street (west). An underground pedestrian link connects the Crossrail station with the existing Network Rail and Underground stations, providing covered interchange between all three stations.

A single new entrance combined with the existing London Underground entrance on the



west side of Moorfields will provide the main access point from the Moorgate end of the station.

The Crossrail project will bring an extra 1.5m people to within 45 minutes of central London and will link London's key employment, leisure and business districts – Heathrow, West End, the City, Docklands – enabling further economic development.

The first Crossrail services through central London are due to start in late 2018 and it is estimated that 200m passengers will use Crossrail every year.

www.cityoflondon.gov.uk/crossrail

A milestone year for the City

Every Lord Mayor's Show is special but this year it is marking its 800th anniversary and should prove to be particularly memorable.

As ever the Show is held on the second Saturday in November and will be made up of a three mile long procession of music and movement, community and commerce, pomp and pageantry, all of which represents the City in all its diversity.

The Square Mile's long history is represented by the livery companies, military units and bands while its focus on the future is shown through the community groups, businesses and schools taking part.

In all more than 6,500 people, 200 vehicles and 70 floats will be on display



to welcome the new Lord Mayor and mark the beginning of his year in style.

Starting and finishing at Mansion House, the procession travels down Cheapside, round and past St Paul's Cathedral to the Royal Courts of Justice before returning

via Victoria Embankment.

The Show is rounded off at 5pm with a magnificent firework display on the Thames sponsored by the City Corporation.

For more information visit www.lordmayorshow.org

Segregated Cycle Superhighways in the City of London

Transport for London has now begun work on the Cycle Superhighways that will provide safer, faster and more direct cycle journeys into central London.

Businesses and customers in the areas around the planned Cycle Superhighways routes are being urged to consider how their deliveries and collections may be affected during construction. The schedule of work is:

- East-West Cycle Superhighway – Lancaster Gate to Tower Hill (construction ongoing until summer 2016)
- North-South Cycle Superhighway – Elephant & Castle to Stonecutter Street, near Holborn Viaduct (construction ongoing until spring 2016 with works in the City starting in August 2015)
- Cycle Superhighway Route 2 Upgrade – Aldgate to Bow roundabout (construction ongoing until spring 2016)
- Cycle Superhighway Route 5 – Oval to Pimlico (construction ongoing until autumn 2015)

These routes will be busier than usual during construction and some road users and bus passengers will experience delays. Specific work locations and dates may change, so you are advised to plan ahead and allow more time to complete your journeys.

For further information on the projects mentioned and to plan your journey, please visit www.tfl.gov.uk/roadtraveladvice. You can also subscribe to receive further information on the schemes at: tfl.gov.uk/emailupdates.





Who We Are

**Alderman John Garbutt**

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Tel: 020 7739 8200

Committee Appointments:

Court of Aldermen
Court of Common Council
Finance Committee
General Purposes Committee of Aldermen
Planning and Transportation Committee
Port Health & Environmental Services Committee

**Lucy Frew**

E-mail: lucy.frew@cityoflondon.gov.uk

Committee Appointments:

Board of Governors of the Guildhall School of Music and Drama
Barbican Centre Board
Committee of Aldermanic Almoners, Common Council
Governors and Donation Governors of Christ's Hospital
Court of Common Council
Culture, Heritage and Libraries Committee
Economic Crime Board
Finance Committee
Police Committee

**Deputy James Thomson**

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Committee Appointments:

Court of Common Council
Planning and Transportation Committee
Port Health & Environmental Services Committee
Board of Governors of the City of London School
Police Committee

CONTACT US

To write to any of your Members, to let us know if you wish to receive this newsletter by email in future, or to inform us if you wish to be taken off the distribution list write c/o

Member Services
City of London
Guildhall
London EC2P 2EJ

or email
col-eb-fc@cityoflondon.gov.uk

We are always happy to talk to workers and residents within the Ward about any issues you may wish to raise. Please contact us if you would like to arrange a meeting.

COMMUNICATING WITH THOSE WHO LIVE AND WORK IN THE CITY OF LONDON

Planning & Transport

There have been a number of matters put before the Planning & Transport Committee over the last 12 months which impact Walbrook, its environs or the wider City area. The two most significant are the City wide 20mph zone and the commencement of redevelopment of the old Midland Bank building on Princes Street.

20mph zone – The City of London Corporation has implemented a 20mph zone across the whole City. The aim of this is to reduce casualties from road traffic as well as reduce pollution from vehicles accelerating and braking unnecessarily. The City Corporation estimates that a 20 mph speed limit would reduce casualties in the City by 30 per year – a 7% reduction. It will increase travel times marginally – for a 1.6-mile journey across the City journey

times would increase by 25 seconds. The effectiveness of the zone will be reviewed later this year.

20mph zones already in place in several London boroughs including Islington and Camden and Hackney is due to implement. Experimental 20mph areas are now also being trialled in Westminster.

SoHo Hotel, Princes Street – Work has begun to turn the old Midland Bank and HSBC building on Princes Street into a hotel, managed by the SoHo House, featuring 255 rooms as well as restaurants, bars, a spa and gym facilities, and a swimming pool. It is expected that works will be finished at end 2016.

The Grade I-listed building is a Lutyens designed listed building built in 1937 and a condition of granting planning permission was that many of its features were preserved.

The vast banking hall on the ground floor will be remodelled as the hotel's reception area, while retaining its period features. The old vaults will become a Goldfinger bar where the film of that same name was filmed.

Port Health

Have had a number of issues – the most contentious of which has been to reduce the number of public conveniences and introduction of charging including at Bank Station.

Other matters that we deal with are food standards, Animal Handling Centre at Heathrow, the City of London Cemetery, largest cemetery with 200Ha (Manor Park – East of Stratford bounded to the NW by the A12 and the East by the North Circular), air quality.

Deputy James Thomson