



## Policy and Resources Committee

### APPENDICES PACK – ITEMS 7 and 28

#### 7. BANK ON SAFETY

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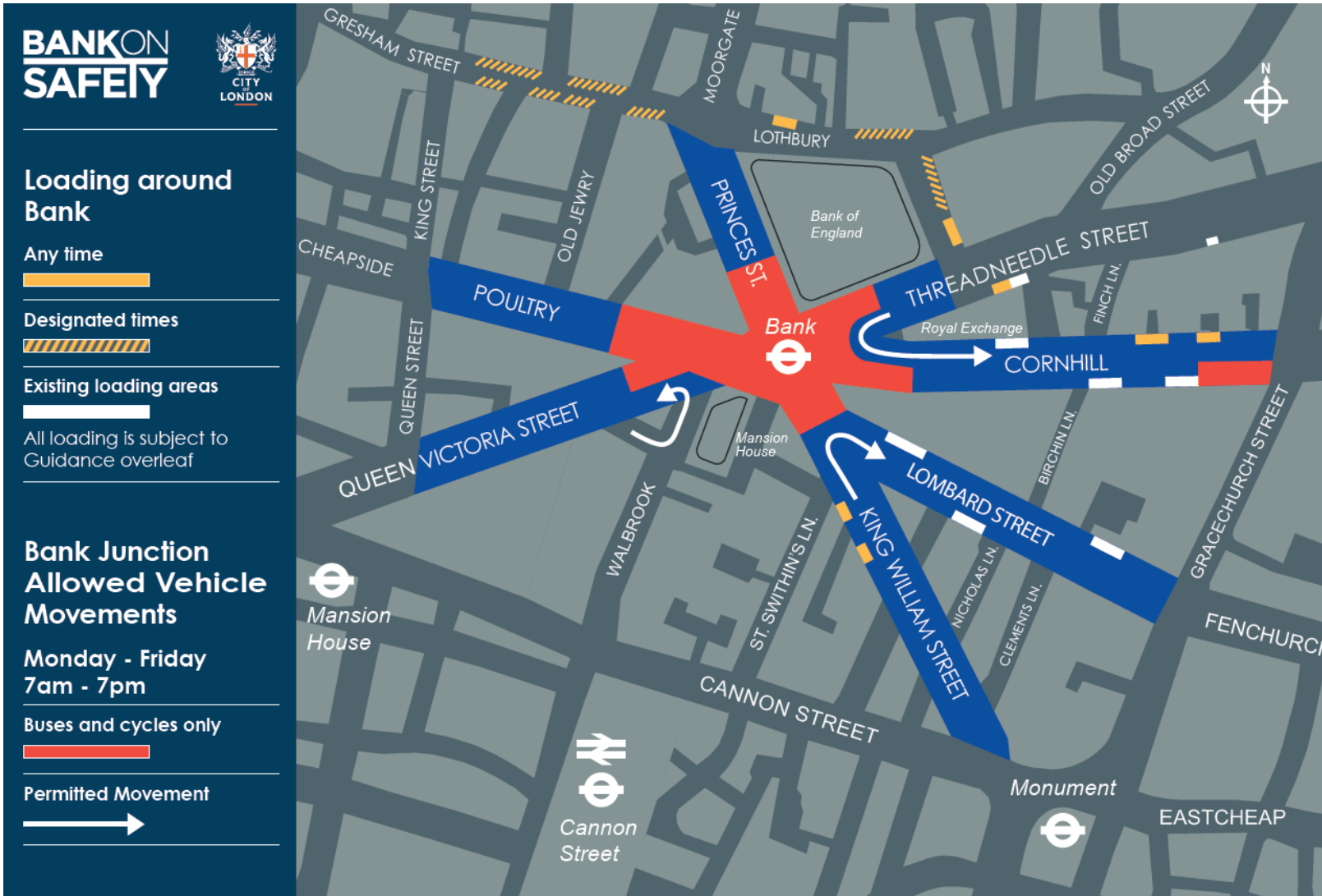
#### 28. 20/21 ALDERMANBURY

- **Appendix 1:** PT4 (Procurement) Form (Pages 91 – 94)
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**John Barradell**  
Town Clerk and Chief Executive

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Figure 6: Map 1



**BANK ON SAFETY**



**Loading around Bank**

Any time



Designated times



Existing loading areas



All loading is subject to Guidance overleaf

**Bank Junction Allowed Vehicle Movements**

Monday - Friday  
7am - 7pm

Buses and cycles only



Permitted Movement



Mansion House



Cannon Street

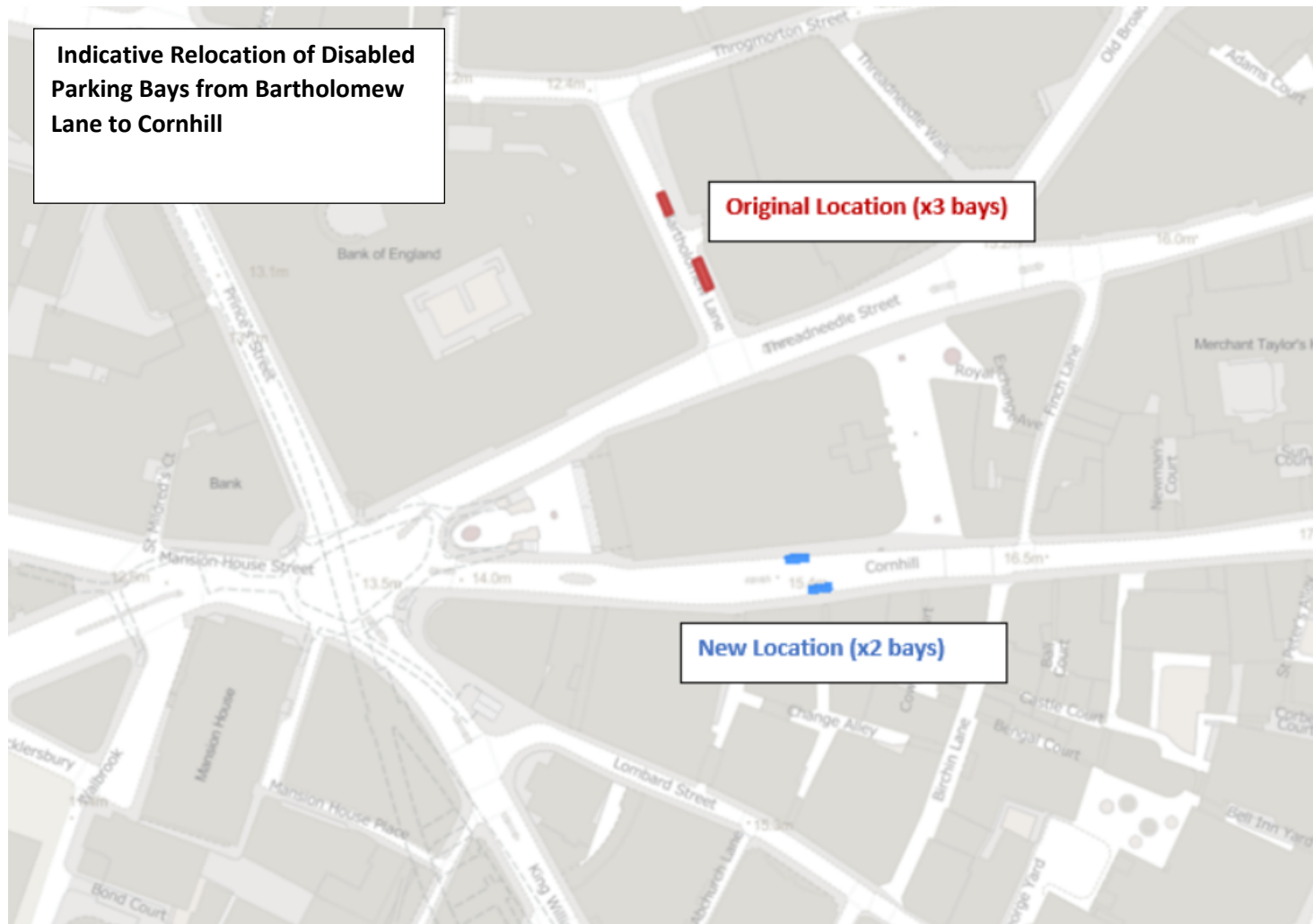


Monument



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Figure 7: Map 2



## **Appendix 2**

### **Statutory Duty Extracts**

#### **Road Traffic Regulation Act 1984:**

1. Under section 122 of the Road Traffic Regulation Act 1984 (RTRA), the City as highway authority must exercise its powers under the RTRA so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-
  - (a) the desirability of securing and maintaining reasonable access to premises.
  - (b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
  - (c) the national air quality strategy.
  - (d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
  - (e) any other matters appearing to the City to be relevant.

#### **Equalities Act 2010**

2. Under Section 149 of the Equality Act 2010 the public-sector equality duty requires public authorities to have due regard to the need to:
  - Eliminate unlawful discrimination, harassment and victimisation
  - Advance equality of opportunity and
  - Foster good relations between those who share a protected characteristic (i.e. race, sex, disability, age, sexual orientation, religion or belief, pregnancy or maternity, marriage or civil partnership and gender reassignment) and those who do not.

Part of the duty is to have “due regard” where there is disproportionate impact and to take steps to mitigate the impact, on the basis that it is a proportionate means that has been adopted towards achieving a legitimate aim.

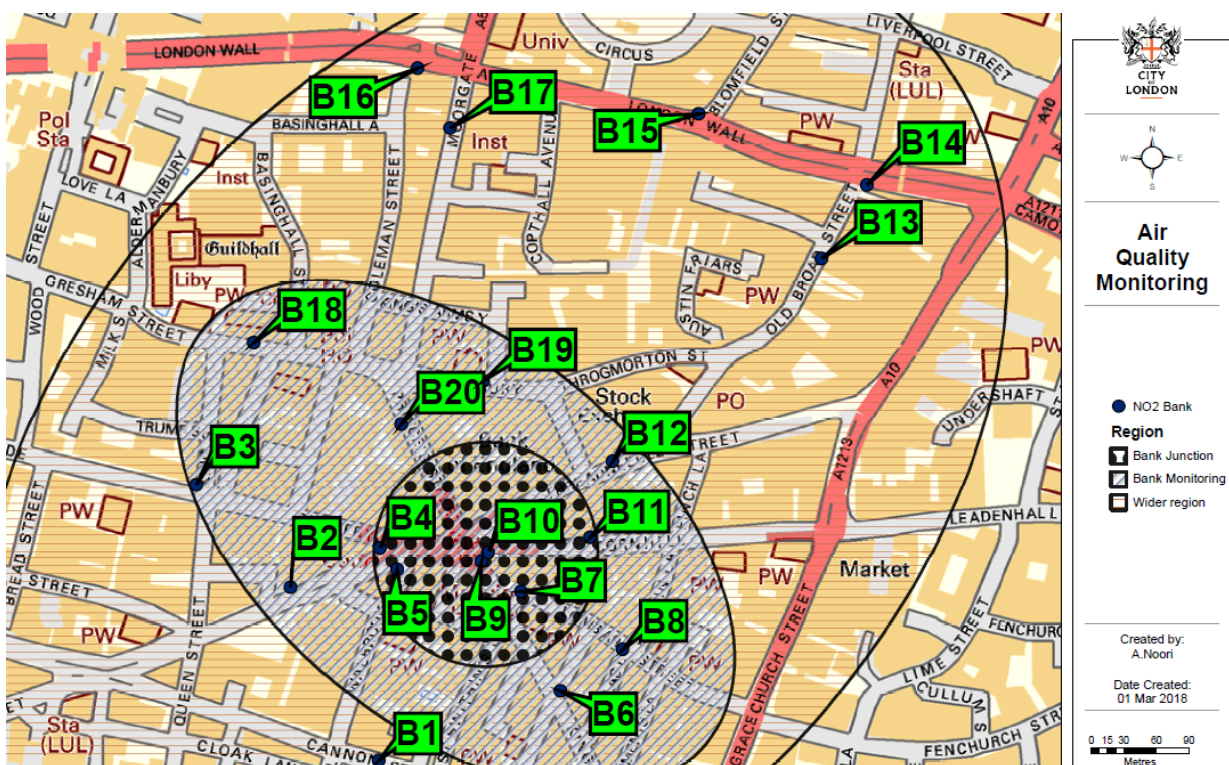
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## Appendix 3

### Air Quality

Figures 8 – 11 below compares post-scheme data from 2017 and 2018 to 2016 - 2017 data for the same months (May to April). Emerging data appears to indicate that there has been an improvement in air quality at Bank Junction and in the surrounding area since the introduction of the Bank on Safety scheme. Diffusion tube locations are shown in Figure 9.

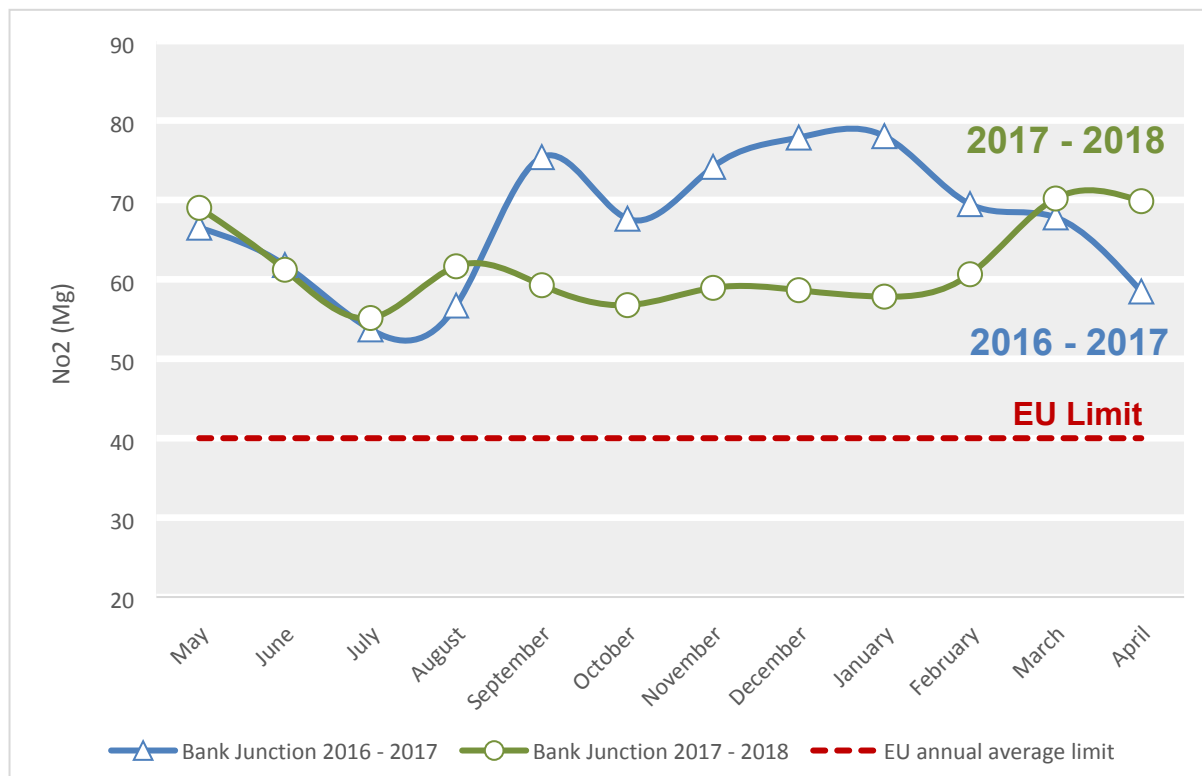
**Figure 8:**  
Air Quality monitoring sites at Bank Junction and the surrounding area.



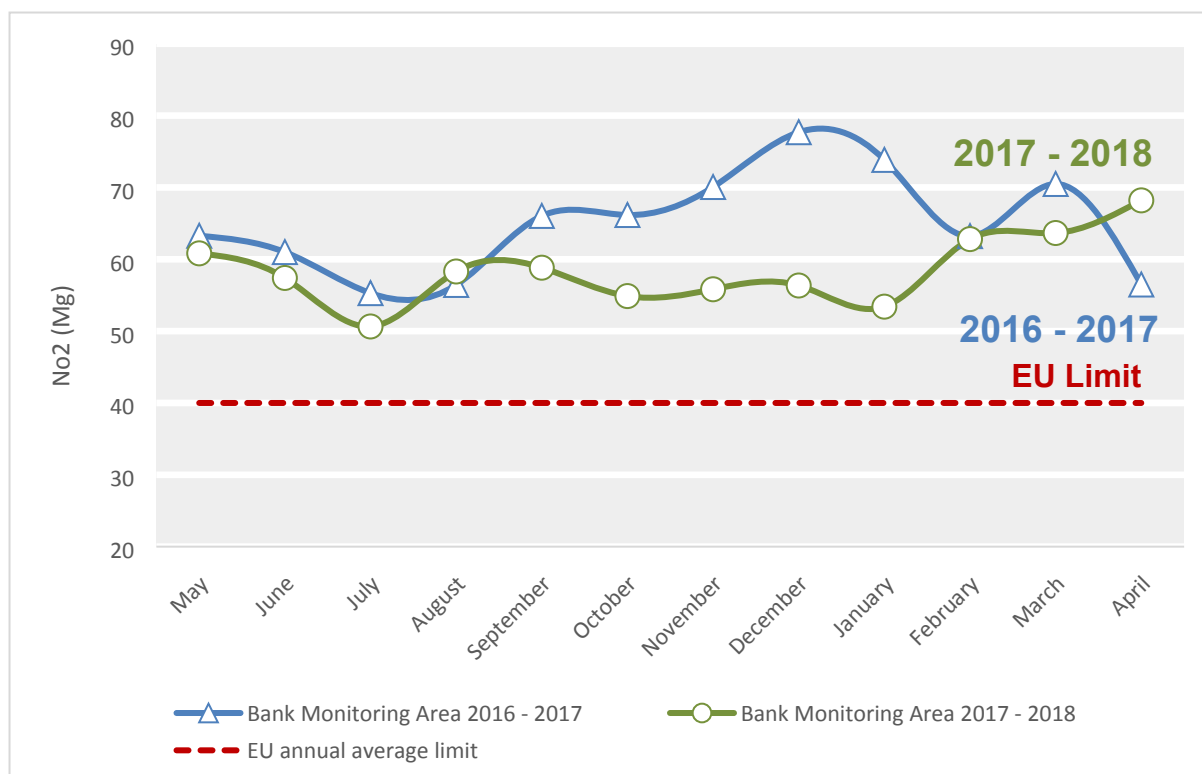
It is important to note that the diffusion tube method cannot distinguish the difference between the operational hours of the scheme as it is an accumulative reading each month. Therefore, it is impossible to say from this method of monitoring what contribution the experiment has had in comparison to other initiatives to improve air quality. It is clear however that the air quality in the area still has much room for improvement to meet the EU annual average limit.

In January 2018, part way through the Bank on Safety experimental scheme, the Queen Victoria Street arm of Bank Junction was reopened to traffic and although it is too early to make conclusions, this appears to have affected air quality levels negatively.

**Figure 3 (in main report): Changes in No<sub>2</sub> between 2016 and 2017 at Bank Junction**

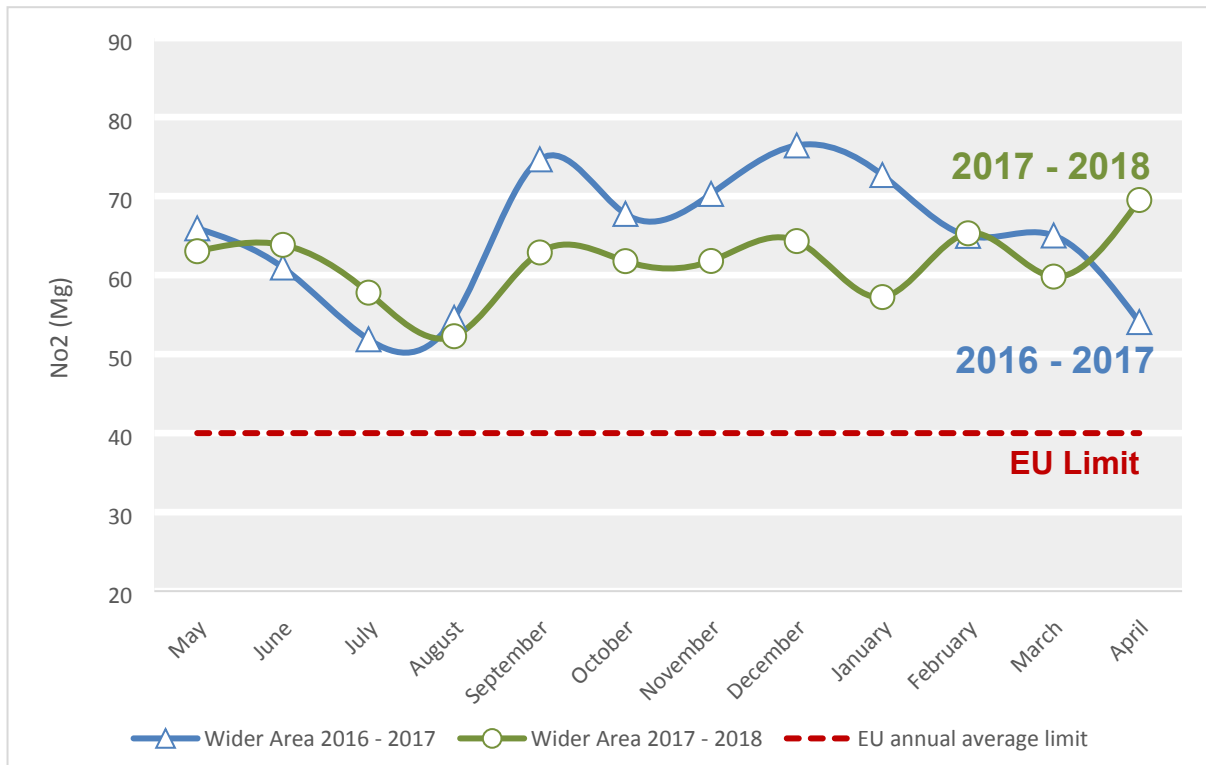


**Figure 9: changes in No<sub>2</sub> between 2016 and 2017 in the Bank Monitoring Area**

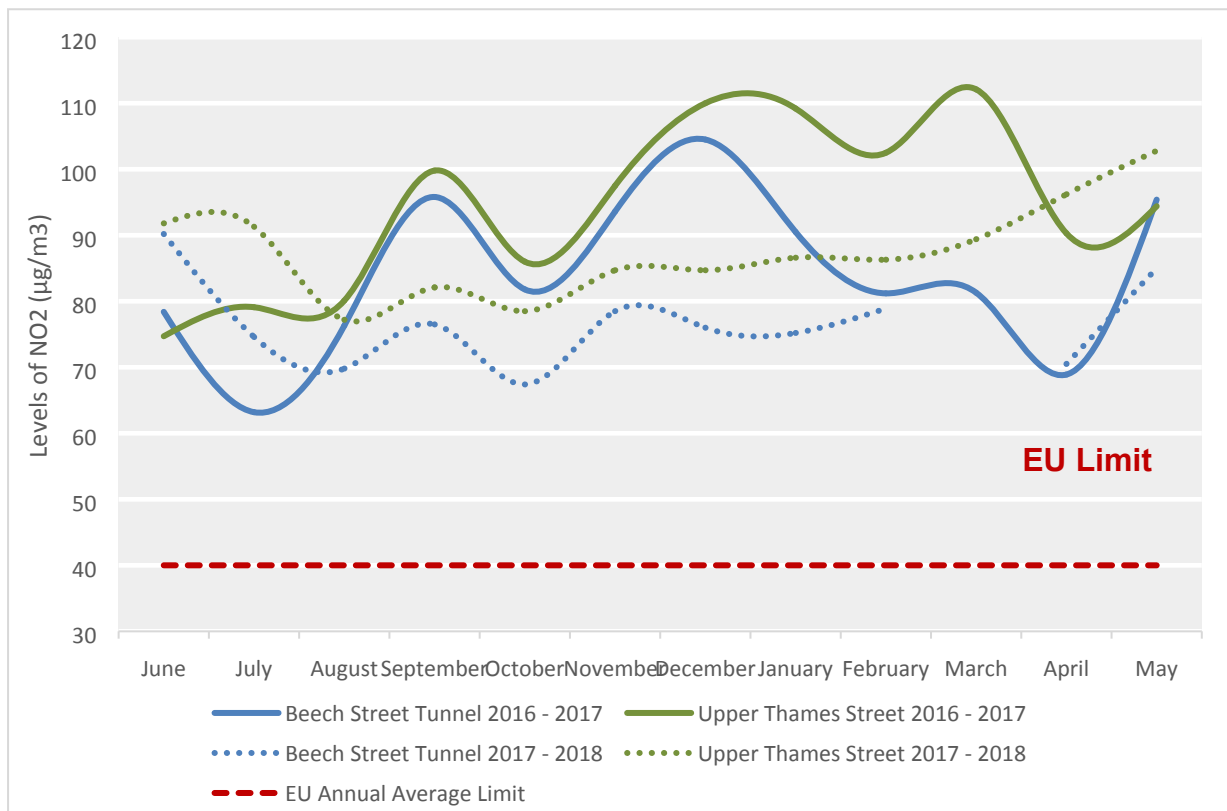




**Figure 10: changes in No<sub>2</sub> between 2016 and 2017 in the wider area**



**Figure 11: changes in No<sub>2</sub> between 2016 and 2017 at City of London continuous monitoring stations**



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This section provides interpreted summaries of the feedback we received from groups and organisations. In addition to the response summaries provided below, each response is included in the overall analysis and covered in the wider consultation report.

Following discussion at Planning and Transportation Committee in April 2018, the groups have had the number of members that they represent added for information.

Each summary provides the respondents level of support based on their response to a closed question in our online survey. Where this closed question had not been answered, we show our interpretation of each stakeholder’s level of support based on their comments.

**Table 4**

Representative groups/organisations	Overview of comment	Support or support with more stringent variations	Support but would like to see variations	Do not support (i.e. return to previous operation)	Represents
Alliance of British Drivers	<p>The Alliance of British Drivers is a voluntary organisation promoting the interests and concerns of Britain’s drivers. The organisation raised concerns that the Bank on Safety Scheme had caused network disruption and worsened traffic on alternative routes, causing air pollution. In addition, the organisation’s response cited difficulty in accessing premises in the vicinity of Bank Junction, such as the Ned Hotel. The organisation stated that it perceived the safety issues at Bank Junction to stem from ‘pedestrians stepping into the road without looking’ and gave support to a redesign of the junction and an increase of pedestrian space.</p> <p>Whilst no explicit indication of overall support was given, officers interpretation of the response provided was that the ABD did not support the Bank on Safety Scheme.</p>				No membership details available.

City Property Association (CPA)	<p>The CPA represents approximately 150 companies made up of the leading owners, developers, investors and professional property advisors in the City of London. The organisation has been involved with Bank on Safety Scheme from an early stage and has been a part of the Project Board through the scheme's development. Having reviewed the November 2017 monitoring report published by the City and experienced the changes at the junction first hand, the CPA stated that the changes are 'highly noticeable and very welcome', suggesting that such improved conditions 'should be retained as a new benchmark for the minimum standard of what should be acceptable for air quality and road safety for vulnerable road users in Central London'.</p> <p>The organisation referenced the City's ongoing discussion with the Licensed Taxi Driver Association (LTDA), regarding the LTDA's request to allow taxis to use Bank Junction. The organisation stated that for the 'vast majority of City workers this is not a primary issue'.</p>				150 City based companies
Living Streets	<p>Living Streets are a registered charity that aims to 'create a walking nation, free from congested roads and pollution'. The organisation set out its response according to the underlying scheme objectives stating that it believed the junction to be 'easier and safer as a pedestrian to cross at both the junction and its approach roads'. Additionally it stated that that it believed that the order as it currently operates still allows for deliveries to be made and to access adjoining roads, that air pollution had not been worsened and journey times for buses and general traffic appeared improved.</p> <p>Living Streets requested that signage (both scheme-level and general wayfinding) at and in the vicinity of the junction should be made clearer.</p>				Circa 20,000 subscribers to the London newsletter

London Cycling Campaign	<p>London Cycling Campaign is London's largest cycling campaign organisation representing approximately 12,000 members and 30,000 supporters. The organisation gave its full support for the scheme stating that it had been 'positively transformative and represents not just a leap in quality of the environment at the junction, but also a step-change in the ambition and willingness of the City of London to improve its streets for people'. As part of its response the organisation made a number of requests for changes to the scheme including the following;</p> <ul style="list-style-type: none"> <li>• That the scheme be made permanent and the hours of operation be extended to 24 hours, 7 days a week.</li> <li>• That enforcement be used to increase compliance at the Junction.</li> <li>• That immediate changes be made to benefit pedestrians including; re-timing traffic signals and removing guardrailing.</li> <li>• That over the longer term, all motor vehicles (cyclists not included) be removed from the junction and the space function as a public square or plaza.</li> </ul>				12,000 members
London Taxi Drivers Association (LTDA)	<p>The LTDA represent Licensed Taxi Drivers and have been involved in discussions on the Bank on Safety Scheme from an early stage. As part of their response to the consultation, the LTDA commissioned BWB transport consultants to undertake a review of the impacts and implications of the Bank on Safety Scheme for Licensed Taxis. Officers are in the process of verifying important technical elements of this review with BWB, which are used to arrive at its conclusions and as such the technical details are not published as part of this response summary. However, the overall sentiment of the LTDA's response to the Bank on Safety consultation can be summarised as follows;</p> <ul style="list-style-type: none"> <li>• That the impact of 're-permitting' taxi traffic to the junction should be significantly lower than previously envisaged.</li> <li>• That re-admittance of taxis to Bank Junction should have beneficial implications to road safety.</li> </ul>				Last published membership figure was for 2015, which was for 11,000 members

	<ul style="list-style-type: none"> <li>• That taxis be permitted access to Bank Junction by way of 'ahead only' movements.</li> </ul>				
Stop killing cyclists	<p>Stop Killing Cyclists is a cycling campaign group representing approximately 7,000 members. The organisation gave its full support to the scheme stating that the closure had been a 'huge success for the people walking and cycling through the junction'. As part of its response the organisation made a number of requests for changes to the scheme including the following;</p> <ul style="list-style-type: none"> <li>• That the scheme be made permanent and the hours of operation be extended to 24 hours, 7 days a week.</li> <li>• That buses be restricted from using Bank Junction.</li> <li>• That further cycling infrastructure be provided at the junction.</li> <li>• That consideration be given to the relationship between cyclists and pedestrians at the junction.</li> <li>• That the junction be subject to an architectural competition to turn the junction into a plaza.</li> </ul>				7,000 members

<p>Worshipful Company of Hackney Carriage Drivers</p>	<p>Comments from this Stakeholder were received shortly after the 30<sup>th</sup> November consultation deadline.</p> <p>Comments from this Stakeholder were contained across three documents and the main themes are summarised below;</p> <ul style="list-style-type: none"><li>• An increase of journey times and fares for users of Hackney Carriages</li><li>• Issues with road closures in the City area</li><li>• Loading on Gresham Street causing congestion to east-west traffic</li><li>• Pollution levels being worsened in the City</li><li>• The changes at Bank Junction had resulted in an increase to Bus Journey Times</li><li>• Difficulty in accessing key locations around Bank Junction That disabled users of taxis were having difficulty in accessing key locations around Bank Junction</li></ul>				<p>225 members</p>
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**Table 5**

Local Occupier	Overview of comment	Support or support with more stringent variations	Support but would like to see variations	Do not support (i.e. return to previous)
British Land	<p>British Land gave full support to the Bank on Safety Scheme and its underlying objectives of improving road safety and air quality, whilst maintaining access for deliveries to local businesses and improving bus journey times through the area. The organisation made reference to the challenges facing the City in terms of an increasing population and the need to prioritise space for pedestrians, and suggested that initiatives such as Bank on Safety have a ‘very positive’ impact on the City’s image as a contemporary business location.</p> <p>British Land requested that space for pedestrians be increased as part of the future of Bank Junction.</p>			



<p>Oxford Properties</p>	<p>Oxford properties is an occupier within the Leadenhall Building as well as being a significant investor and developer of commercial office and retail space in the City of London. The organisation referenced its commitment to promoting sustainable transport in the form of ‘cycling, walking and the use of public transport’. The response also stated that there are occasions when ‘the use of taxis or cars is necessary’ and members of the organisation had observed a ‘significant increase in travel times and congestion following implementation’, when using such modes. Oxford properties stated that it felt the experience of ‘key business decision makers’ had been affected by the scheme, which potentially had the potential to negatively impact investment within the City of London.</p> <p>The organisation went on to indicate support for the scheme’s objectives but strongly encouraged a review of the junction’s permitted vehicles, which it felt should result in taxis being allowed to use Bank Junction during scheme hours.</p> <p>The response from Oxford properties did not clearly indicate its overall support for the Bank on Safety scheme and as such it has been inferred from the general sentiment of the comments in the letter, that the organisation does not support the scheme.</p>			
<p>Shanghai Commercial Bank</p>	<p>The Shanghai Commercial Bank occupies offices at 65 Cornhill. The organisation gave a very brief response stating that it was pleased with the Bank on Safety Scheme.</p>			

<p>The Ned Hotel (submitted by Paul Basham Associates)</p>	<p>The Ned Hotel is situated at 27 Poultry and was operational from 2<sup>nd</sup> May 2017. A number of meetings have taken place between City of London officers and representatives of the Ned Hotel to discuss the scheme. The organisation states that the scheme to date has ‘negatively impacted the operation of and guest experience at the Ned’. The primary issue raised by this stakeholder is the Taxi Drop-off and Pick-up function at the premises, stating that taxis refuse to stop close to the hotel and guests and doormen are not able to hail taxis. Secondly, the Ned’s response cites difficulty in servicing and logistics whereby ‘items are not delivered or delayed due to the restrictions’ and ‘Delivery and servicing vehicles receive fines’. The organisation also expresses concern around increased traffic on streets surrounding Bank Junction, citing that ‘delivery and servicing vehicles parked along both Old Jewry and Gresham Street’ restrict movement.</p> <p>The Ned Hotel strongly encouraged a review of the junction’s permitted vehicles, which it felt should result in taxis being allowed to use Bank Junction during scheme hours.</p>			
<p>WBRC</p>	<p>WBRC is an insurance company occupying offices at 40 Lime Street with approximately 2000 employees. The organisations gave its full support for the Bank on Safety Scheme and stated in June 2017 that the project had been ‘a great success and is testimony to the vision of the City and its ambition’.</p> <p>WBRC went on to indicate that it believed the scheme should be made permanent.</p>			

Welltower	Welltower occupies offices at 29-30 Cornhill. The organisation indicated its support for the Bank on Safety scheme and suggested that no negative impact had occurred to its operation.			
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## Appendix 5

Statutory Objections and Response to Experimental traffic Order (Order 1) (the main restriction)

<b>Date:</b> 13 September 2017	<b>Name:</b> ID2	<b>Address:</b> by email
<p><b>Comments:</b> I am writing this about the City of London's embarrassing management of the roads in the square mile. Close Bank Junction to all but buses and bikes, claiming it's about "safety" is laughable. Then close Bishopsgate?! This has caused gridlock in the surrounding areas, and as a knock on effect I dread to think what the toxin levels we are all breathing are at the moment.</p> <p>I appreciate works have to be done but do you not see the misery you are causing to the general public? Do your city planners not realise what they are doing to the city? It's making London unworkable! It's embarrassing.</p>		

### RESPONSE TO OBJECTION POINTS:

There is careful consideration of the planned network restrictions within the City with close coordination with Transport for London to accommodate traffic signal timing changes to optimise traffic flows on alternative routes. Closures will cause delays, but these are not necessarily going to be lessened by re-opening Bank due to the way the traffic signal phasing, away from Bank, operates. This is taken into consideration when reviewing planned closures, and was reviewed as part of the plans for the Bisphosphate closure.

The experiment at Bank is proving, so far, to have reduced casualties at this location (compared to the previous five- year average) and had a positive effect in the surrounding area in terms of casualty reduction. The monitoring work on NO<sub>2</sub> has to date not shown a specific detrimental impact and is under continuous review.

<b>Date:</b> 16 August 2017	<b>Name:</b> ID4	<b>Address:</b> by email
<p><b>Comments:</b> Experimental is it – so you can see what a good way of getting money from unsuspecting road users it is. Close a major thoroughfare that has been used for years by road users, then fine them – this is unacceptable. When you get the penalty notice, you then give information on the changes. A bit late, don't you think. A warning should be issued for this, not a fine – to make road users aware of the changes. Clearly nothing to do with safety – only extorting money from the public.</p>		

**RESPONSE TO OBJECTION POINTS:**

There was a lot of publicity around the changes prior to the implementation both on social media and traditional newsprint. A lot of work with the local businesses was also undertaken. This is testament that in the first week of operation the compliance rate was in the region of 76%. It has since increased to 97%. Warning letters were issued for the first couple of weeks to all drivers but there was a need to start increasing the compliance levels as soon as possible. There was also continued publicity about the scheme, but it is accepted that this would not reach all drivers.

This experiment has always been about improving safety at Bank, which the data to date supports is being achieved, not only at Bank but also in the wider monitoring area.

<b>Date:</b> 24 November 2017	<b>Name:</b> ID20	<b>Address:</b> By email
<p><b>Comments:</b></p> <p>The experimental scheme to date has negatively impacted the operation of and guest experience at the Ned. The key challenges that the hotel has experienced over the last six months are as follows:</p> <p>Taxi Drop-Off/Pick-Up</p> <ul style="list-style-type: none"> <li>•Taxis refuse to stop close to the hotel for fear of receiving a ticket</li> <li>•Taxis at Kings Cross refuse to drop off at the Ned</li> <li>•Guests have to walk from Grocers' Hall Court or Gresham Street/Moorgate – they often complain about this and more so when it rains or when they have a large amount of luggage</li> <li>•Guests/Doormen cannot readily hail taxis and guests have missed appointments and demanded compensation from the hotel</li> <li>•Guests are directed to Princes Street entrance to find no cabs using the taxi rank</li> </ul> <p>The complaints received to date describe the situation as “a nightmare”, “an absolute joke”, “ridiculous” and “impossible”. This is not the feedback a 5-star hotel welcomes, especially in its first few months when it is crucial to make the right impression.</p> <p>Servicing and Logistics</p> <p>The Ned has also received complaints from private drivers and delivery and servicing vehicle operators who have been compromised;</p> <ul style="list-style-type: none"> <li>• Items are not delivered or are delayed due to the restrictions</li> <li>• Vehicles are moved on by traffic wardens without being given an alternative route</li> <li>• Delivery and servicing vehicles receive fines</li> <li>• Requests for the Ned to guarantee that any fines received are paid for by the hotel</li> </ul> <p>Surrounding Areas</p> <p>Visitors and staff have experienced increased traffic and noise pollution on surrounding streets including, but not limited to, standstill traffic back down to London Bridge and along Cannon Street, heavy traffic along Old Jewry, Gresham Street and Lothbury as vehicles divert around the closure and also observed</p>		

numerous delivery and servicing vehicles parked along both Old Jewry and Gresham Street further restricting movements along these adjacent routes.

#### Additional Surveys

The Ned commissioned its own surveys along adjacent roads to the hotel, on Poultry and Prince's Street. The week-long surveys were undertaken between Wednesday 15th November and Tuesday 21st November. In addition, the hotel has captured further visual data from its own CCTV cameras that look onto Poultry and Princes Street.

The restrictions at Bank encourage vehicles to make a U-turn on approaching the junction. The U-turn is known to be a dangerous manoeuvre and the consequences of accidents caused by U-turns are often serious and sometimes fatal. [table of u-turns on Poultry and Princes Street from 15-21 Nov submitted]

We are concerned that the closures have resulted in a new hazard, which, over the passage of time, will result in a serious or fatal accident.

#### Accidents

A review of accident data over the last 5 years (2012-2016) for Bank Junction indicates that taxis have not been the cause of accidents. It would be deemed safer to allow taxis back onto the junction rather than continue to encourage U-turns, and this would support the Primary Objective of the experimental scheme.

It is somewhat surprising that taxis are excluded thus creating the new U-turn hazard described above. This, coupled with apparent freedom of buses and cyclists to travel faster through the junction, the latter often ignoring traffic signals, exacerbates this risk further.

#### Further Studies

We would like the CoLC to permit taxis through the junction as part of the experimental scheme. This would also allow the City to understand how this would impact the junction.

We are looking into our own options for the long-term scheme to be implemented at Bank Junction and trust that these may be considered with the other options that the City were considering prior to the Bank On Safety project understandably taking precedent.

We appreciate the time and attention that both members and officers have given us in recent months and the Ned wants to continue to support and engage in order to find a good solution for this junction that is safe, meets the growing demands of the City and the increase in people traversing this busy intersection in the future.

#### **RESPONSE TO OBJECTION POINTS:**

The Ned hotel opened its doors to customers in May 2017 shortly before the experiment at Bank became operational. There was no provision for taxi pick up and drop off on the northside of Poultry prior to the experiment or for on street servicing at either entrance. The experiment has not changed this. Direction of travel to the hotel service area has been decreased, but access is still possible for servicing to

take place from the west. Deliveries Can still take place during the operational hours of the scheme.

Taxis refusing to take customers to legitimate drop off destinations is a matter to be taken up with Transport for London's taxi and private hire licensing team. To confirm that taxis are able to pick up and drop off at the Princess Street hotel door by undertaking a u-turn ahead of the enforcement area and there is a rank for three cabs available, but which the City has no control over whether the rank is fully utilised.

The traffic on London Bridge is predominantly due to the lane restriction by Arthur Street. We agree that Increased traffic in Gresham Street and Old Jewry has been observed, as has loading activity which is monitored and enforced if not compliant.

Taxis or other vehicles u-turning to pick up and drop off at the hotel or other property within the restriction has been audited and it is felt that with the reduced volume of opposing flow of vehicles, the compromise of designing this manoeuvre in to the design to maintain access to the properties is acceptable. U-turns took place prior to the experiment and continue to take place after the scheme operating hours. There has been no recorded casualty, to date, during scheme operating hours due to a u-turning vehicle. Therefore, there is currently no evidence to support that it would be safer to allow taxis to cross the junction.

<b>Date:</b> 18 July 2017	<b>Name:</b> ID21	<b>Address:</b> By email
<b>Comments:</b> One of our engineers has recently fallen foul of the experimental traffic changes around Bank. Disappointingly there does not seem to be adequate warning signs advising the unsuspecting van driver of these changes.		
We provide property maintenance services for premises in this and the surrounding areas and we would be obliged if you could advise as to what provision has been made to allow for the servicing of the premises in the restricted zones, especially in the case of an emergency such as a serious drain blockage, power outages, gas and water leaks, security issues etc.		
This experiment comes under the name of Bank On Safety, it is anything but, if you have a business in the retail or leisure sector. In fact it is the complete opposite as people working in the area will be at risk, as safety repairs will not be able to be carried out between 07.00 and 19.00, so if an issue is discovered at 08.00 the business may have to close until the necessary work is carried out which will probably involve closing for a full day with all that entails for staff who are on hourly or zero hours contracts and a massive loss of revenue for business. What is more is that all work will have to be carried out of normal hours placing a not insignificant burden as far as cost go on all the affected businesses.		
Whenever there is a proposal to ease traffic issues in the City, the first thing the powers that be think of is cyclists, the very last, if it is given any thought at all, is the		



simple practicality that buildings need servicing and maintaining. There may come a time when the smaller independent bars and shops throw the towel in and say 'no more', and move on.

It would appear that, having spoken to our clients in the areas concerned, that none of them were aware of this 'experiment', that how well this has been publicised. Still as Arthur Daley would say 'it's a nice little earner', for the City of London, the opposite for everyone else.

**RESPONSE TO OBJECTION POINTS:**

It is possible to drive to, or close by, to all premises within the restricted area, with all approach arms remaining available to traffic to the enforcement point. Past the enforcement points, there was no loading or waiting permitted, so vehicles could not stop to wait or load prior to the experiment. The design of the experiment did encompass the local buildings servicing needs, and whilst direction of travel to those buildings may be impacted, there is still the ability to access service bays and loading areas except for one building (with whom we have an agreement with), during the operational hours of the scheme.

There was a lot of publicity around the changes prior to the implementation both on social media and traditional newsprint. A lot of work with the local businesses was also undertaken. This is testament that in the first week of operation the compliance rate was in the region of 76%. It has since increased to 97%.

This experiment has always been about improving safety at Bank, which the data to date supports is being achieved, not only at Bank but also in the wider monitoring area.

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Modelling scenario with a North and South entry and alternative East and West arm entry (4 arms open)

Figure 12: Scenario 1

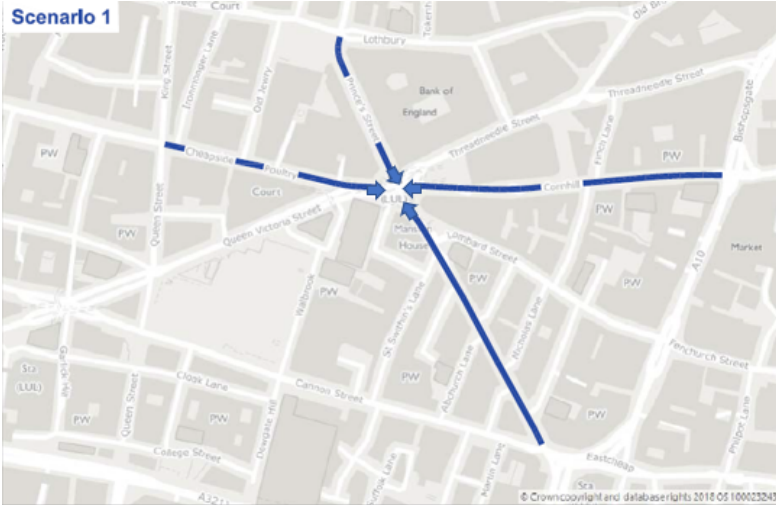


Figure 13: Scenario 2

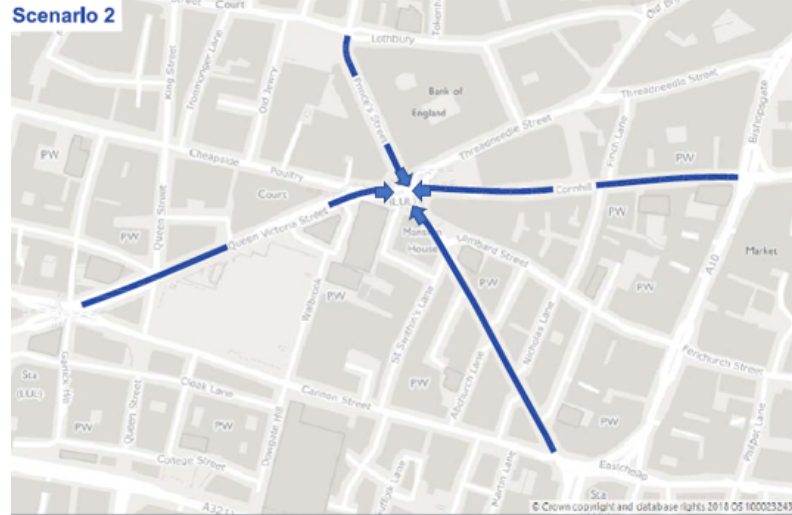


Figure 14: Scenario 3

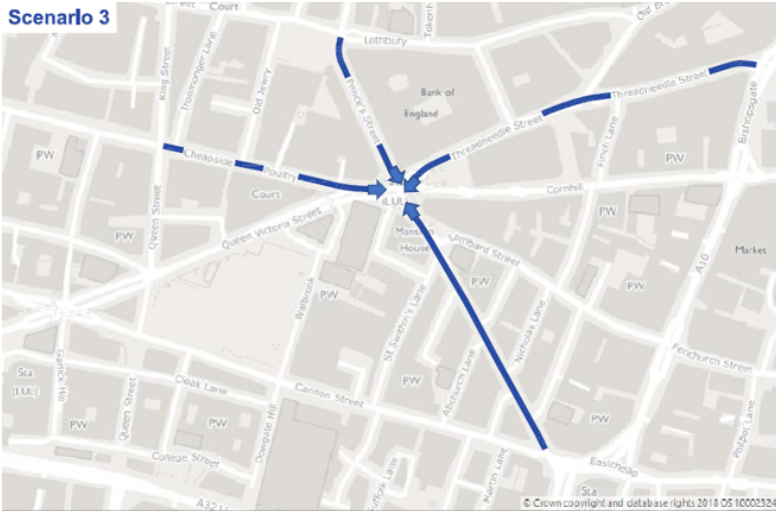
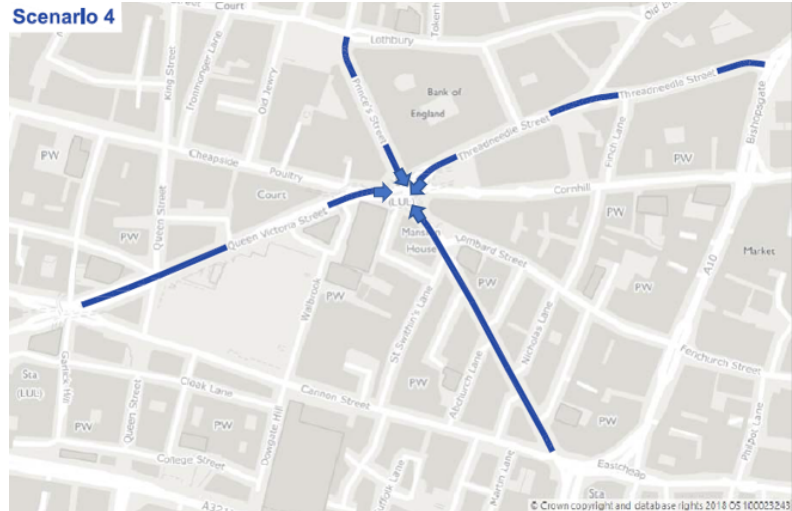


Figure 15: Scenario 4



Modelling scenario with two arms open, at any one time, to provide a North/South routing, or an East/West routing.

Figure 16: Scenario 5

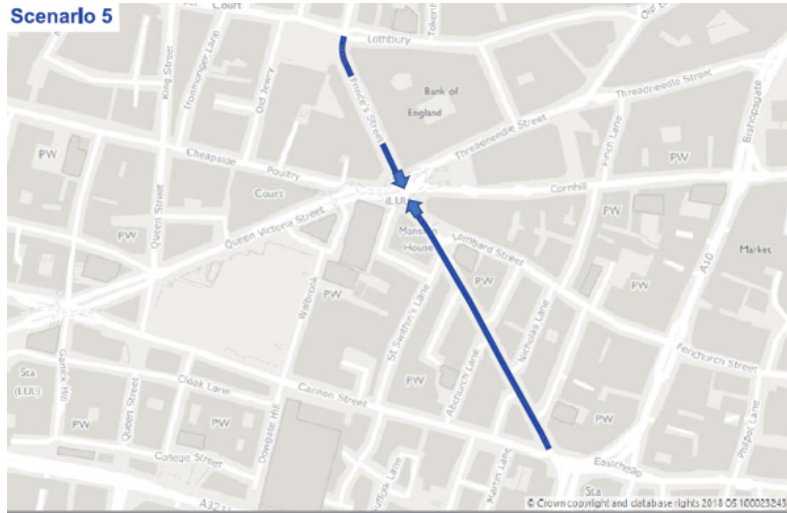


Figure 17: Scenario 6

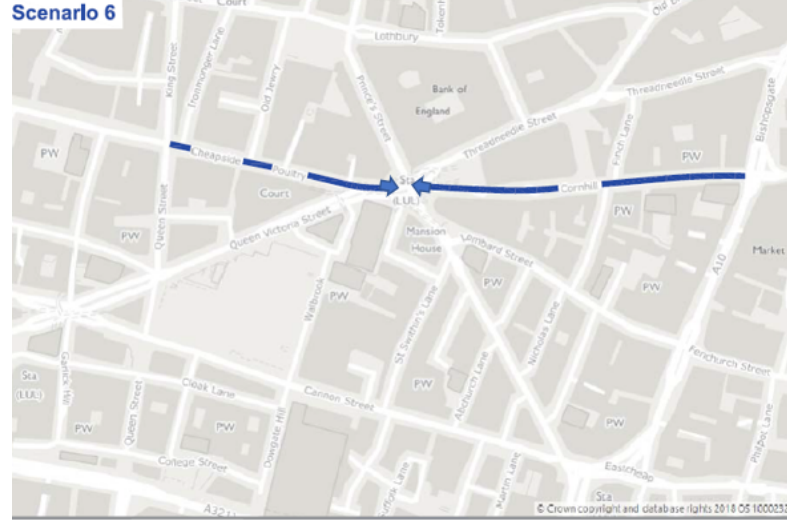


Figure 18: Scenario 7

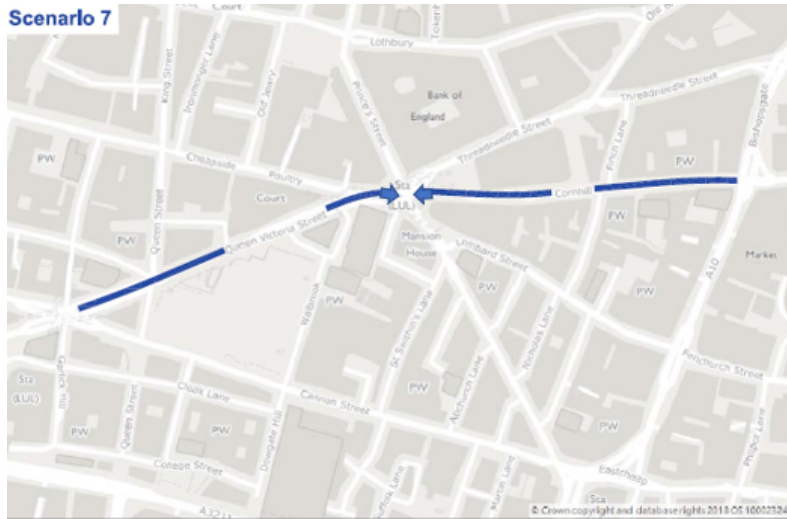


Figure 19: Scenario 8

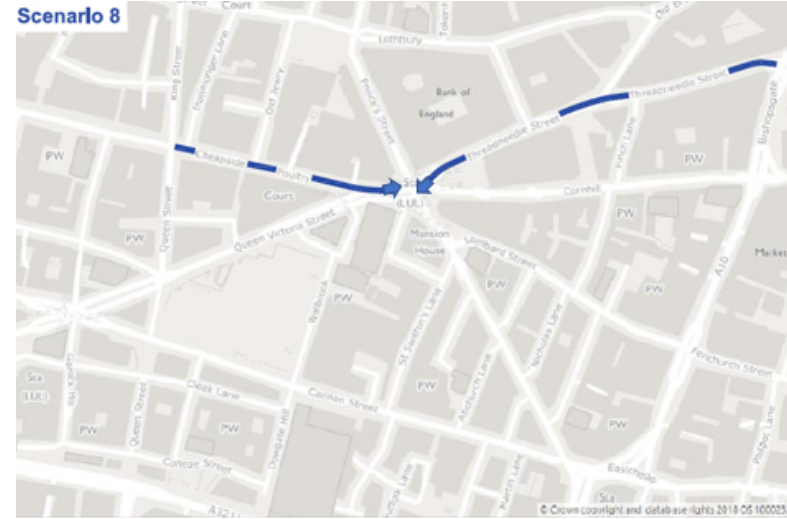
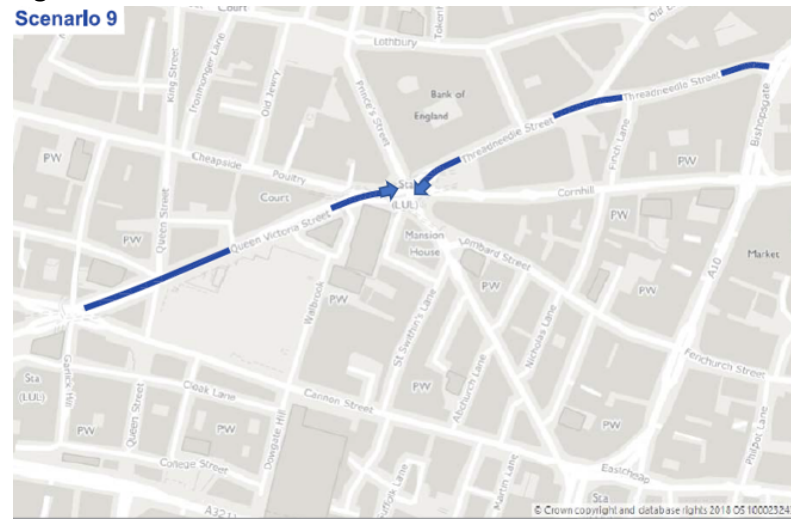


Figure 20: Scenario 9

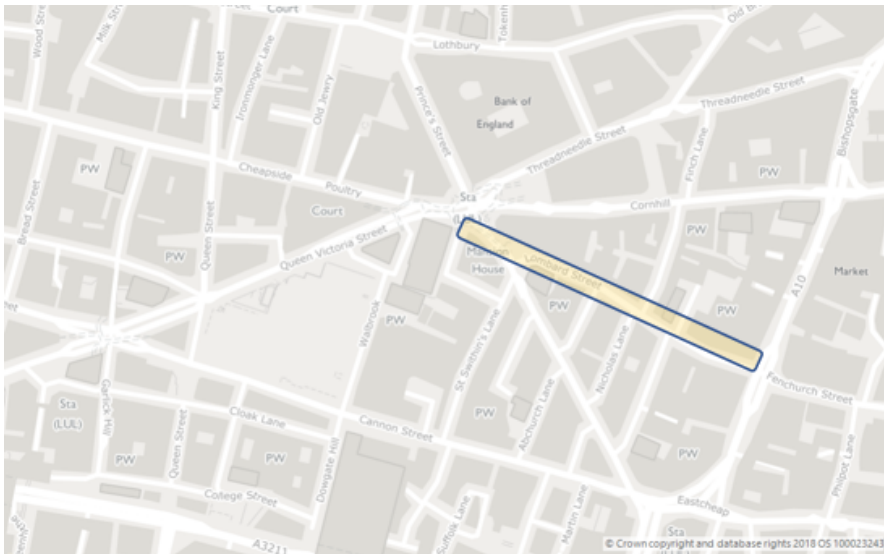


- Once within the Junction, all vehicles would be able to undertake any currently permitted turn.
- The images above depict the arm of entry to the junction available.

## Lombard Street

Lombard Street is highlighted below. This is where there are concerns regarding increasing the flow of motor vehicles travelling eastbound. There is a contraflow cycle lane and high levels of pedestrian activity, particularly during peak periods.

**Figure 21:** Location of Lombard Street.



## Appendix 7

# Bank on Safety

## Equalities Analysis



**Prepared by: Gillian Howard (Programme Manager)**

**Approved by: Carolyn Dwyer (Director of the Built Environment)**

**Date 09 May 2018**

## Section One: The Proposal

The Bank on Safety scheme at Bank Junction in the City of London focuses on restricting the number of vehicles that cross Bank Junction during the working day, primarily in order to significantly reduce the number of collisions occurring at this location. Under the scheme only buses and pedal cyclists are allowed to cross Bank Junction or access Cornhill in a westbound direction from Monday - Friday 7am-7pm. This is when 75% of the collisions previously occurred.

The scheme has been in place since 22 May 2017 and was implemented using an experimental traffic order – which is in place for a maximum of 18 months. This approach allows for any necessary modifications and enables appropriate monitoring to take place before a decision is made on whether the scheme is made permanent or not. This Equalities Analysis will be considered amongst other documents in the final decision taken on the scheme.

The four approved key success criteria for the scheme are as follows;

1. Must significantly improve road safety.
2. Should maintain the ability for businesses to reasonably undertake servicing, deliveries and critical business movements.
3. Must not worsen the overall air quality in the wider area and desirably reduces pollution in the immediate location of the junction.
4. Must not unreasonably impact general traffic flow in the area and desirably improve bus journey times.

A second supplementary Traffic Order for the Bank on Safety scheme was modified in July of 2017 to allow local businesses on King William Street to service their premises.

An equality analysis has been undertaken in accordance with the guidelines listed in Annex One of this document.



## Section Two: Who is affected by the proposal?

The City of London is subject to the general public-sector equality duty set out in Section 149 of the Equality Act 2010, which requires it to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations by reference to people with protected characteristics. The protected characteristics are: age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

As part of its decision-making process on the Bank on Safety experimental scheme, the City of London Corporation has had due regard to any impacts on those with protected characteristics and the need to ensure that their interests are taken into account.

It should be noted that a Test of Relevance<sup>1</sup> was undertaken in November 2016 in order to understand whether an Equality Assessment (formally an Equalities Impact Assessment – EQIA) was necessary for the scheme. The Test of Relevance anticipated that there would be ‘no impact’ on protected groups, apart from those with a disability characteristic. Those with a disability were expected to be both positively and negatively impacted by the scheme.

It should be noted that emergency vehicles are exempt from the restriction.

As the trial scheme and the public consultation exercise have progressed, these matters have been kept under review. This document reflects the process by which the City of London has complied with its public-sector equality duty in implementing the Bank scheme.

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<sup>1</sup> *‘On balance we believe the potential impact of the scheme on disabled users will be limited and at this stage does not require a full EQIA given the experimental nature of the scheme. As an experimental scheme, it has been developed mitigating the access impacts in the local area ensuring door to door access is maintained where it currently exists. The monitoring programme will assess the impact on equalities, giving opportunity where possible to change the scheme during the experiment to mitigate further where impacts are seen, but also so that before a final decision on whether the experiment is to become permanent is taken that a full understanding of any equalities impact (positive and negative) is understood. A full EQIA will be undertaken during the experiment. We will seek feedback from COLAG, and any other disability group that wants to take part, during the monitoring period and report back any findings to Committees in summer 2018 as part of our final recommendation of the experiment.’* **Test of Relevance - excerpt, November 2016.**

### **Section Three: Have you consulted on this project?**

Officers consider all users of the junction to be affected by the Bank on Safety scheme at Bank Junction, including, but not limited to:

- Pedestrians, pedal cyclists and vehicle drivers
- Taxi drivers and passengers
- TfL bus passengers
- Servicing and delivery vehicle drivers
- Businesses in the surrounding area

Following approval by the City of London Corporation in December 2016 to implement the experimental scheme at Bank Junction, a number of statutory and public consultation exercises have been conducted amongst users over a period of 6 months, and as detailed in Annex Two of this document. These exercises have helped to inform key decision makers as to the impact and effectiveness of the scheme and, after the consultation and monitoring data has been collated, will help to determine whether the experiment should be made permanent or not.

The City of London has also contacted the following groups in the course of drafting this Equality Analysis;

- Age UK
- Guide Dogs for the Blind
- The City of London Access Group
- Royal National Institute of Blind People
- English Heritage
- Living Streets
- Sustrans

## Section Four: Impacts on those with Protected Characteristics

The characteristics protected by the Equality Act 2010 are;

- Age
- Disability
- Gender reassignment
- Marriage and civil partnership.
- Pregnancy and maternity
- Race
- Religion or belief
- Sex (gender)
- Sexual orientation

Within this document a variety of datasets have been used to seek to assess the impacts on the above characteristics, these datasets are as follows;

- 2011 Census Data – this data has been analysed at a number of levels including London-wide, City of London-wide and where possible, the Bank Junction area.
- Bank on Safety Monitoring Reports - To date, two monitoring reports have been published by the City of London which focus on the performance of key metrics as outlined in Section Two.

On 24 November 2017, the first report covering monitoring and performance was submitted to Streets and Walkways Sub (Planning and Transportation) Committee.  
<http://democracy.cityoflondon.gov.uk/mgAi.aspx?ID=67067>.

The second, updated monitoring and performance report was presented to Streets and Walkways Sub (Planning and Transportation) Committee on 10 April 2018  
<http://democracy.cityoflondon.gov.uk/mgAi.aspx?ID=71626>.

- Public Consultation data – while the Public Consultation exercise did not directly gather data on the above characteristics, some feedback in relation to the protected characteristics has been captured. The Bank on Safety public consultation report is available on the agenda for the Streets and Walkways Sub (Planning and Transportation) Committee on 10 April 2018  
<http://democracy.cityoflondon.gov.uk/mgAi.aspx?ID=71627>.
- Bank on Safety Perception Survey Results: The perception survey was an online survey which ran in parallel with the public consultation exercise.
- An independent report commissioned by the City of London and undertaken by Living Streets – ‘Bank on Safety’ Pedestrian Review December 2017 – February 2018
- STATS19 official collision statistics.
- Taxicard Data - Taxicard is a scheme for London residents with serious mobility impairments or who are visually impaired, the scheme allows residents to use both Private Hire Vehicles and Black Cabs. Taxicard data has been obtained by the City of London from London Councils for before and after the introduction of the Bank on Safety scheme.

- Office of National Statistics – Various datasets including conception and fertility rates.  
\*within some ONS datasets, to preserve confidentiality, counts for the City of London are combined with Hackney.

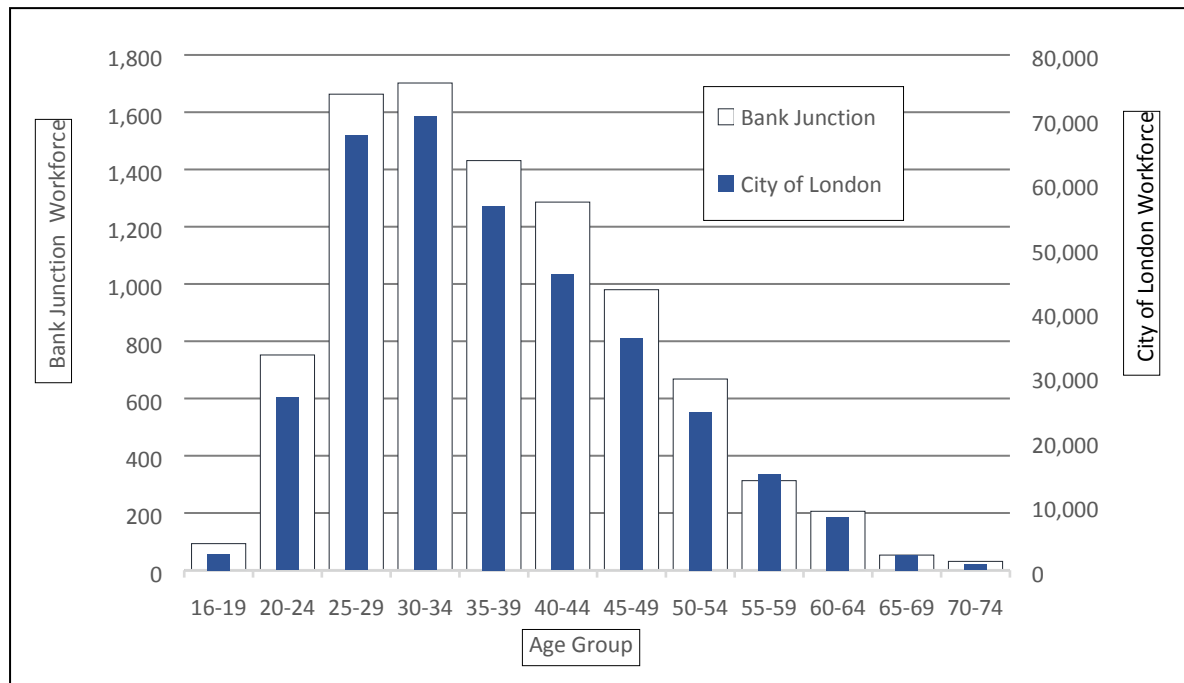
Each of the nine characteristics is assessed in the remainder of this report in the following structure:

- City of London level data for the protected characteristic
- Bank Junction level data for the protected characteristic (The area defined as Bank Junction for the purposes of this analysis is shown in Appendix 1)
- Scheme specific data for the protected characteristic
- Assessment of the impacts to the protected characteristic including any potential mitigation

## Protected Characteristic: Age

### City of London & Bank Junction Workforce Level Data (combined)

**Figure 1: Census 2011 - age of daytime occupants within the Bank Junction Workplace Zone – Figure refers to the area defined in Appendix 1.**



Source: Office for National Statistics © Crown Copyright 2014

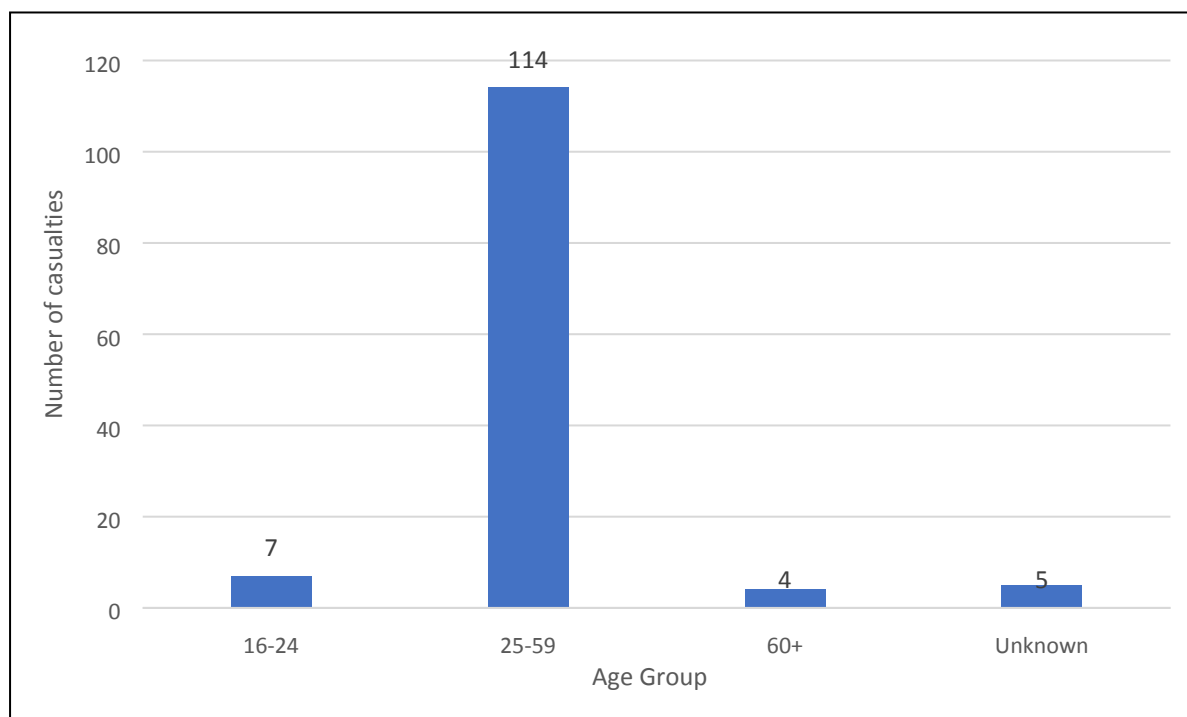
Within the City of London, the Census of Population Workforce for the City of London was 357,000 of which 9,100 was located within the Bank Junction zone.

Figure 2 shows that the age profile for the Bank Junction area is similar to that of the City of London, with the key age group being that of 30-34 and decreasing for each age group to a significantly lower level at the age 55 plus.

The Bank Junction workforce is orientated towards the age range 20 to 59 with a small number of teenagers and elderly people.

## Scheme-Specific Data

**Figure 2: Number of casualties by age at Bank Junction over a six-year period (2011-2016)  
(STATS19 data, 24 hours, Monday to Sunday)**



## Assessment of impact on those with protected characteristic

What is the proposal's impact on the protected characteristic?	What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?
<p><b>Positive impact – Elderly Pedestrians</b> The consultation survey did not specifically identify elderly users however the benefits achieved for other pedestrians (such as a safer road environment) will have also been realised by elderly pedestrians. The consultation findings and responses received to date demonstrate a positive impact on many pedestrians (with the possible exception of some disabled pedestrians) at the junction, with many citing a safer environment and an area which is clearer and safer to cross.</p> <p><b>Positive impact - Elderly Cyclists</b> Although not specifically identified, through dramatically reducing the volume of traffic at and on approach to Bank Junction, the scheme is considered to have had a positive impact on</p>	<p><b>Measures undertaken as part of scheme implementation</b></p> <ul style="list-style-type: none"> <li>- Reduction of vehicles in the junction</li> <li>- Reduced cycle frequency of green phase for pedestrians</li> </ul> <p>A report detailing the full monitoring of the scheme was published on 10 April 2018. Overall positive impacts include:</p> <ul style="list-style-type: none"> <li>- a safer environment for pedestrians</li> <li>- a safer environment for cyclists</li> <li>- faster bus journey times for all passengers'</li> <li>- ability to cross the junction and the approach arms is improved with less vehicles travelling through the area.</li> </ul>

<p>this group (as per the impact on cyclists in general).</p> <p><b>Positive impact - Elderly public transport users</b>          Early bus journey time data indicates that many bus journeys are quicker through Bank Junction since the introduction of the scheme.          (Transport for London’s 2014 Bus User Survey suggest that overall as many as 18% of daytime - use bus passengers are over the age of 65).</p>	
<p><b>Negative impact – Elderly taxi / private vehicle users</b></p> <p>The Bank on Safety consultation survey received a small number (0.58% of all respondents) of comments stating that over 65s or elderly people had encountered difficulty in accessing the junction since the Bank on Safety scheme was introduced.</p> <p>The majority of the comments were associated with restricted taxi access to the junction during operational hours.</p> <p>It is acknowledged that if, for example on Cornhill, which during operational hours is effectively eastbound only, a person wished to travel west by vehicle, they would have to divert eastbound first and come back on themselves in a westerly direction on a different street. If in a taxi or private hire vehicle, this may incur an additional cost and journey time increase as the vehicle would not be permitted to cross the junction during the operational times of the restriction. It is therefore acknowledged that it may be more difficult to move between the approach arms of the Junction to be picked up or dropped off by a private vehicle or taxi. It is considered that the advantages of the scheme outweigh the limited diversions which could occur to some journeys and it is not felt that the impacts of the scheme weigh disproportionately on elderly people overall.</p> <p>Appendix 2 also illustrates that the Bank on Safety scheme restriction area broadly mirrors the original junction stop lines and that therefore the scheme is likely to have had little</p>	<p><b>Measures undertaken as part of scheme implementation</b></p> <p><b>Physical Changes</b></p> <ul style="list-style-type: none"> <li>- Extended taxi rank hours on Cornhill to 24 hours</li> <li>- Introduced a taxi rank on the north-east side of Princes Street outside the Bank of England operating between 7 am and 7 pm</li> <li>- Introduced a taxi rank on the south-east side of Queen Victoria Street outside the Magistrates Court operating between 7 am and 7 pm [N/B this taxi rank has been suspended while highway work has taken place on Queen Victoria Street and to facilitate emergency building work and gas repairs]</li> <li>- Worked with Transport for London to optimise traffic signals to enable traffic to continue to flow in the surrounding area</li> </ul> <p><b>Data</b></p> <p>Data surrounding taxi journey times and accessibility is presented in the latest version of the Bank on Safety Monitoring report as presented at Committee on 10 April 2018.</p> <p><b>Taxicard Data</b></p> <p>Analysis of Taxicard data is presented in Appendix 5 and shows the change in use of taxis and private hire vehicles by those with a severe sensory or mobility impairment.</p>

<p>effect on normal pick up and drop off by taxi at the Junction.</p> <p>Further detail is provided on Licensed Taxi availability in Appendix 4.</p>	<p><b>Communications</b></p> <ul style="list-style-type: none"> <li>- Engaged with the taxi and private hire trade to ensure the scheme is publicised with drivers</li> <li>- Awareness raised for the scheme through consultation and engagement with the public and local businesses</li> <li>- For those consultation respondents that have left contact details such as email addresses, officers will make direct contact to discuss any concerns and provide clarification</li> </ul>
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**Summary of impact on the Protected Characteristic: Age**

The overall impact on this protected characteristic within the modelling area is deemed to be neutral, but it is believed that there are a small number of possible negative impacts that could be created during the operational hours of the scheme. However as detailed, it is not felt that these impacts are disproportionate to the positive impacts of the scheme, namely a safer environment for all users including elderly users at the junction. Further, future monitoring and mitigation measures may reduce the negative impacts as the scheme progresses.



## Protected Characteristic: Disability

### City of London Level Data

In the City of London as a whole, 89% of the resident population feel they have no limitations in their activities – this is higher than both in England and Wales (82%) and Greater London (86%). In the areas outside the main housing estates, around 95% of the residents responded that their activities were not limited.

The 2011 Census identified that for the City of London’s population:

- 4.4% (328) had a disability that limited their day-to-day activities a lot
- 7.1% (520) had a disability that limited their day-to-day activities a little.

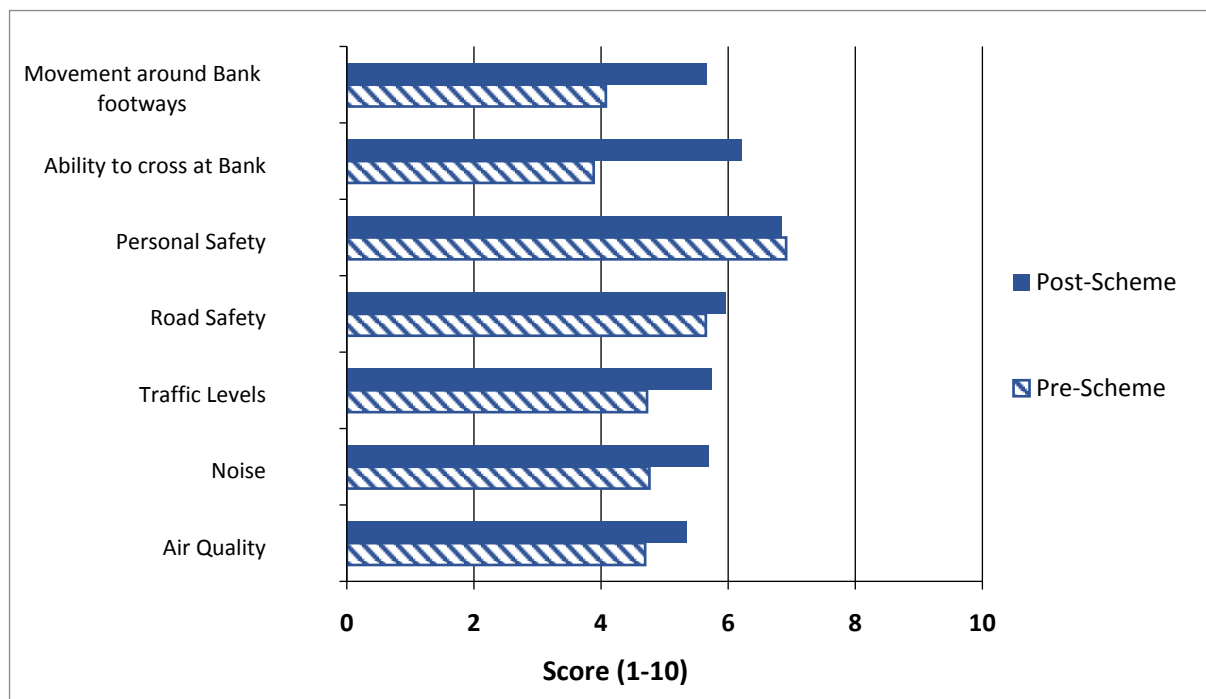
### Bank Junction Level Data

No workforce data is available for this protected characteristic and the resident population for the Bank Junction area is too small to identify any trends, as such, the City of London resident population is relied upon.

### Scheme-Specific data

While no data was collected specifically on disabled users via the Bank on Safety public consultation exercise, a separate perception survey was fielded which asked respondents whether the respondents considered themselves to have a disability. This survey ran before the scheme was implemented and again after the scheme had been in place for four months, for the purposes of comparison.

**Figure 3: Change in disabled users’ perception of Bank Junction (where 0 is negative and 10 is positive)**



14 respondents (6.79%) identified as disabled in the pre-scheme survey and 8 respondents (5.21%) identified as disabled in the post-scheme survey. Of the questions that were answered by disabled respondents in both surveys, Figure 4 shows the change in perception of the junction by those identifying as disabled. It should be noted that there were other questions in the survey which were not answered by disabled respondents in both surveys and as such the categories listed are the only ones that can be compared.

Appendices 2 and 3 are relevant to this protected characteristic and show the overall access to the Junction and accessible entrance locations at Bank Junction. Similar maps were presented to the City of London Access Group on 26 July 2017.

The Department for Transport sets minimum distances for the location of parking bays. As pedestrians, many disabled people will have a limited mobility range and will require specially designated parking bays closer to the places they wish to visit. Whether on-street or off-street, parking bays for disabled people should not be further from major destinations (eg bank, post office, large store or supermarket) than shown in Table 1. The Bank on Safety scheme does not push the distances from parking bays in and around the area over the thresholds shown in Table 1.

**Table 1: recommended maximum walking distance without a rest according to disability, ‘walking’ includes travel by wheelchair**

Disability	Distance (metres)
Visually impaired	150
Wheelchair users	150
Ambulatory without walking aid	100
Stick users	50

#### Assessment of impact to the protected characteristic

What is the proposal’s impact on the protected characteristic?	What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?
<p><b>Positive impact – Disabled Pedestrians</b>            The consultation survey did not specifically identify disabled users however the benefits achieved for other pedestrians (such as a safer road environment) will have also been realised by disabled pedestrians. The consultation findings and responses received to date demonstrate a positive impact on many pedestrians (with the possible exception of some disabled pedestrians) at the junction, with many citing a safer environment and an area which is clearer and safer to cross.</p>	<p><b>Measures undertaken as part of scheme implementation</b></p> <ul style="list-style-type: none"> <li>- Reduction of vehicles in the junction</li> <li>- Reduced cycle frequency of green phase for pedestrians</li> </ul> <p>A report detailing the full monitoring of the scheme as presented at Committee on 10 April 2018. Overall positive impacts include:</p> <ul style="list-style-type: none"> <li>- a safer environment for pedestrians</li> <li>- a safer environment for cyclists</li> </ul>

<p><b>Positive impact - Disabled cyclists</b></p> <p>Although not specifically identified, through dramatically reducing the volume of traffic at and on approach to Bank Junction, the scheme is considered to have had a positive impact on this group (as per the impact on cyclists in general).</p> <p><b>Positive impact - Disabled public transport users</b></p> <p>Early bus journey time data indicates that many bus journeys are quicker through Bank Junction since the introduction of the scheme. (Transport for London's 2014 Bus User Survey suggest that overall as many as 10% of daytime - use bus passengers have a disability that limits their daily activities).</p>	<ul style="list-style-type: none"> <li>- faster bus journey times for all</li> <li>- passengers' ability to cross the junction and the approach arms is improved with less vehicles travelling through the area.</li> </ul>
<p><b>Neutral Impact – Disabled Pedestrians</b></p> <p>A new pedestrian refuge island was introduced on Threadneedle Street, with dropped kerbs and adjusted utility cover levels to provide for wheelchair access. This replaced an existing zebra crossing further to the east.</p> <p>In meetings between City of London officers and RNIB representatives, the RNIB raised no particular concerns about the Bank on Safety scheme itself but would like to see improved crossing facilities should infrastructure changes be made in the future.</p>	<p><b>Measures undertaken as part of scheme implementation</b></p> <ul style="list-style-type: none"> <li>- Proposal reviewed with City of London Access Manager</li> <li>- Implemented new pedestrian refuge island</li> <li>- Should the scheme be made permanent, recommendations provided as part of the Living Streets Pedestrian review of Bank Junction could be implemented to mitigate any negative impacts to disabled pedestrians that may emerge.</li> </ul>
<p><b>Negative Impact – Disabled parking bay users</b></p> <p>While the Blue Badge Scheme does not fully apply in the City, allocated parking in the Square Mile is provided for people with disabilities under the red badge scheme.</p> <p>The Red Badge Scheme provides extra parking facilities within the City of London for City residents and workers with disabilities.</p> <p>Badge holders can park:</p> <ul style="list-style-type: none"> <li>• At Pay &amp; Display bays and disabled bays without charge or time limit</li> </ul>	<p><b>Measures undertaken as part of scheme implementation</b></p> <ul style="list-style-type: none"> <li>- Following consultation parking bays relocated</li> </ul> <p><b>Measures to be undertaken</b></p> <ul style="list-style-type: none"> <li>- Continue to consult with businesses to understand user demand of the bays</li> <li>- Update information on the City of London website regarding disabled persons parking bays in the Bank area</li> </ul>

<ul style="list-style-type: none"> <li>On a single yellow line for up to 30 minutes</li> </ul> <p>Through early engagement with businesses and regular use surveys it was decided that two of three disabled parking bays located on Bartholomew Lane should be relocated to Cornhill provide a better level of service to its users. This change created a net loss of one parking bay.</p> <p>A plan of this relocation is presented within Appendix 3.</p>	
<p><b>Negative Impact – Disabled taxi passengers</b></p> <p>The Bank on Safety public consultation exercise revealed that 2% of all respondents to the public consultation exercise believed that taxi access for disabled passengers was not working well (further information can be found at the link provided on page 6 of this document). This was stated by both taxi drivers and taxi passengers.</p> <p>Similar maps to those shown in Appendices 2 and 3 were presented to City of London Access Group by officers and illustrates that the Bank on Safety scheme restriction area broadly mirrors the original junction stop lines. the scheme therefore has had little effect on the normal physical access by taxi close to the junction for disabled users.</p> <p>It is acknowledged that if, for example on Cornhill, which during operational hours is effectively eastbound only, a person wished to travel west by vehicle, they would have to divert eastbound first and come back on themselves in a westerly direction on a different street. If in a taxi or private hire vehicle, this may incur an additional cost and journey time increase as the vehicle would not be permitted to cross the junction during the operational times of the restriction. It is therefore acknowledged that it may be more difficult to move between the approach arms of the Junction to be picked up or dropped off by a private vehicle or taxi. It is considered that the advantages of the scheme outweigh the</p>	<p><b>Measures undertaken as part of scheme implementation</b></p> <p><b>Physical Changes</b></p> <ul style="list-style-type: none"> <li>Extended taxi rank hours on Cornhill to 24 hours</li> <li>Introduced a taxi rank on the north-east side of Princes Street outside the Bank of England operating between 7 am and 7 pm</li> <li>Introduced a taxi rank on the south-east side of Queen Victoria Street outside the Magistrates Court operating between 7 am and 7 pm [N/B this taxi rank has been suspended while highway work has taken place on Queen Victoria Street and to facilitate emergency building work and gas repairs]</li> <li>Worked with Transport for London to optimise traffic signals to enable traffic to continue to flow in the surrounding area</li> </ul> <p><b>Data</b></p> <p>Data surrounding taxi journey times and accessibility is presented in the latest version of the Bank on Safety Monitoring report as presented at Committee on 10 April 2018.</p> <p><b>Taxicard Data</b></p> <p>Analysis of Taxicard data is presented in Appendix 5 and shows the change in use of taxis and private hire vehicles by those with a severe sensory or mobility impairment.</p>

limited diversions and increases in journey time which could occur to some journeys and it is not felt that the impacts of the scheme weigh disproportionately on disabled people.

Appendix 2 also illustrates that the Bank on Safety scheme restriction area broadly mirrors the original junction stop lines and that therefore the scheme is likely to have had little effect on normal pick up and drop off by taxi at the Junction.

Further detail is provided on Licensed Taxi availability in Appendix 4.

### Communications

- Engaged with the taxi and private hire trade to ensure the scheme is publicised with drivers
- Awareness raised for the scheme through consultation and engagement with the public and local businesses
- For those consultation respondents that have left contact details such as email addresses, officers will make direct contact to discuss any concerns and provide clarification

### Summary of impact on the Protected Characteristic: Disability

The overall impact on this protected characteristic within the modelling area is deemed to be neutral, but it is believed that there are possible negative impacts that could have been created during the operational hours of the scheme. However as detailed above, it is not felt that these impacts are disproportionate to the positive impacts of the scheme, namely a safer environment for all users, including disabled users at the junction. Furthermore, future monitoring and mitigation measures may reduce the negative impacts as the scheme progresses.

## Protected Characteristic: Pregnancy and Maternity

### City of London Level Data

#### Conception

\*within ONS datasets, to preserve confidentiality, counts for the City of London are combined with Hackney.

**Table 2: Conception rates in the City of London & Hackney in 2015 (latest dataset available)**

Number	Conception rate per 1,000	Percentage of conceptions
6,095	80.5	25.80%

### Bank Junction Level Data

No data is available at this level for this protected characteristic.

### Scheme-Specific Data

No data is available at this level for this protected characteristic.

### Assessment of impact to the protected characteristic

What is the proposal's impact on the protected characteristic?	What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?
<p><b>Positive impact – Pregnant pedestrians</b> As per consultation findings and responses received to date the Bank on Safety scheme is considered to have had a positive impact on many pedestrians at the junction, with many citing a safer environment and an area which is clearer and safer to cross. As stated the consultation survey did not include an option for pregnant users but it is assumed that the benefits for all pedestrians (such as a safer road environment) have also been realised by pregnant pedestrians.</p> <p><b>Positive impact - Pregnant cyclists</b> Through dramatically reducing the volume of traffic at and on approach to Bank Junction, the scheme is considered to have had a positive impact on this group as per the impact on cyclists in general.</p>	<p><b>Measures undertaken as part of scheme implementation</b></p> <ul style="list-style-type: none"> <li>- Reduction of vehicles in the junction</li> <li>- Reduced cycle frequency of green phase for pedestrians</li> </ul> <p>A report detailing the full monitoring of the scheme was published on 10 April 2018. Indications suggest overall positive impacts include:</p> <ul style="list-style-type: none"> <li>- a safer environment for pedestrians</li> <li>- a safer environment for cyclists</li> <li>- faster bus journey times for all passengers'</li> <li>- ability to cross the junction and the approach arms is improved with less vehicles travelling through the area.</li> </ul>
<p><b>Negative impact - pregnant taxi / private vehicle users</b></p>	<p><b>Measures undertaken as part of scheme implementation</b></p>

The Bank on Safety public consultation exercise revealed that one taxi driver had encountered difficulty whilst attempting to access Bank Junction and drop off a pregnant passenger.

#### **Physical Changes**

- Extended taxi rank hours on Cornhill to 24 hours
- Introduced a taxi rank on the north-east side of Princes Street outside the Bank of England operating between 7 am and 7 pm
- Introduced a taxi rank on the south-east side of Queen Victoria Street outside the Magistrates Court operating between 7 am and 7 pm [N/B this taxi rank has been suspended while highway work has taken place on Queen Victoria Street and to facilitate emergency building work and gas repairs]
- Work with Transport for London to optimise traffic signals to enable traffic to continue to flow in the surrounding area

#### **Data**

Data surrounding taxi journey times and accessibility is presented in the latest version of the Bank on Safety Monitoring report as presented at Committee on 10 April 2018.

#### **Communications**

- Engaged with the taxi and private hire trade to ensure the scheme is publicised with drivers
- Awareness raised for the scheme through consultation and engagement with the public and local businesses
- For those consultation respondents that have left contact details such as email addresses, officers will make direct contact to discuss any concerns and provide clarification.

### **Summary of impact on the Protected Characteristic: Pregnancy and Maternity**

The overall impact on this protected characteristic within the modelling area is deemed to be neutral, but it is believed that there are possible negative impacts that could have been created during the operational hours of the scheme. However as detailed above, it is not felt that these impacts are disproportionate to the positive impacts of the scheme, namely a safer environment for

all users, including pregnant users of the junction. Furthermore, future monitoring and mitigation measures may reduce the negative impacts as the scheme progresses.



## Protected Characteristic: Race

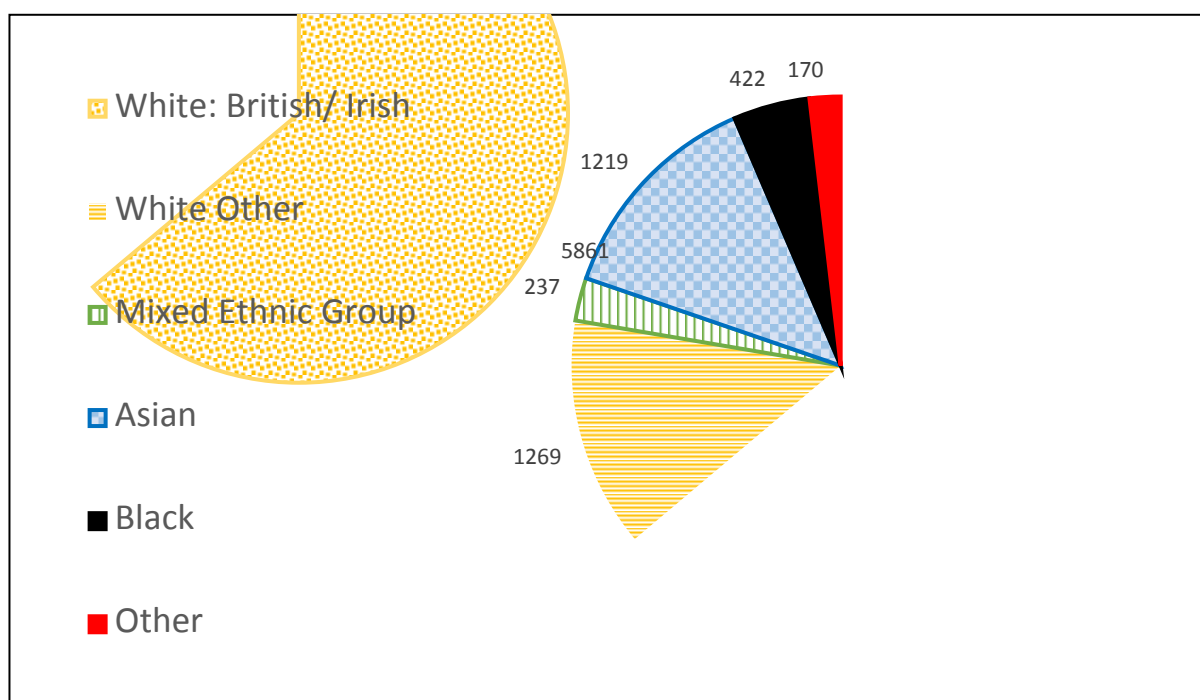
### City of London Level Data

The City of London resident population is predominantly white. The largest minority ethnic groups of children and young people in the area are Asian/Bangladeshi and Mixed – Asian and White. The City has a relatively small Black resident population, less than London and England and Wales. Children and young people from minority ethnic groups account for 41.71% of all children living in the area, compared with 21.11% nationally. White British residents comprise 57.5% of the total population, followed by White – Other at 19%.

The second largest ethnic group in the resident population is Asian, which totals 12.7% - this group is fairly evenly divided between Asian/Indian at 2.9%; Asian/Bangladeshi at 3.1%; Asian/Chinese at 3.6% and Asian/Other at 2.9%. The City of London has the highest percentage of Chinese people of any local authority in London and the second highest percentage in England and Wales. The City of London has a relatively small Black population comprising 2.6% of residents. This is considerably lower than the Greater London wide percentage of 13.3% and also smaller than the percentage for England and Wales of 3.3%.

### Bank Junction Level Data

Figure 4: Ethnic Group Profile of the Bank Junction Zone Workforce



Source: Office for National Statistics © Crown Copyright 2014

### Scheme-Specific Data

No data is available at this level for this protected characteristic.

### Assessment of impact to the protected characteristic

<b>What is the proposal's impact on the protected characteristic?</b>	<b>What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?</b>
No evidence of impact to race was discovered as part of the Bank on Safety public consultation survey and other engagement exercises conducted by the City of London.	N/A

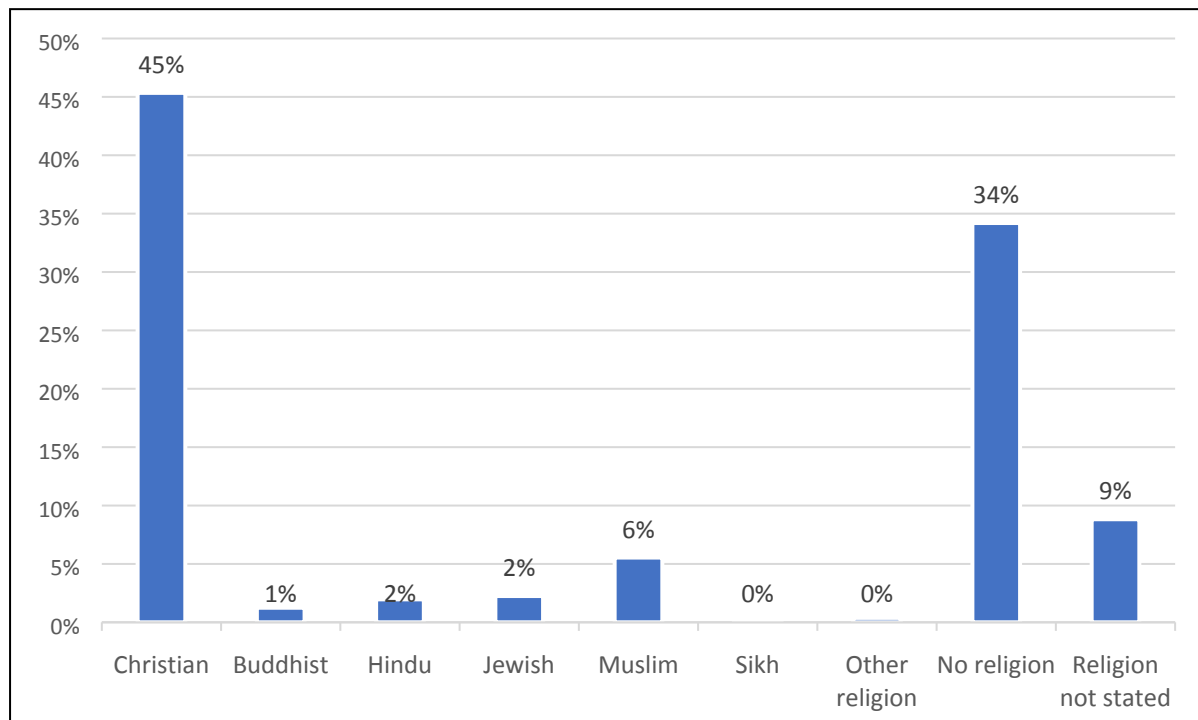
### Summary of impact on the Protected Characteristic: Race

The overall impact on this protected characteristic within the modelling area is deemed to be neutral.

## Protected Characteristic: Religion or Belief

### City of London Level Data

Figure 5: Census 2011 Religion or belief of City of London Resident Population



### Bank Junction Level Data

#### Scheme-Specific Data

No data is available at this level for this protected characteristic.

#### Assessment of impact to the protected characteristic

What is the proposal's impact on the protected characteristic?	What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?
No evidence of impact to Religion or Belief was discovered as part of the Bank on Safety public consultation survey and other engagement exercises conducted by the City of London.	N/A

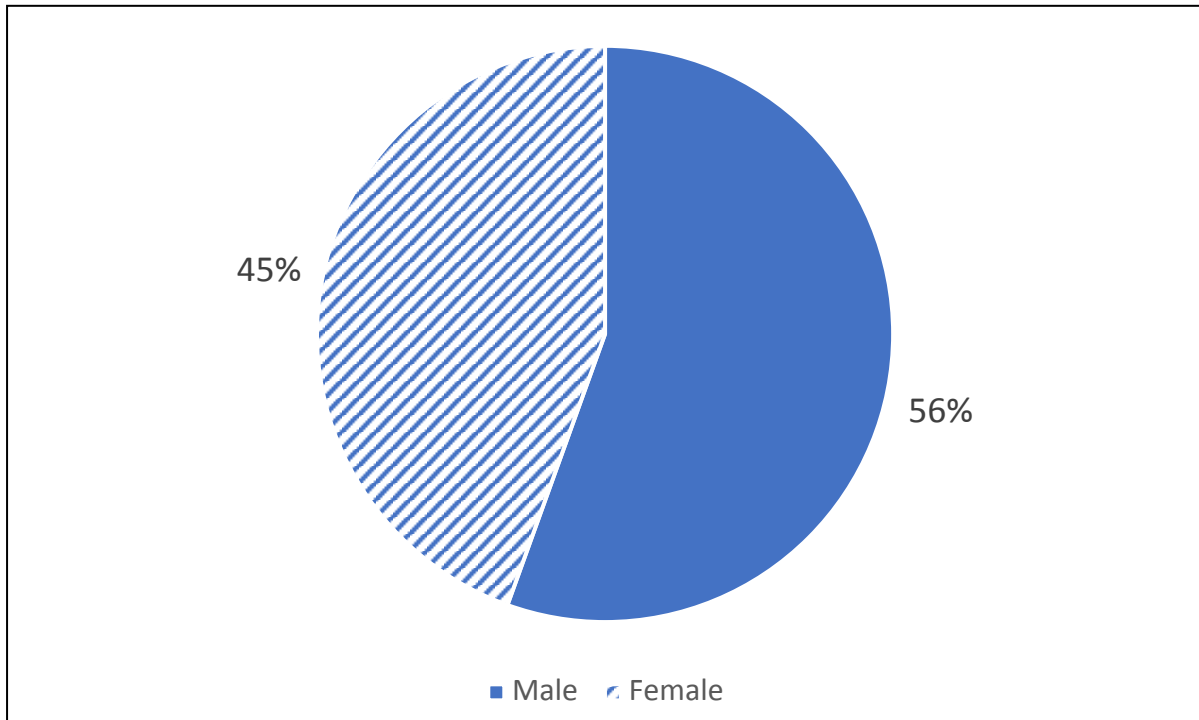
#### Summary of impact on the Protected Characteristic: Religion or Belief

The overall impact on this protected characteristic within the modelling area is deemed to be neutral.

**Protected Characteristic: Sex**

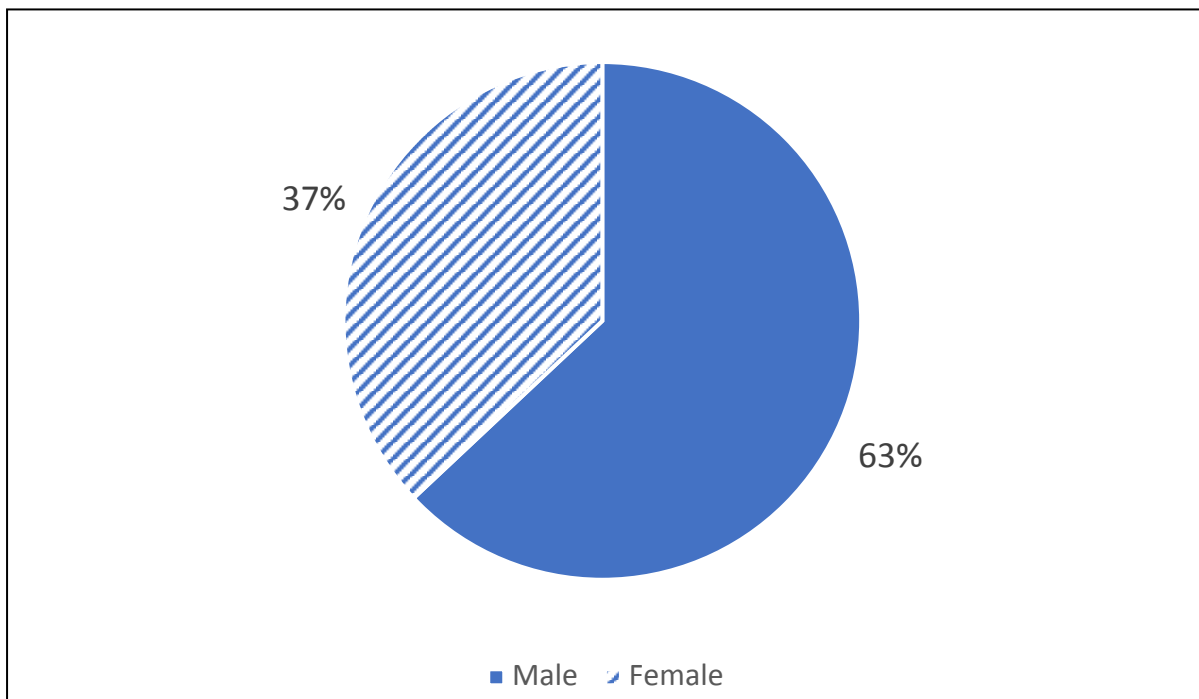
**City of London Level Data**

**Figure 6: Census 2011 Split of Residents by Sex**



**Bank Junction Level Data**

**Figure 7: Sex of daytime occupants within the Bank Junction Workplace Zone – Figure refers to the area defined in Appendix 1.**



### Scheme-Specific Data

No data is available at this level for this protected characteristic.

### Assessment of impact to the protected characteristic

What is the proposal's impact on the protected characteristic?	What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?
No evidence of impact to Sex was discovered as part of the Bank on Safety public consultation survey and other engagement exercises conducted by the City of London.	N/A

### Summary of impact on the Protected Characteristic: Sex

The overall impact on this protected characteristic within the modelling area is deemed to be neutral.

## Protected Characteristic: Sexual Orientation and Gender Reassignment

### City of London Level Data

No data is available at this level for this protected characteristic.

### Bank Junction Level Data

No data is available at this level for this protected characteristic.

### Scheme-Specific Data

No data is available at this level for this protected characteristic.

### Assessment of impact to the protected characteristic

What is the proposal's impact on the protected characteristic?	What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?
No evidence of impact to Sexual Orientation and Gender Reassignment was discovered as part of the Bank on Safety public consultation survey and other engagement exercises conducted by the City of London.	N/A

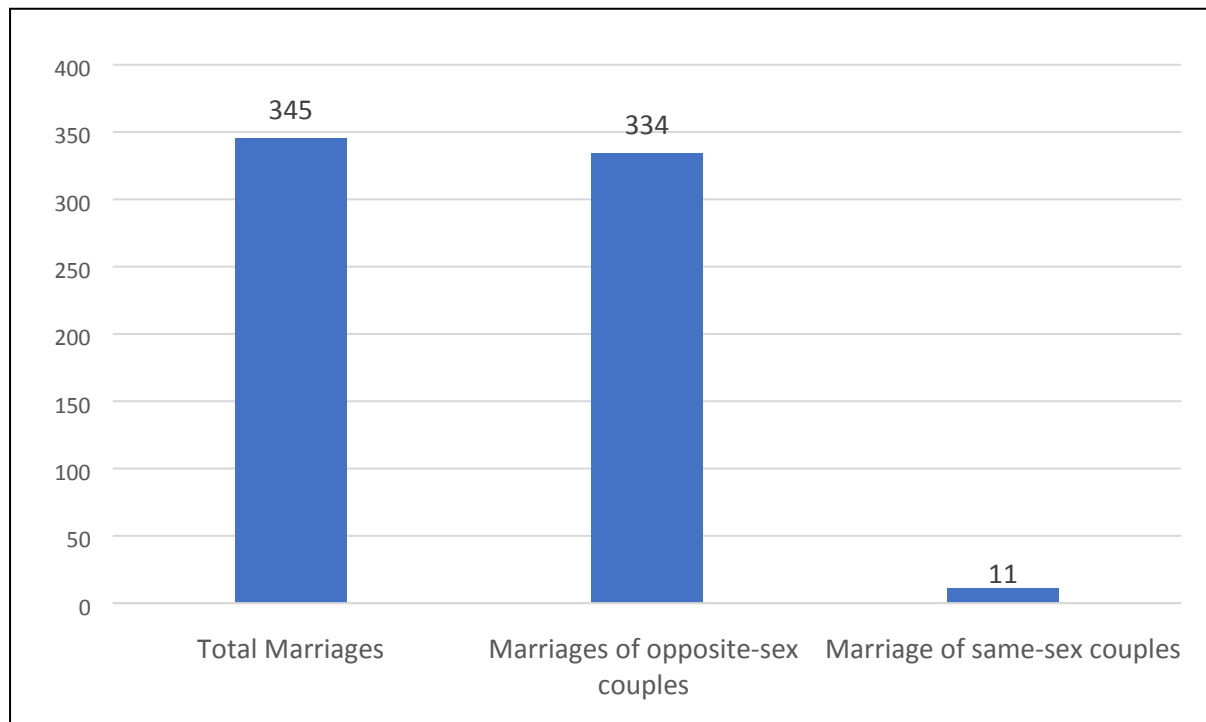
### Summary of impact on the Protected Characteristic: Sexual Orientation and Gender Reassignment

The overall impact on this protected characteristic within the modelling area is deemed to be neutral.

## Protected Characteristic: Marriage and Civil Partnership

### City of London Level Data

Figure 8: ONS 2015: Marriages and Civil Partnerships in the City of London



### Bank Junction Level Data

No data is available at this level for this protected characteristic.

### Scheme-Specific Data

No data is available at this level for this protected characteristic.

### Assessment of impact to the protected characteristic

What is the proposal's impact on the protected characteristic?	What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?
No evidence of impact to Marriage and Civil Partnership was discovered as part of the Bank on Safety public consultation survey and other engagement exercises conducted by the City of London.	N/A




### Summary of impact on the Protected Characteristic: Marriage and Civil Partnership









The overall impact on this protected characteristic within the modelling area is deemed to be neutral.

## Section Six: Summary of Impacts to the Protected Characteristics

As detailed in Section Five, Table 4 below provides a summary of the impacts to each protected characteristic.

**Table 3: Summary of impacts to protected characteristics**

	= neutral with possible negative impacts which can be mitigated
	= neutral with no impact
	= negative impact that cannot be mitigated

Protected Characteristic	Impact rating
Age	
Disability	
Gender Reassignment	
Marriage and Civil Partnership	
Pregnancy and maternity	
Race (Ethnicity)	
Religion and Belief	
Sexual Orientation	

As demonstrated in Table 4 there are three protected characteristics which are deemed to have possible negative impacts as a result of the Bank on Safety scheme, however it is reasoned that there are measures which can be undertaken to mitigate these impacts. Further details on mitigation measures are presented in Section Five of the report, however these are summarised in Table 4 below;

**Table 4: Summary of mitigations to protected characteristics**

	Protected Characteristic		
	Age	Disability	Pregnancy and Maternity
<b>Proposed Mitigations</b>	<p>In addition to the physical changes made as part of scheme implementation officers intend to;</p> <ul style="list-style-type: none"> <li>Continue to monitor key performance data including Taxicard data</li> <li>Continue to engage with the taxi trade</li> <li>Raise awareness through publications</li> <li>Meet with representatives of Age-UK to outline scheme-specific adjustments</li> </ul>	<p>In addition to the physical changes made as part of scheme implementation officers intend to;</p> <ul style="list-style-type: none"> <li>Continue to monitor key performance data including Taxicard data</li> <li>Continue to engage with the taxi trade</li> <li>Raise awareness through publications</li> <li>Meet with representatives of RNIB to outline scheme-specific adjustments</li> </ul>	<p>In addition to the physical changes made as part of scheme implementation officers intend to;</p> <ul style="list-style-type: none"> <li>Continue to monitor key performance data including Taxicard data</li> <li>Continue to engage with the taxi trade</li> <li>Raise awareness through publications</li> </ul>



## **Section Seven: Next Steps**

In combination with the final iteration of the Bank on Safety monitoring report and an officer's recommendation report, the outcomes of the Equalities Analysis will be used to inform the ultimate decision on whether to make the Bank on Safety Scheme permanent.

In addition to informing any final decision, the impacts identified in this report will continue to be monitored by officers on an ongoing basis and engagement with key stakeholders

## **Annex One: What is an Equalities Analysis (EA)?**

An equality analysis is a risk assessment tool that examines whether different groups of people are, or could be, disadvantaged by service provision and decisions made. It involves using equality information, and the results of any engagement or consultation with particular reference to the protected characteristics to understand the actual effect or the potential impact of policy and decision-making decisions taken.

**The equality analysis should be conducted at the outset of a project and should inform policy formulation/proposals. It cannot be left until the end of the process.**

**The purpose of the equality analysis process is to:**

- Identify unintended consequences and mitigate against them as far as possible, and
- Actively consider ways to advance equality and foster good relations.

**The objectives of this equality analysis are to:**

- Identify opportunities for action to be taken to advance equality of opportunity in the widest sense;
- Try and anticipate the requirements of all service users potentially impacted;
- Find out whether or not proposals can or do have any negative impact on any particular group or community and to find ways to avoid or minimise them;
- Integrate equality diversity and inclusion considerations into the everyday business and enhance service planning;
- Improve the reputation of the City Corporation as an organisation that listens to all of its communities;
- Encourage greater openness and public involvement.

**However, there is no requirement to:**

- Produce an equality analysis or an equality impact assessment
- Indiscriminately collect diversity data where equalities issues are not significant
- Publish lengthy documents to show compliance
- Treat everyone the same. Rather, it requires public bodies to think about people's different needs and how these can be met
- Make services homogeneous or to try to remove or ignore differences between people.

An equality analysis should indicate improvements in the way policy and services are formulated. Even modest changes that lead to service improvements are important. If it is not possible to mitigate against any identified negative impact, then clear justification should be provided for this.

By undertaking an equality analysis officers will be able to:

- Explore the potential impact of proposals before implementation and improve them by eliminating any adverse effects and increasing the positive effects for equality groups
- Contribute to community cohesion by identifying opportunities to foster good relations between different groups
- Target resources more effectively
- Identify direct or indirect discrimination in current policies and services and improve them by removing or reducing barriers to equality

## Annex Two: Statutory Consultation

The Statutory Consultation process is the formal procedure for feedback or objection on the detail and content of the experimental traffic orders themselves. The below timeline shows how this consultation was advertised and managed by the City of London:

**April 2017:** Fifteen letters concerning the experimental traffic order were sent directly to the City of London Police, Freight Transport Association, Road Haulage Association, London Transport Buses, Dowgate Fire Station, London Ambulance Service, London Cycling Campaign, London Cab Ranks Committee, London Taxi Drivers Association, City Property Association, Radio Taxis, Cyclist Tourist Club, London Tourist Coach Operators Association and RMT Taxis.

**May 2017:** Notice of the experimental traffic orders was published in CityAM and London Gazette. City of London website for experimental traffic order goes live.

**November 2017:** The experimental traffic order consultation for the main restriction closes with 25 formal responses.

**February 2018:** the experimental traffic order for the loading changes consultation closes with zero responses.

## Public Consultation

**May 2017:** Information towers were placed in two locations at Bank for eight weeks. Over 600 emails were sent to members of the public wishing to be contacted when the consultation went live, as well as City of London Members. Responses to frequently asked questions regarding the consultation are drafted and distributed to the City of London Parking Ticket Office, City of London website and Call Centre.

**May 2017 – November 2017:** Local businesses who were engaged with prior to Bank on Safety going live receive a follow up email/letter inviting them to meet with the Project Team on how they were operating since implementation, 24 businesses were individually met with. Direct meetings were also taken with taxi, cyclist and pedestrian interest groups. In total, around 507 emails from individuals and organisations were received and responded to regarding the scheme and/or consultation. The public consultation was advertised in CityAM, City Matters and City Resident Magazine. Twitter was also utilised with tweets from highly followed accounts: the City of London, Square Highways, interest groups and high-profile accounts (Val Shawcross and Will Norman).

**July 2017 – November 2017:** The Public consultation survey was live, 2000 cards advertising the consultation were distributed to visitors, businesses, local workers, churches and residents. Several specific sessions were held to hand out consultation cards to pedestrians at peak traffic times.

**September 2017:** A letter detailing the consultation and consultation sessions was mailed and couriered to 3000 businesses and residents.

**September 2017 – November 2017:** Several consultation events were held at locations including: One New Change, St Stephen’s Walbrook Church and the Bank of England.

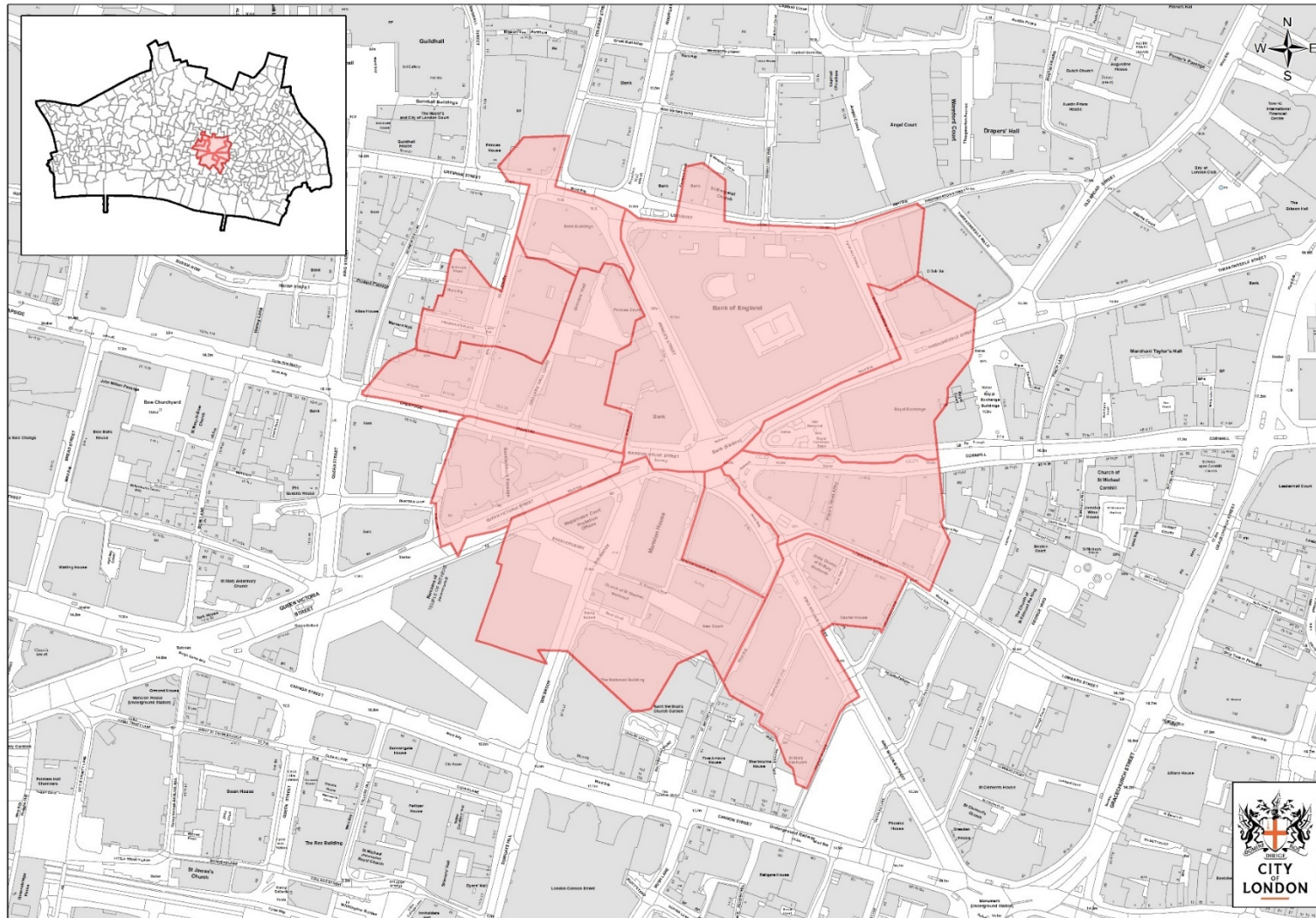
**November 2017:** Public consultation survey closes with 3730 completed responses.



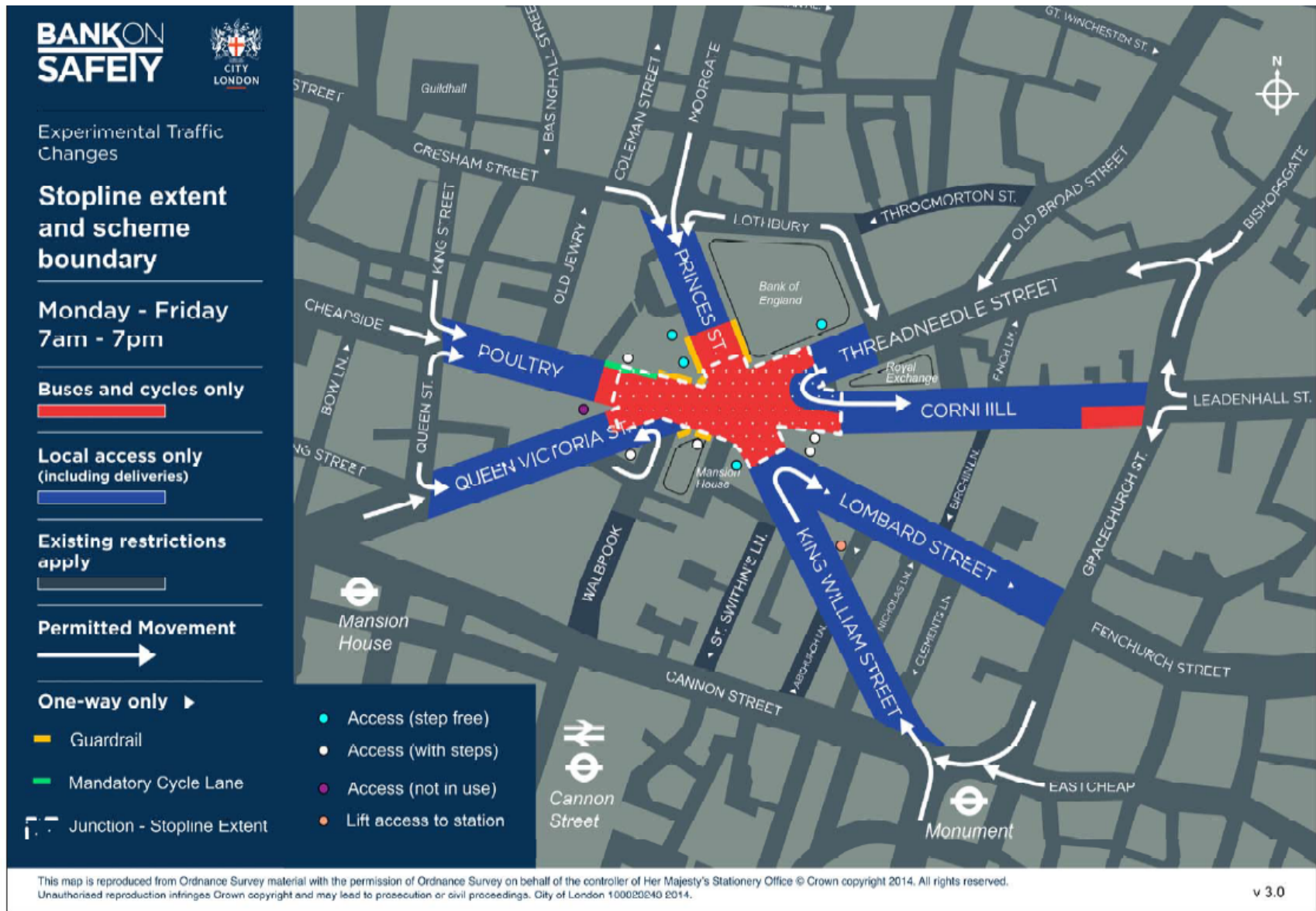
**Figure 9: Bank on Safety public engagement event**

## Section Eight: Appendices

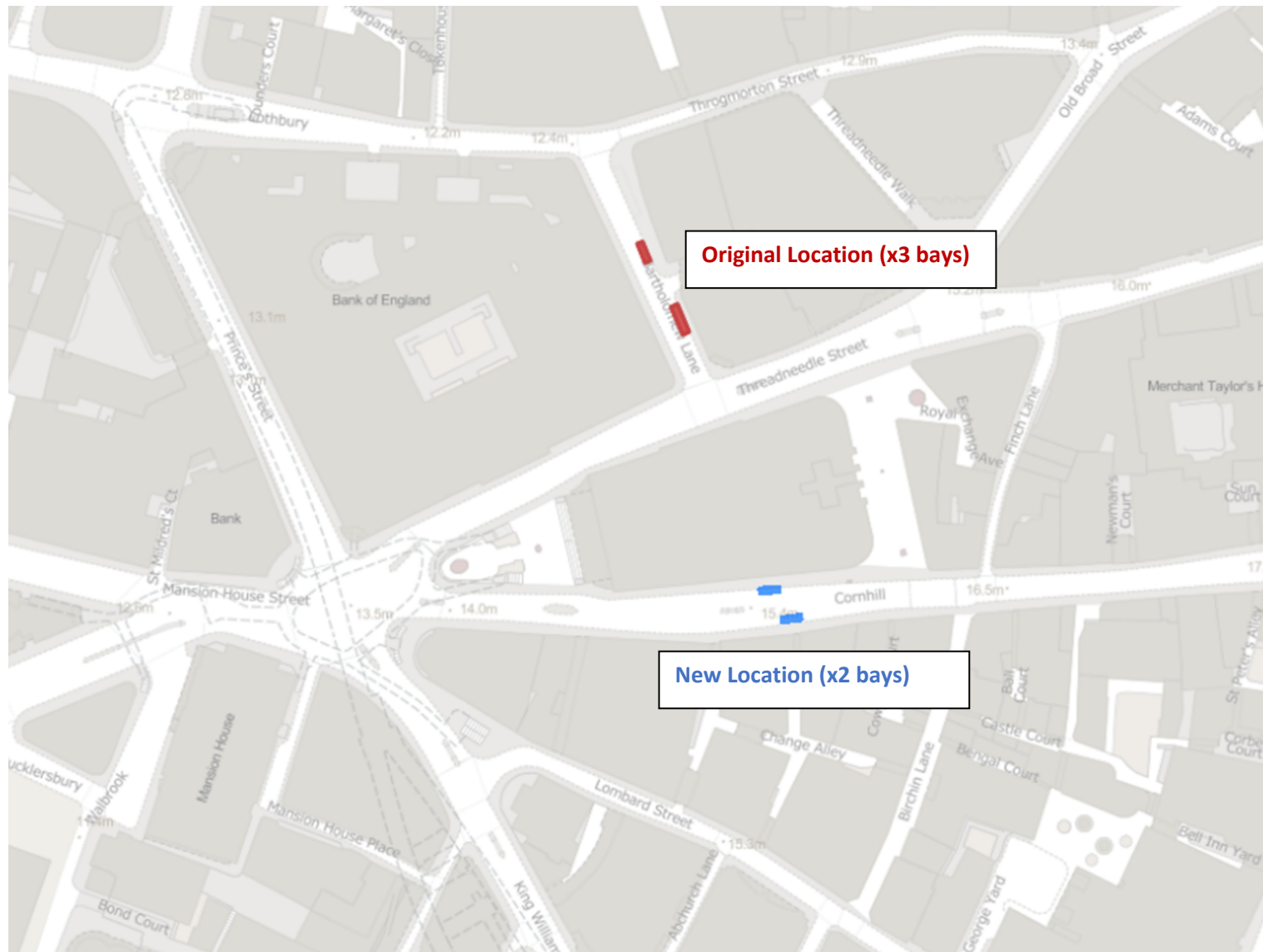
### Appendix 1 – Area Defined as ‘Bank Workplace Zone’ for data analysis purposes



Appendix 2 – Map showing: Bank Junction Stopline Extent, Bank on Safety Scheme Boundary, Accessible Entrance Locations and building accesses.



Appendix 3 – Indicative Relocation of Disabled Parking Bays from Bartholomew Lane to Cornhill



## Appendix 4 - Licensed Taxi availability

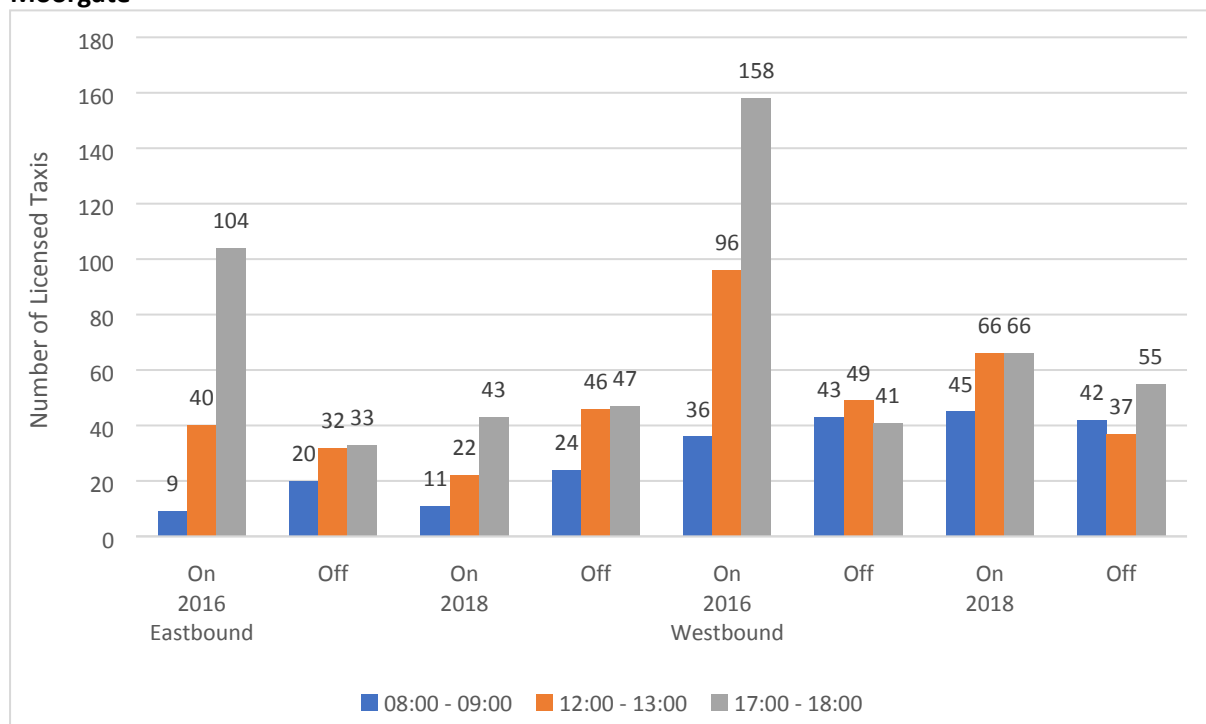
As part of the City of London’s ongoing monitoring of the changes brought about by the Bank on Safety Scheme, the April 2017 Monitoring Strategy stated that the ability to hail a taxi should not be unreasonably worsened by the implementation of the scheme. Access to Licensed Taxis and private hire vehicles in the vicinity of Bank Junction has been raised in the public consultation exercise and by City of London Access Group members.

The original intention of officers was to undertake two sets of surveys – one before the scheme was implemented and one after the scheme was implemented (and traffic behaviour had sufficiently re-adjusted), to give an accurate picture of the change to taxi availability.

Pre-Scheme Surveys were undertaken in March 2016 by Nationwide Data Collection across a total of 17 sites at Bank Junction and in the surrounding area. The surveys were due to be repeated in March of 2018 in the same locations, however in late January 2018 Cannon Street was closed to traffic due to emergency gasworks. At the time of writing, the works have resulted in a full eastbound closure of Cannon Street, a partial closure of Monument Junction, and the partial re-opening of Bank Junction to traffic via Queen Victoria Street only. It is expected that the current network operation will extend into Autumn 2018, i.e. beyond the date of the final decision on whether to make the Bank on Safety Scheme permanent.

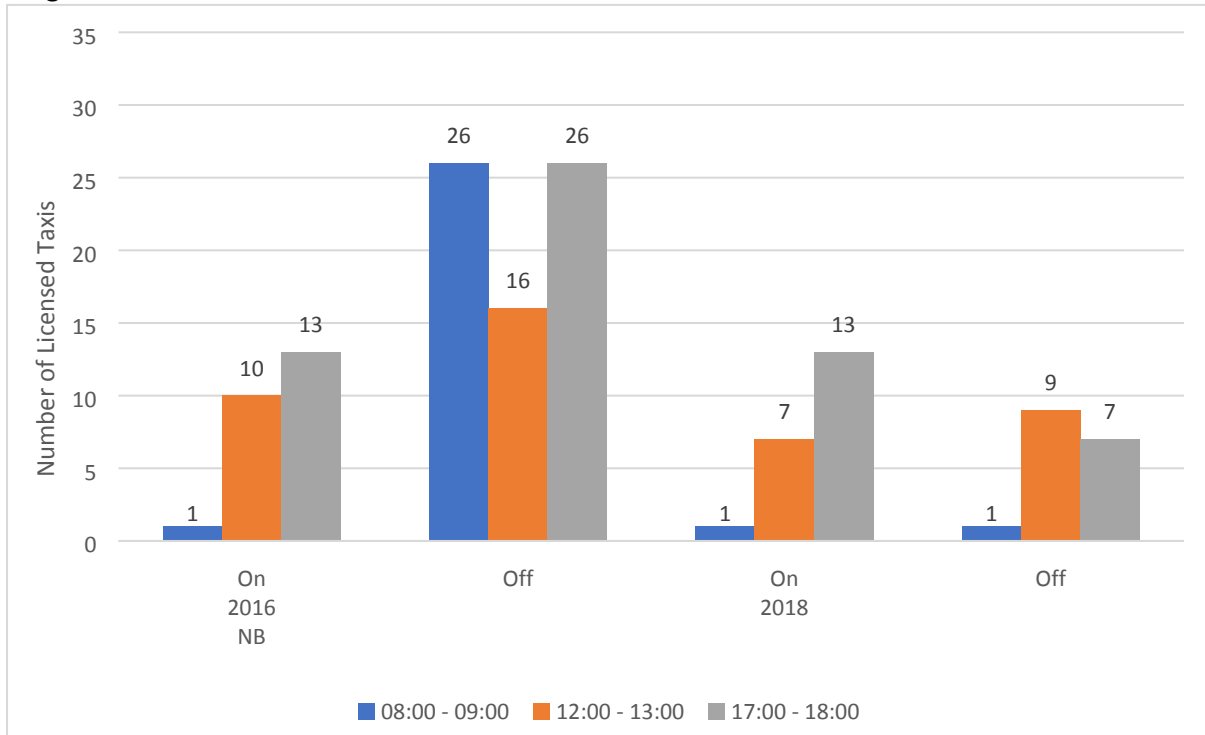
Repeating the surveys under current network operation would not give an accurate reflection of the changes to Licensed Taxi Availability caused by the Bank on Safety Scheme and would most likely mean that a higher availability of Licensed Taxis would be indicated than otherwise (due to Licensed taxis using Queen Victoria Street in higher volumes). Officers intend to repeat these surveys as soon as the Bank on Safety Scheme is operating as normal, however in the interim, spot checks were undertaken by officers on a number of key sites around Bank Junction in April 2018. The findings of these site surveys are summarised below. It should be noted that the counts displayed below are of Licensed Taxis only (i.e. black cabs), split by whether vehicles were driving with their lights on or off.

### Moorgate



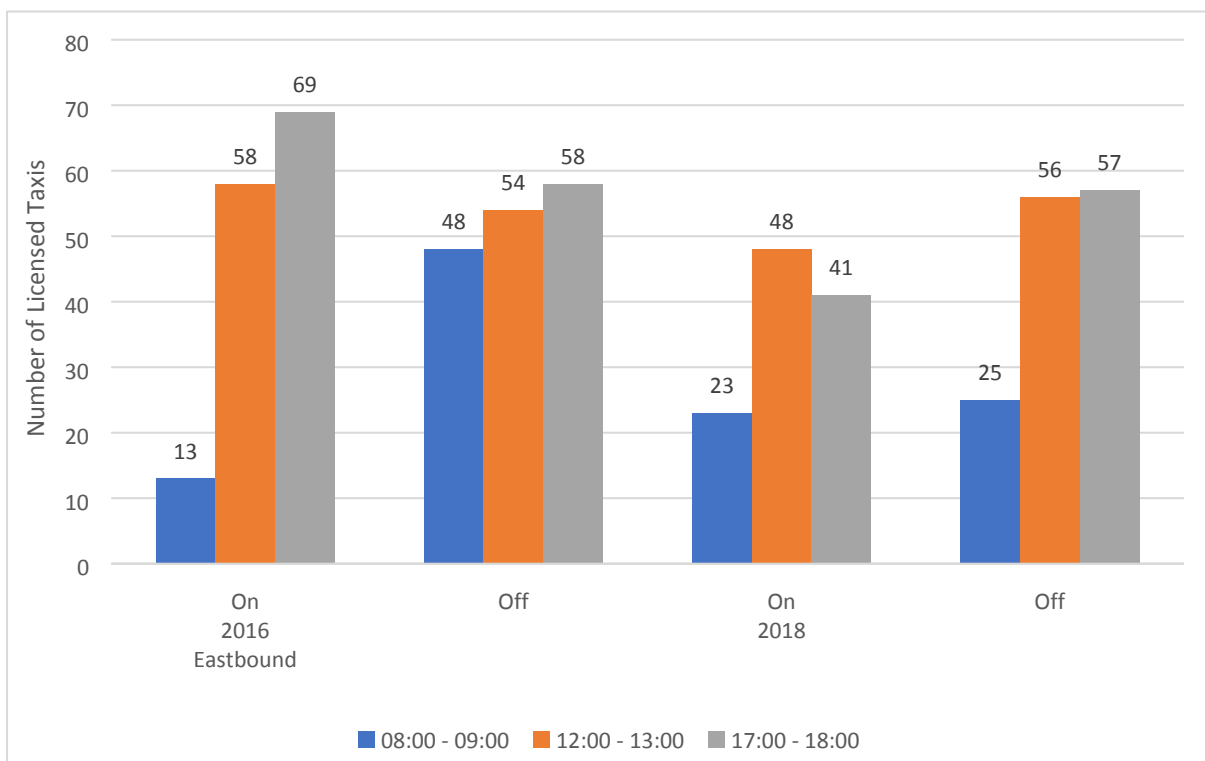


### King William Street



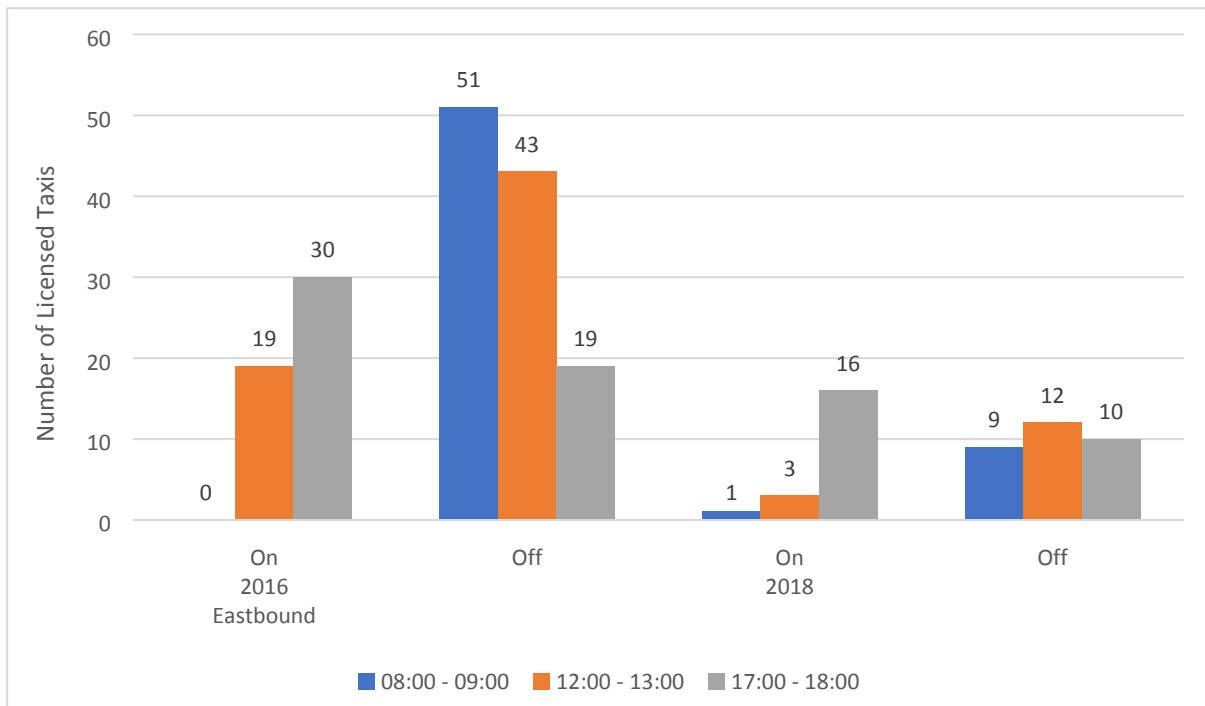
*King William Street southbound is not included as this movement is no longer possible*

### Poultry



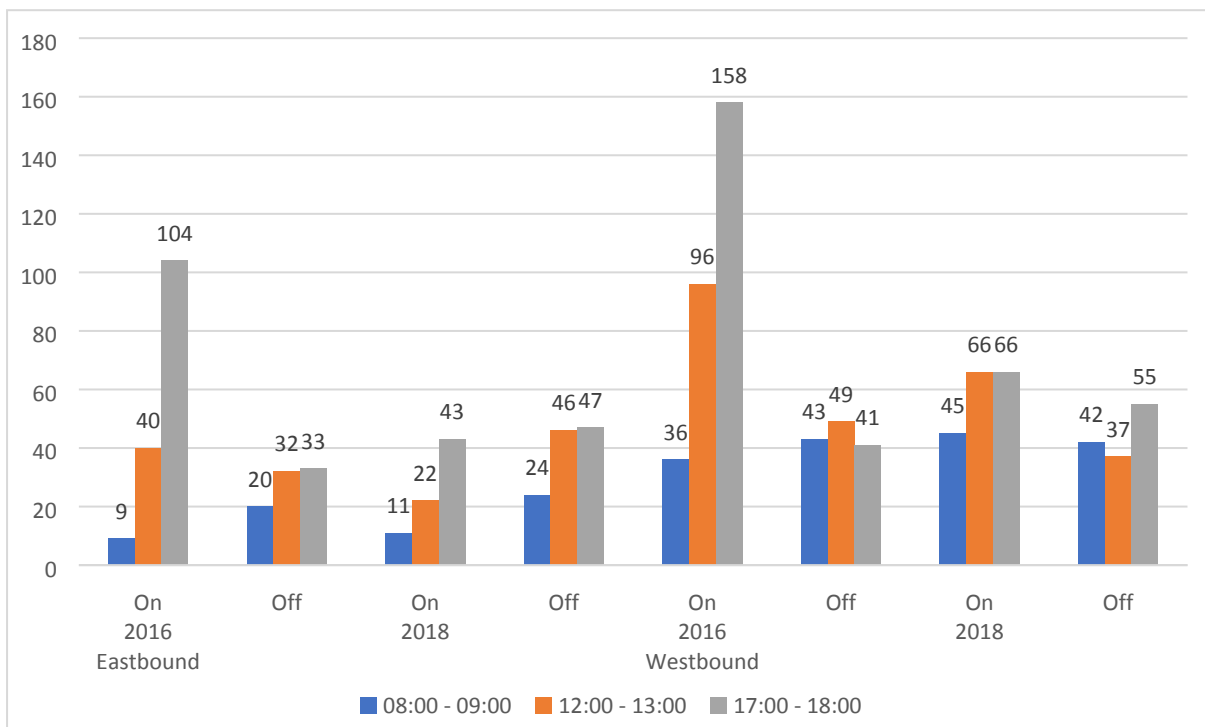
*Poultry Westbound is not included as this movement is no longer possible*

### Threadneedle Street



*Threadneedle Street Westbound is not included as this movement is no longer possible*

### Gresham Street



The counts summarised above demonstrate that based on the spot checks undertaken by officers to date, the volume of Licensed taxis operating has decreased at all sites surveyed. We believe that this decrease is possibly influenced by the following;

- **The length and depth difference between the surveys** – 2016 surveys took place across 17 sites and picked up taxis with and without passengers in addition to those displaying lights or otherwise. 2018 surveys were undertaken over five sites only and counted taxis with lights on or off only.
- **Licensed Taxi usage of Queen Victoria Street** – under the current operation, Bank Junction is formally open to vehicular traffic in an eastbound direction via Queen Victoria Street, observations have shown that Licensed Taxis are using this route in higher volumes than other surveyed streets such as Poultry and Gresham Street.

Whilst there are limitations in the current operation of the junction and the surveys have been undertaken on a provisional basis, it is acknowledged that the Bank on Safety Scheme may have resulted in a reduction in taxi availability in the vicinity of Bank Junction. However, it is also observed that there are still licensed taxis operating in this area and no zero values were recorded in the 2018 counts. Therefore the opportunity to hail may have decreased somewhat in the immediate vicinity but there are still opportunities to hail licensed taxis at the surveyed sites.

## Appendix 5 – Taxicard

Within the Equality Analysis process for the Bank on Safety scheme and as demonstrated by responses to the public consultation exercise, taxi access to Bank Junction, particularly for those with a disability has been identified as a concern. Taxicard is a scheme for London residents with serious mobility impairments or who are visually impaired, the scheme allows residents to use both Private Hire Vehicles and Black Cabs.

Taxicard data has been obtained by the City of London from London Councils for before and after the introduction of the Bank on Safety scheme and has been anonymised and analysed to understand the change to trips into and out of the area shown in Figure 10;

**Figure 10: Definition of the Bank Area for Taxicard data analysis**



The area shown in Figure 10 includes the Bank on Safety scheme area in addition to a number of prominent local properties and businesses such as The Ned Hotel, the Bank of England and the Royal Exchange. Due to data protection restrictions, exact number of trips to individual properties cannot be presented, however Figure 10 below shows the number of trips into and out of this area in the 8 months before Bank on Safety was implemented and the 8 months since Bank on Safety was implemented.

**Figure 11: Taxicard trips into and out of to the Bank Junction area, 8 months pre-scheme and 8 months post-scheme**

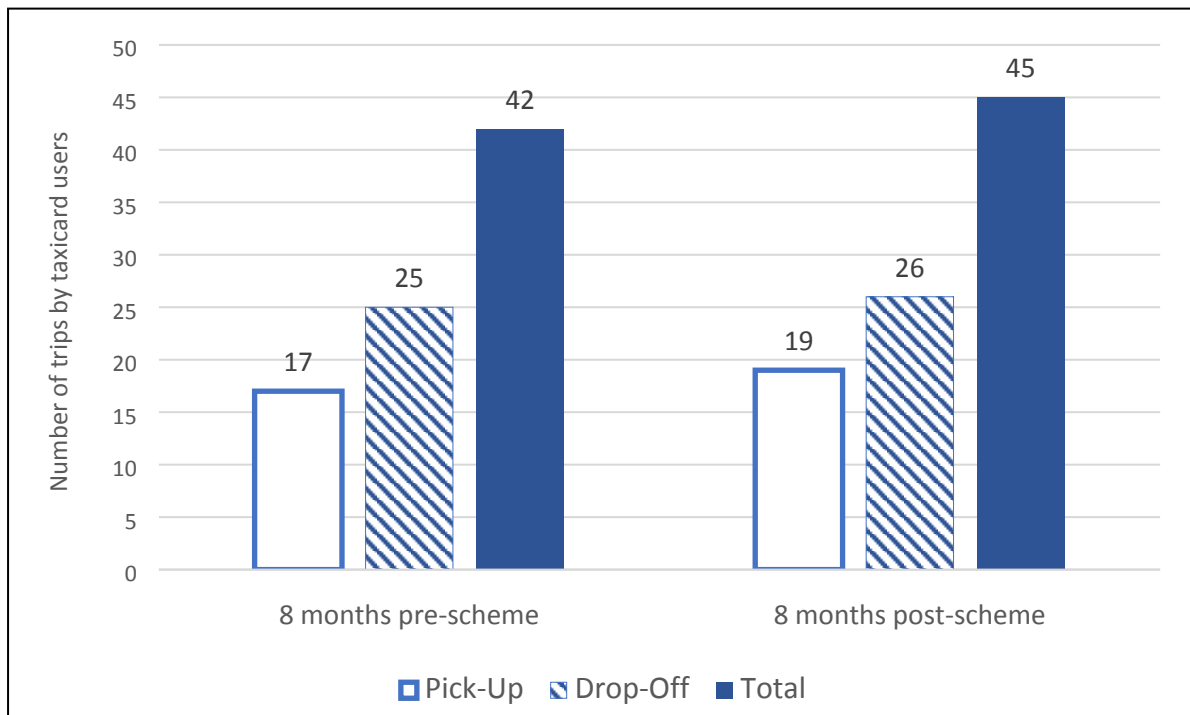


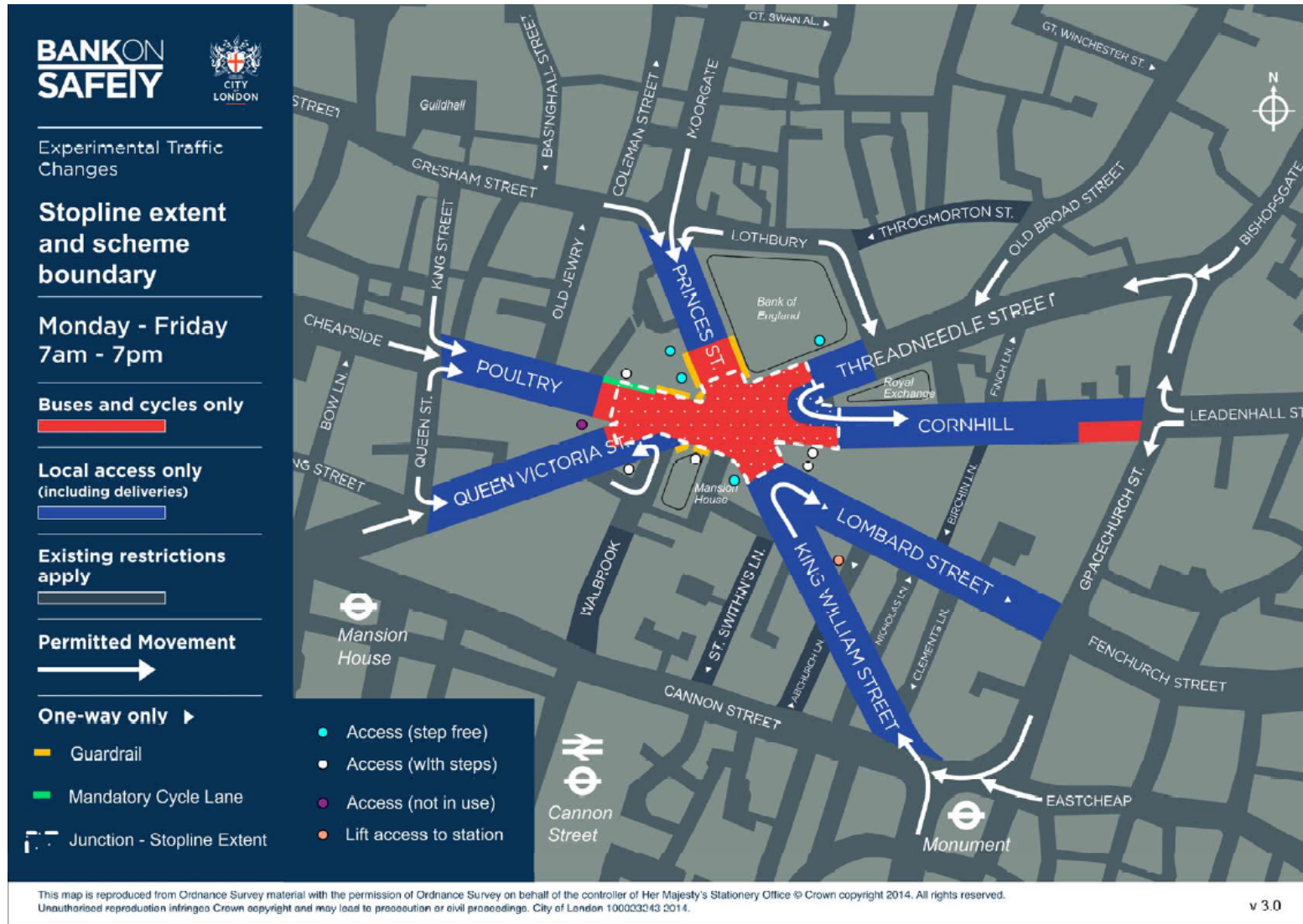
Figure 11 demonstrates that there has not been a meaningful change in the numbers of Taxicard users taking taxis into and out of the area shown in Figure 10 since the implementation of the Bank on Safety Scheme.

It should be noted that the taxicard journeys outlined above are undertaken by a large number of users travelling to and from addresses which differ pre and post scheme, as such it is not possible to robustly compare the change to journey times or costs. Data around taxi journey times and costs can be found in Appendix 5 of the Bank on Safety monitoring report published at this link;

<http://democracy.cityoflondon.gov.uk/mgAi.aspx?ID=71626>.

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Map 3: Access to the buildings surrounding the junction.



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## Appendix 9

### Technical Note – City of London and LTDA/BWB Consulting Data Comparison

To date, the City of London has published two monitoring reports on the progress of the Bank on Safety Scheme which have measured the performance of the scheme against its original objectives and a number of other metrics which were deemed to be of interest.

In parallel with the City's own monitoring programme, the Licensed Taxi Driver Association (LTDA) and their consultants, BWB Consulting, have undertaken a number of data collection exercises (predominantly associated with journey times and licensed taxi availability) to inform their public consultation response and subsequent ongoing discussions with City of London officers.

Following this a review the City of London have accepted a number of the monitoring datasets collected by the LTDA and BWB for inclusion in its ongoing monitoring portfolio. The data gathered has been summarised within this note and is compared to similar datasets collected by the City of London.

The following datasets have been included in this analysis:

- City of London Mystery Shopper Taxi Journeys – a total of 241 taxi journeys were undertaken across three surveys
  - May 2017 (pre-scheme),
  - July 2017 and
  - November 2017,which surveyed 10 key routes (five routes in two directions), informed by the taxi trade. An average of the July and November surveys has been used in this note.
- LTDA GPS Surveys – a total of 207 taxi journeys were undertaken across two surveys,
  - 91 journeys undertaken between 27/04/2017 – 11/05/2017; and
  - 116 journeys undertaken between 21/09/2017 – 29/09/2017)which surveyed 7 routes in total.
- iBus data – outputs have been generated for 27/04/2017 – 11/05/2017 to be in line with LTDA GPS Surveys.
- Pre-Scheme Licensed Taxi ANPR data undertaken between 15/05/2017 and 19/05/2017, as provided to the City of London by BWB Consulting and the LTDA.

The following datasets were not included in this analysis:

- Post-Scheme iBus data – as Buses are able to travel through Bank Junction in the post-scheme scenario, this dataset is not able to provide an accurate benchmark.
- Post-Scheme Licensed Taxi ANPR data undertaken between 18/09/2017 – 22/09/2017 undertaken by BWB Consulting and the LTDA. This data has not been included as the surveys were undertaken whilst Bishopsgate was closed southbound and Threadneedle Street was closed westbound. In addition, following review of the methodology it was not deemed to be fit for purpose to detect licensed taxi journeys in the post-scheme scenario.

It should be noted that there is a high degree of variance between the above datasets and the journeys they measure, i.e. not all of the surveys begin and end in the same place, as such it is only possible to compare the datasets across the directions presented in this note. In some cases, not all datasets can be used – where this is the case a notation is made within the analysis.

For these reasons the data presented within this note is indicative only and robust conclusions around the accuracy of the data provided by the LTDA and BWB Consulting cannot be drawn.

It should be noted that the LTDA ANPR data has had anomaly timings removed of over 40 minutes and under 2 minutes to provide average journey times.

South to North (Approximately London Bridge to Moorgate stations)

Figure 22: South to North Journey Lengths

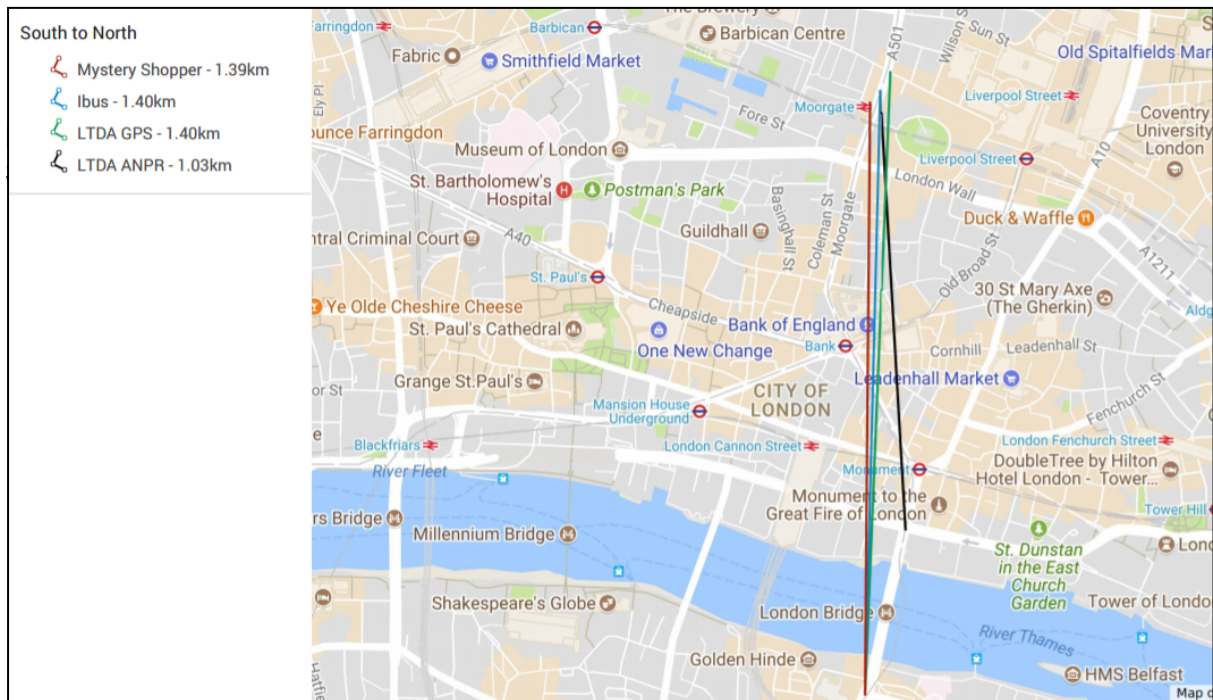
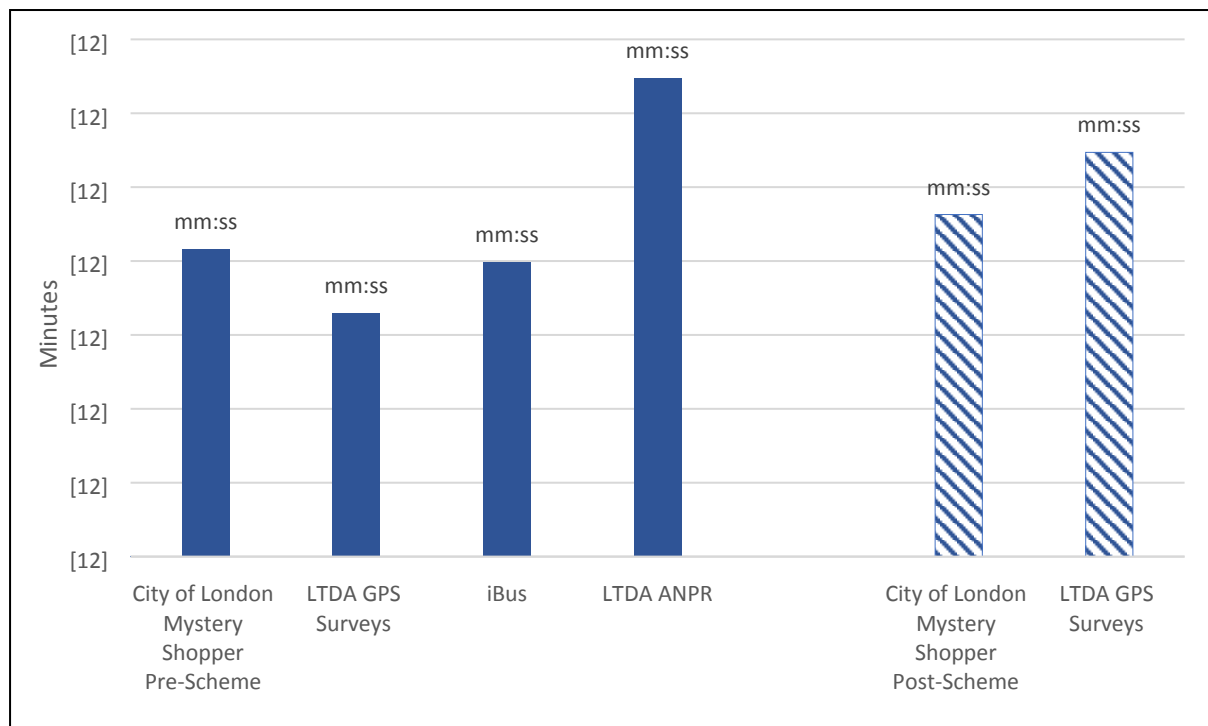


Figure 23: Average Journey Times for South to North Journeys by dataset, split by pre and post scheme.

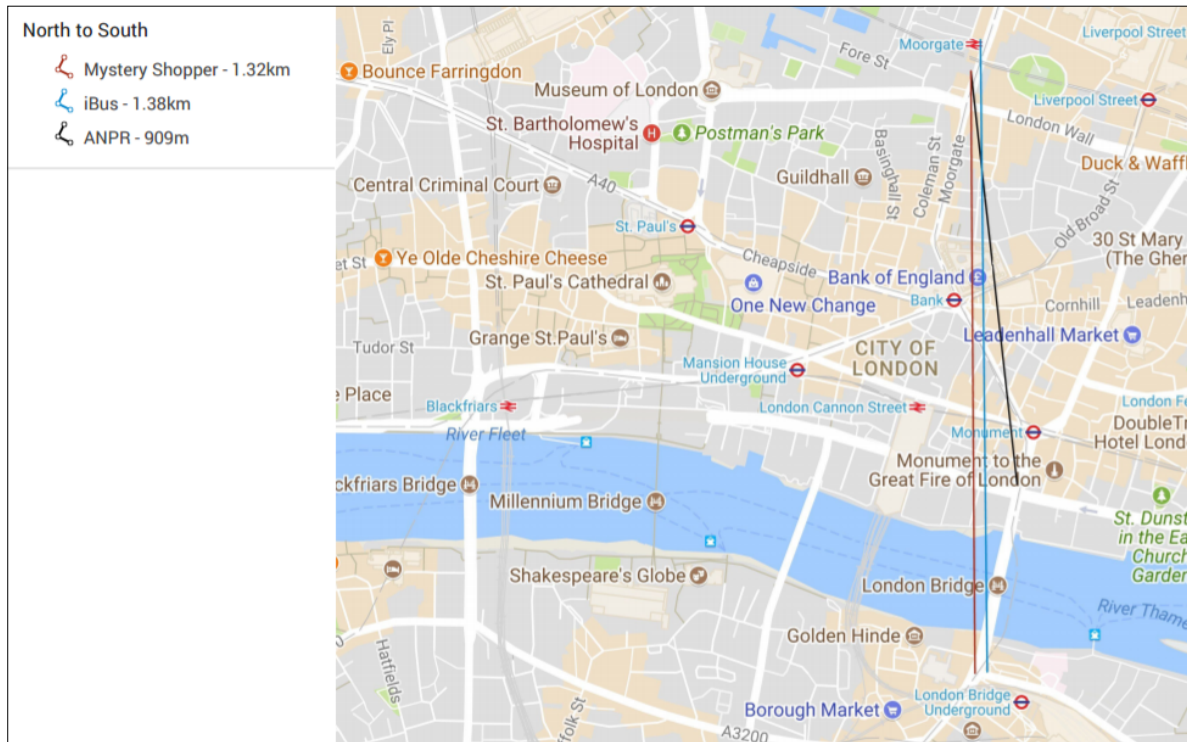


The LTDA ANPR data for the Pre-scheme does seem comparatively high to the other survey results. The GPS survey and the mystery shopper both show increases between the before and after surveys, with the LTDA GPS showing much greater impact. This is likely to have

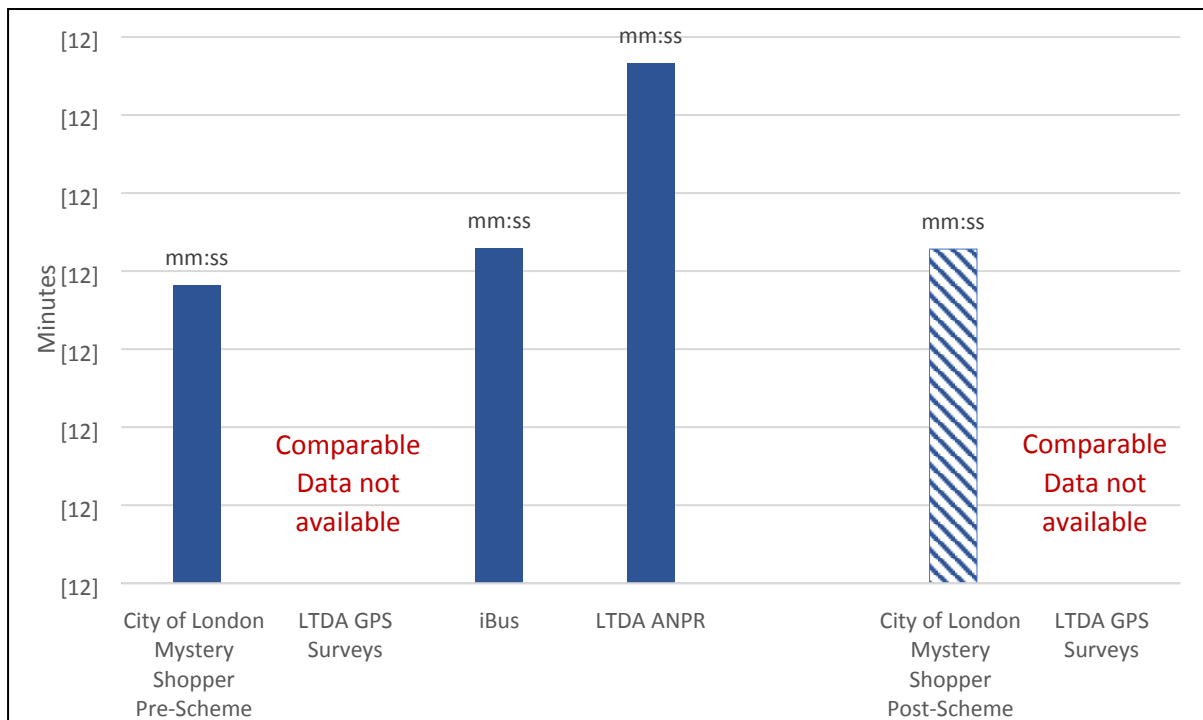
been influenced by the work on Bishopsgate in September 2017, when the LTDA post GPS survey was undertaken.

### North to South

**Figure 24: North to South Journey Lengths** (Approximately Moorgate to London Bridge stations)



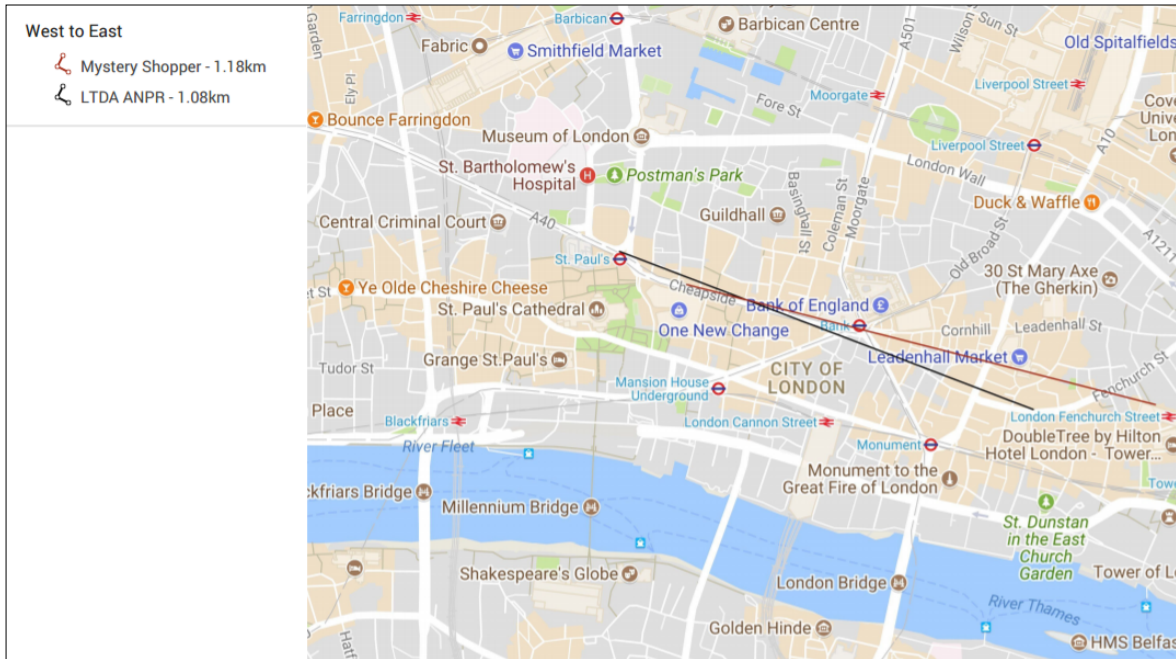
**Figure 25: Average Journey Times for North to South Journeys by dataset, split by pre and post scheme.**



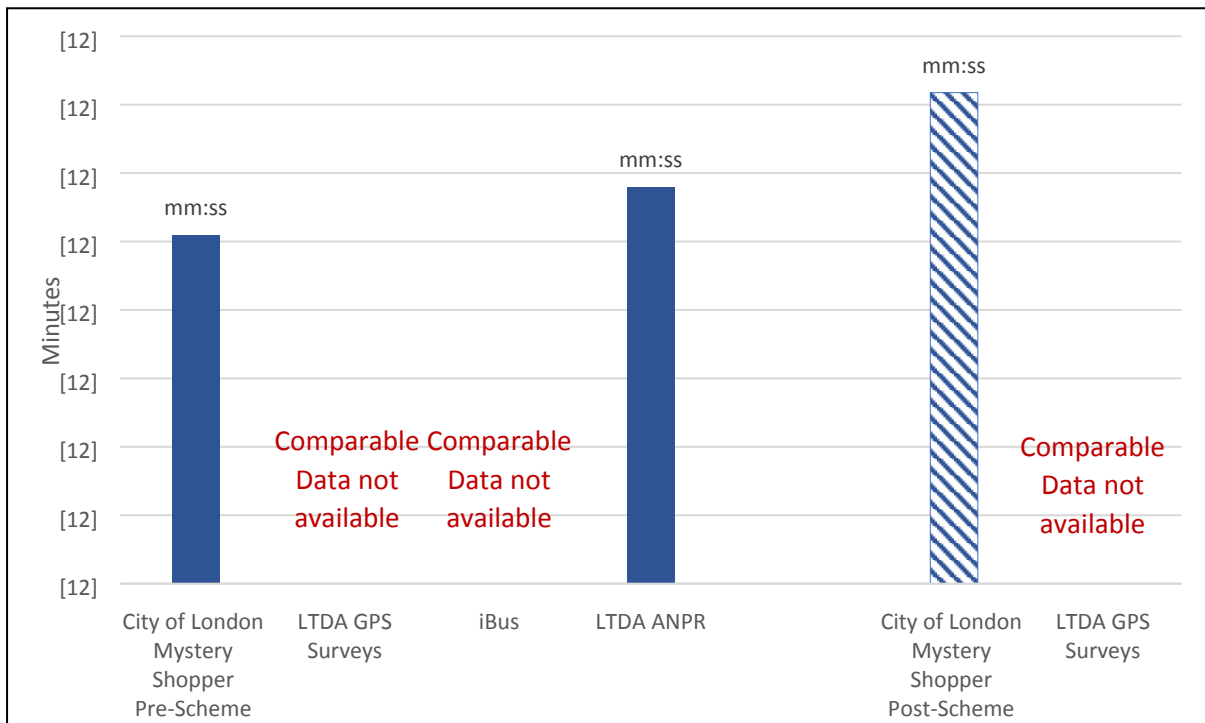
The LTDA surveys did not record the return trip which is why there is no comparable data for this direction. The LTDA ANPR data for pre-scheme on this corridor does seem high in comparison to the IBus data (IBus data covers the same route and a longer distance).

## West to East

**Figure 26: West to East Journey Lengths** (Approximately Fenchurch Street to St Paul's Stations)



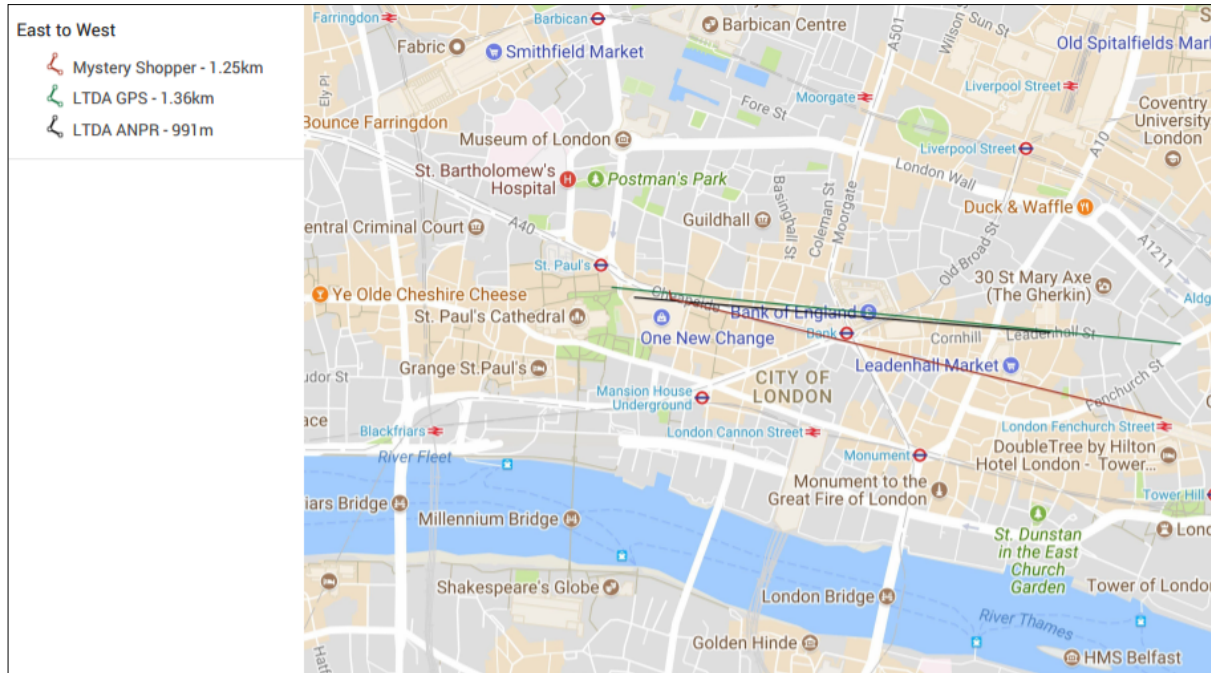
**Figure 27: Average Journey Times for West to East Journeys by dataset, split by pre and post scheme.**



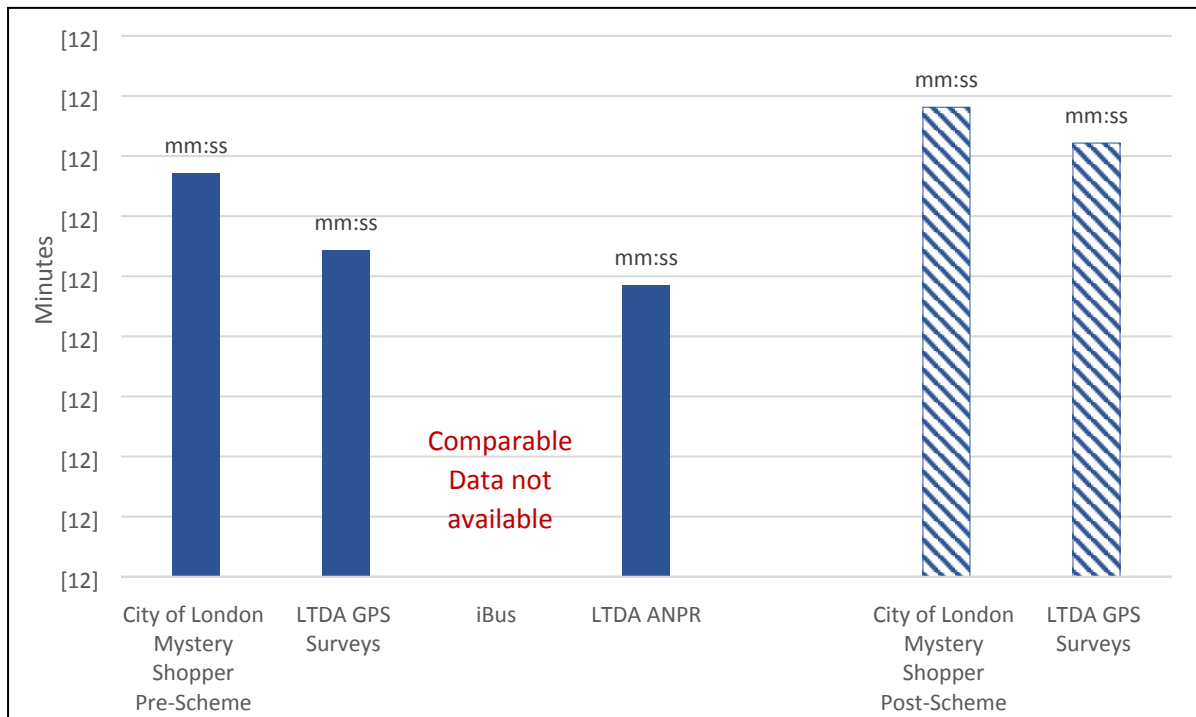
The LTDA ANPR data supports the pre-scheme mystery shopper result, however there is no comparable data for the post scheme scenario.

## East to West

**Figure 28: East to West Journey Lengths** (Approximately St Paul's to Fenchurch Street)



**Figure 29: Average Journey Times for East to West Journeys by dataset, split by pre and post scheme.**



There is good correlation of the post survey data sets with some variability of the pre-survey data. The ANPR data is a shorter route and therefore does correlate very well with the LTDA GPS survey.

North East to South West (Approximately Liverpool St to St Paul's Cathedral)

Figure 30: North East to South West Journey Lengths

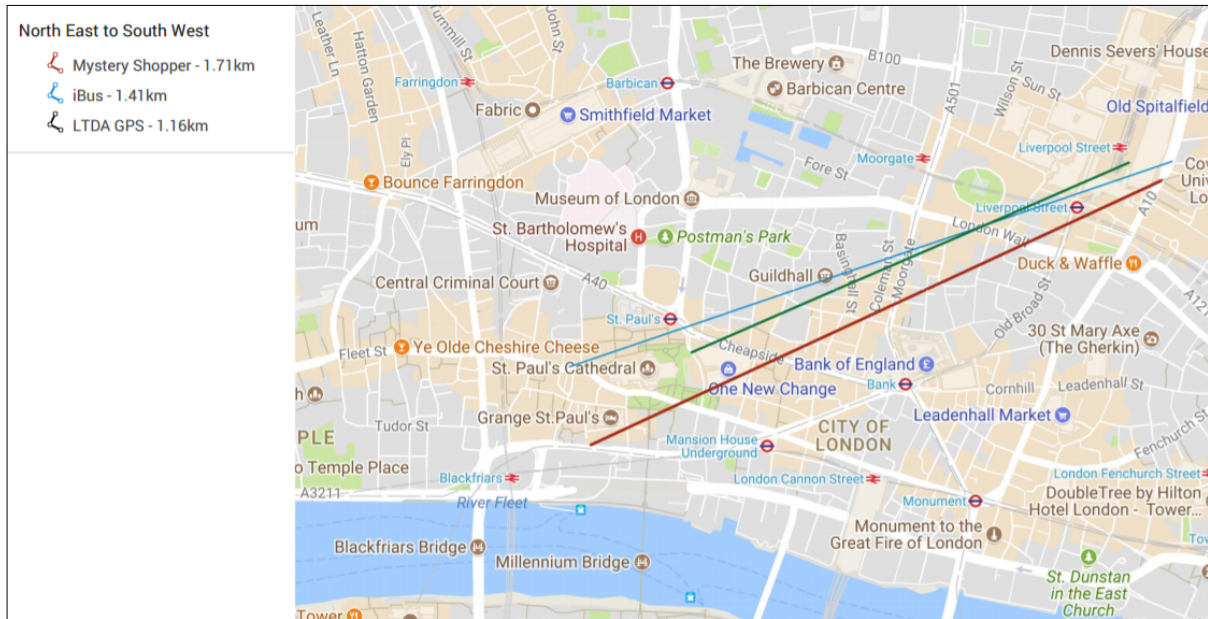
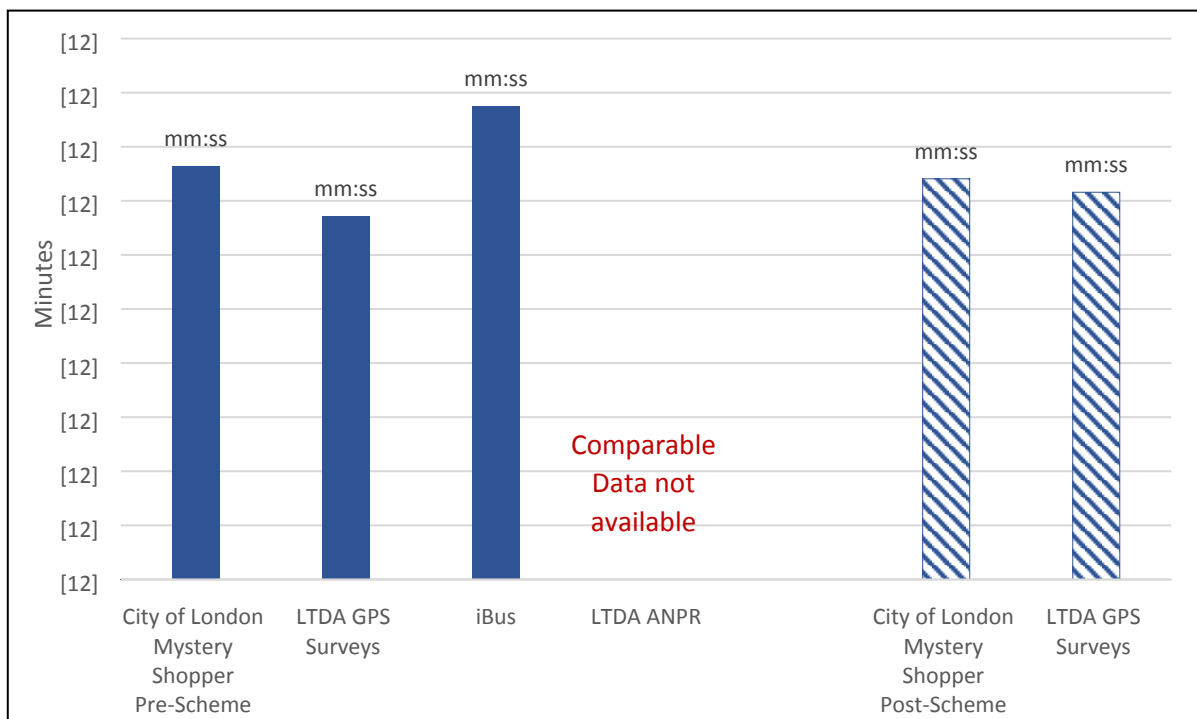


Figure 31: Average Journey Times for North East to South West Journeys by dataset, split by pre and post scheme.



There is good correlation in the post scheme surveys between the City's Mystery Shopper and the LTDA GPS surveys. Variance in the pre-survey can most likely be attributed to the different journey distances observed in Figure 30.

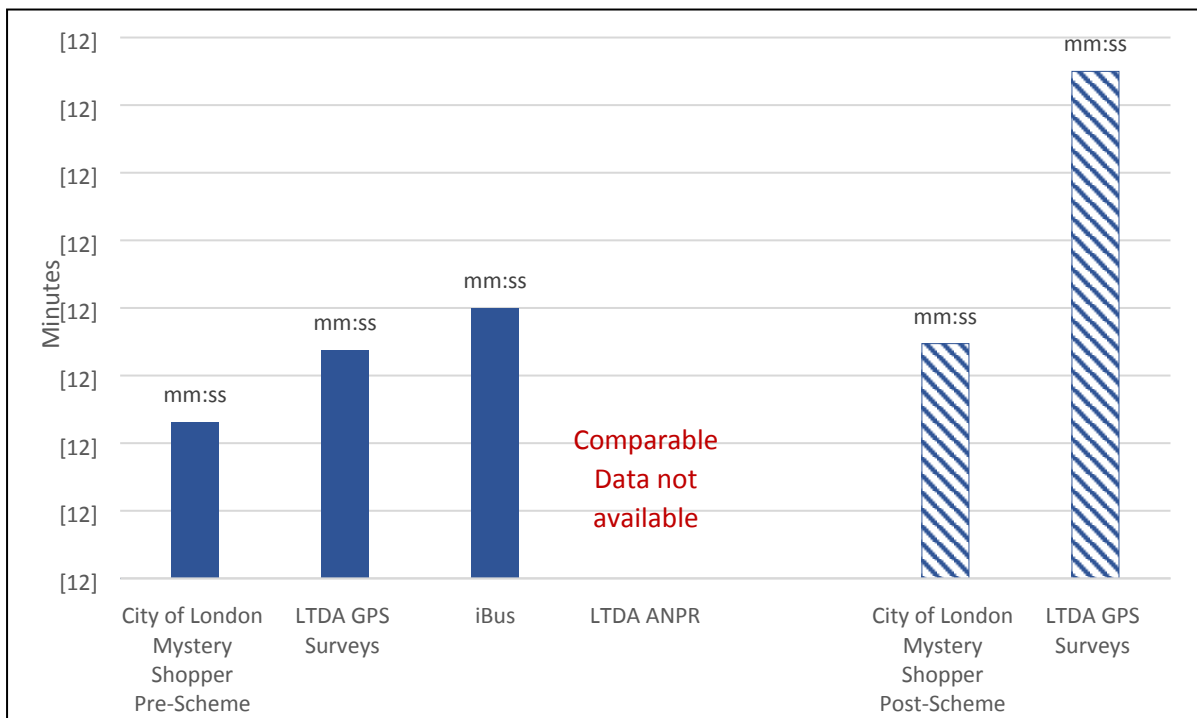


South West to North East (Approximately St Paul's Cathedral to Liverpool St station)

Figure 32: South West to North East Journey Lengths



Figure 33: Average Journey Times for South West to North East Journeys by dataset, split by pre and post scheme.



This routing shows a great deal of variation in the post survey results, there were a total of seven LTDA GPS surveys, four of which had journey times in excess of 20 minutes, resulting in a high post-scheme average.

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## Appendix 10

### Finance tables:

**Table - 6**

Bank Junction Interim Safety Scheme - Expenditure incurred			
Description	Approved Budget (£)	Spend (£)	Balance (£)
Staff Costs	781,997	792,768	(10,771)
Staff Cost - Taxi Modelling	14,285	2,142	12,143
Fees	418,584	367,789	50,795
Fees - Taxi modelling	18,715	17,179	1,536
Works	167,626	167,625*	1
<b>Total</b>	<b>1,401,207</b>	<b>1,347,503</b>	<b>53,704</b>

\* Approximately £35,000 is due to be returned to this line at the time of writing the report, but not yet available on CBIS.

**Table - 7**

Bank Junction Interim Safety Scheme - Revised budget			
Description	Approved Budget (£)	Adjustments (£)	Revised Budget (£)**
Staff Costs	781,997	86,000	867,997
Fees	418,584	-15,000	403,584
Works	167,626	-35,000	132,626
Staff: PS contingency	14,285	0	14,285
Fees: PS Contingency	18,715	0	18,715
<b>Total</b>	<b>1,401,207</b>	<b>36,000</b>	<b>1,437,207</b>

\*\*Includes the additional £36k requested.

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## Appendix 11

### Casualty Data

#### Reporting to date

1. There is a significant delay in the provision of fully verified STATS19 casualty data from Transport for London to the City of London. Currently fully verified data is only available to the end of 2016. As such, to date officers have used provisional casualty data which has been supplied by the City of London Police, in order to gain insight into the influence of the Bank on Safety scheme to casualty numbers at the junction and across the City. At the time of drafting the previous monitoring reports this was the most up to date information available to officers.
2. TFL have since provided provisionally verified STATS19 data to the end of August 2017. This data is unlikely to change but could still be amended. Data from September 2017 onwards still has the potential to be amended from the data being presented in this report whilst it is processed into provisional STATS19 data.
3. Current data has been provided by the City of London Police whilst drafting this decision report. It should be noted that casualty data can takes some time to be loaded onto the police system when the Police have not been in attendance. The reasons for late entry to the City of London Police system are as follows;

*‘A considerable number of personal injury collisions are not reported to Police at the time of occurrence and are subsequently reported at a later time which can be from a few days to several months.*

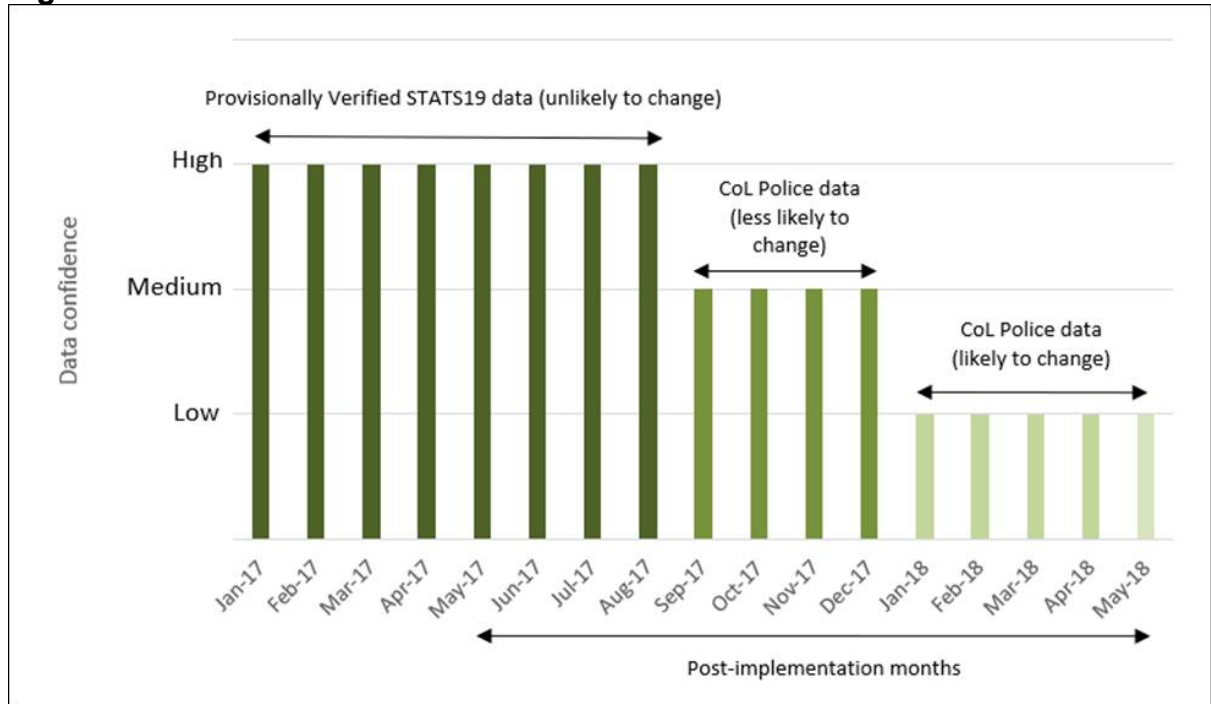
*Such collisions are either reported online directly to the City of London Police or by the person attending a Police Station, which can be anywhere in the country, and completing a self-report form. Reports to other Police Forces pass through that Force’s internal systems before being received by the City of London Police and this can take considerable time.*

*Reports received on line, or from other Forces, have to be manually entered on to the Force’s computer system for further action, and onto the DfT CRASH system for statistical purposes. This information is only visible once that process has been completed.”*

Additionally, some collisions on or near the City of London Police Force boundary are dealt with at the scene by the Metropolitan Police. When the data is verified, the casualty information is then transferred to the correct authority.

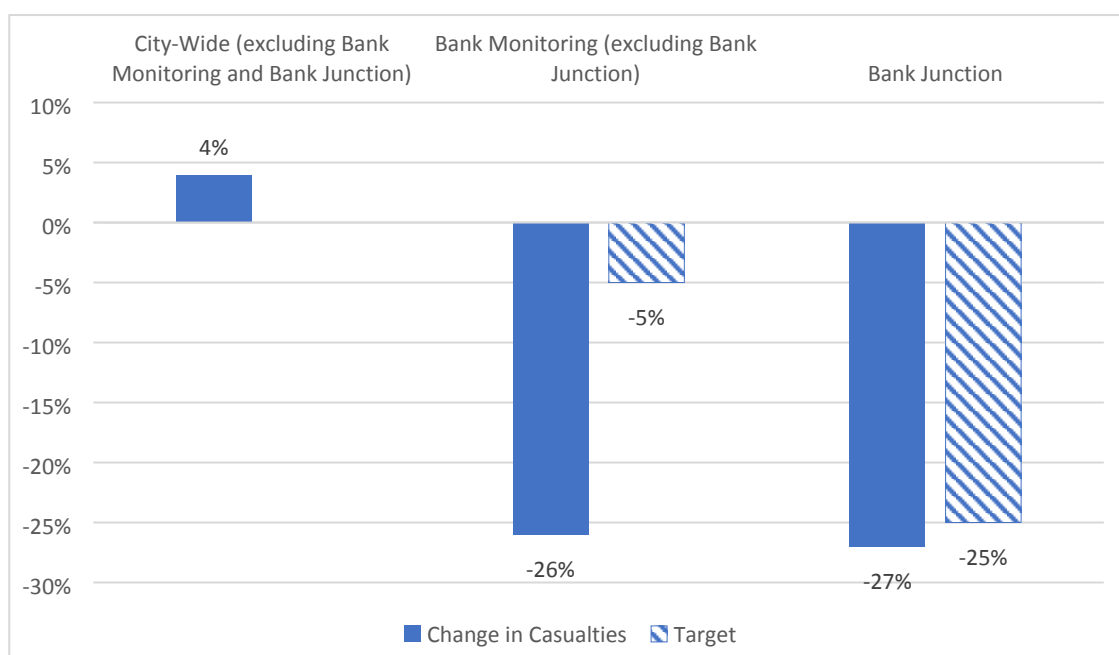
4. Figure 22 below shows the casualty datasets being used by officers to inform this report and an indication as to the data’s likelihood in being amended in the future.

**Figure 22: Datasets used and officer confidence level**



5. As figure 22 shows, a combination of datasets are being used to report on casualties. Reporting exclusively on STATS19 data would be the most accurate method of reporting, however this would severely limit the ability for Members to make an informed decision within the timeframe of the experimental period. The September to December 2017 data set is possible, but less likely to change again. This is because incidents not requiring police attendance at the scene are most likely to have been reported within six months and processed by the various forces.
6. 12 months of post-scheme casualty data made up of both provisionally verified STATS19 data and City of London Police data is therefore being used with the caveat that this data is subject to change. 12 months of provisionally verified STATS19 data is not expected to be available until February 2019. The use of provisional data was set out in the Bank on Safety monitoring strategy.
7. It should be noted that until 12-months of post-scheme verified STATS19 data is available to officers, it will not be possible to finalise what effect the Bank on Safety scheme has had on casualty numbers at Bank Junction or the monitoring area.
8. The analysis set out below and in the main body of the report is based on the information that has been made available to date and is subject to change.

**Figure 23: % change in casualties during operational hours compared to five-year average vs the scheme success criteria.**



9. Figure 23 above demonstrates that based on the data currently available for 12 months of operation of the Bank on Safety scheme, it has exceeded its target of casualty reduction within the bank monitoring area and has met the minimum criteria at Bank Junction. It should be noted that given the relative small numbers when looking at one junction, each casualty can change the percentage by a large number.

10. Table 8 below shows the raw figures used to arrive at the five-year annual average which the performance of the scheme is being benchmarked against. Data is for Monday to Friday collisions only.

**Table 8: % Total casualty breakdown by area.**

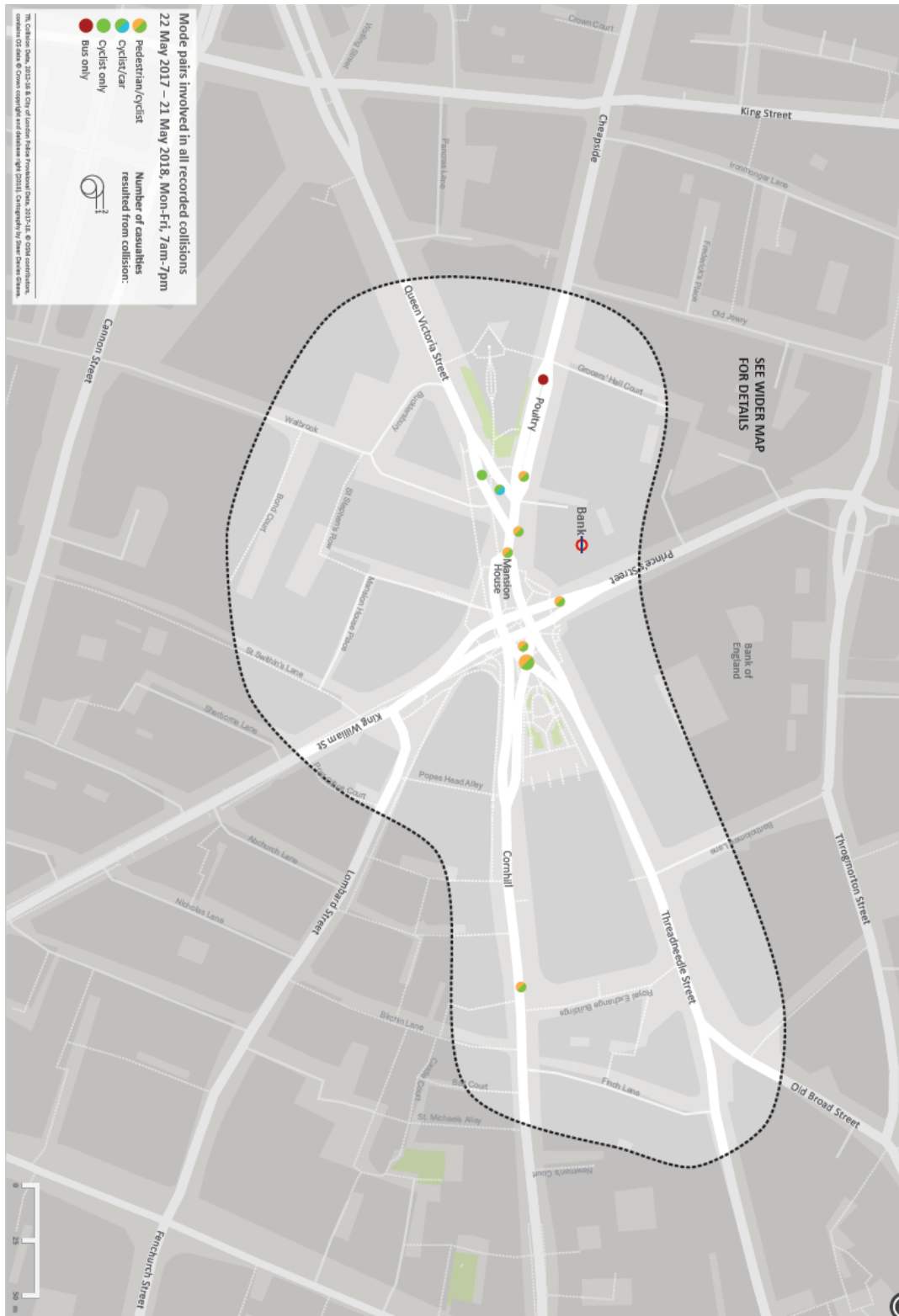
	Date Range (from to) excluding weekends		Bank Junction		Bank Monitoring (excluding Bank Junction)		City-Wide (excluding Bank Monitoring and Bank Junction)	
			7am-7pm	7pm-7am	7am-7pm	7pm-7am	7am-7pm	7pm-7am
Post-scheme	22/05/2017	21/05/2018	11	5	59	27*	161	41
Years used for 5-year average	22/05/2016	21/05/2017	13	7	60	29	159	54
	22/05/2015	21/05/2016	10	6	71	21	148	53
	22/05/2014	21/05/2015	15	5	103	16	175	49
	22/05/2013	21/05/2014	23	4	87	27	147	40
	22/05/2012	21/05/2013	15	4	79	19	148	52
5-year average (rounded to whole number)			15	5	80	22	155	50

*\* there was one collision which resulted in 5 casualties (slight) which is unusual. This one collision represents the 21% increase in 7pm-7am casualties shown in figure 2 in the main body of the report.*

Figure 24 below shows the casualty pairings of the 11 post-scheme casualties at Bank Junction which have occurred during operational hours.



**Figure 24: Post-Scheme Casualty pairs at Bank Junction during operational hours**



11. Below is a breakdown of the 11 casualties that have occurred at Bank Junction during operational hours since the implementation of the scheme;

- In June 2017 a pedestrian and cyclist collided at the Cornhill pedestrian crossing on Bank Junction, resulting in a slight injury to the pedestrian.
- In July 2017, two cyclists collided at the Queen Victoria Street / Walbrook junction, resulting in a slight injury to one of the cyclists.
- In September 2017 a pedestrian and cyclist collided on Poultry, resulting in a serious injury to the cyclist
- In October 2017 a pedestrian and cyclist collided on Mansion House Street, resulting in a serious injury to the pedestrian.
- In November 2017 a pedestrian and cyclist collided on Poultry, resulting in a slight injury to the pedestrian
- In November 2017, a car turned right into a cyclist on Mansion House Street, resulting in a slight injury to the cyclist.
- In November 2017, a pedestrian and cyclist collided at the Cornhill pedestrian crossing on Bank Junction, resulting in a slight injury to the pedestrian and a slight injury to the cyclist.
- In January 2018 a bus applied the brakes on Poultry, causing a standing passenger to fall over, resulting in a slight injury to the passenger.
- In March 2018, a cyclist fell as a result of an interaction with a pedestrian, resulting in a slight injury to the cyclist.
- In May, a pedestrian and cyclist collided on Threadneedle Street, resulting in a slight injury to the pedestrian.

**12.** Since the implementation of the Bank on Safety scheme there have been a total of 11 recorded casualties at Bank Junction during the scheme's operational hours over a 12-month period, two of which were recorded as serious. Eight of the 11 casualties have occurred as the result of a pedestrian / cyclist collision or interaction. The previous five-year average for collisions of this nature was one per year, suggesting that the Bank on Safety scheme has changed the pattern of collision pairings from predominantly occurring between motor vehicles and pedestrians and cyclists, to between pedestrians and cyclists.

**13.** The locations of the collisions since the scheme became operational appear to cluster around the junction of Queen Victoria Street/Poultry and also Cornhill. The previous collision pattern was dominant in the centre of the junction. It is believed that subtle engineering improvements could be made to help improve this situation.

**14.** It should be noted that there has been a general trend change across the City with an increase in pedestrian casualties and pedestrian / cyclist collisions. At Bank it could also be attributed to the perceived traffic-free environment (causing some pedestrians to cross without looking carefully), or a potential increase in some cyclist's speeds.

**15.** There appears to be a significant casualty saving within the monitoring area during operational hours which strongly implies that casualties haven't simply been displaced from Bank junction to the surrounding area.

**16.** From this early casualty data for Bank, it suggests that behaviour is contributing to collisions, so behaviour change programmes may help to reduce this type of collision. These programmes of work are already underway as part of the road

danger reduction programme. Overall whilst there is still work to do, the experiment has so far had a positive impact on reducing casualty numbers at Bank junction during operational hours. There are also strong indications that the schemes operations is making a positive difference to the casualty numbers in the wider monitoring area.

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