



Streets and Walkways Sub (Planning and Transportation) Committee

Date: TUESDAY, 10 APRIL 2018
Time: 10.30 am
Venue: COMMITTEE ROOMS, 2ND FLOOR, WEST WING, GUILDHALL

Members: Christopher Hayward (Chairman)
Oliver Sells QC (Deputy Chairman)
Randall Anderson
Emma Edhem
Marianne Fredericks
Alderman Alison Gowman (Ex-Officio Member)
Deputy Clare James (Ex-Officio Member)
Alderman Gregory Jones QC
Paul Martinelli
Deputy Alastair Moss
Graham Packham
Jeremy Simons (Ex-Officio Member)

Enquiries: Amanda Thompson
tel. no.: 020 7332 3414
amanda.thompson@cityoflondon.gov.uk

Lunch will be served in Guildhall Club at 1PM
NB: Part of this meeting could be the subject of audio or video recording

John Barradell
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES FOR ABSENCE**
2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
3. **MINUTES**
To agree the public minutes and summary of the meeting held on 27 February 2018.

For Decision
(Pages 1 - 6)
4. **OUTSTANDING REFERENCES**
Report of the Town Clerk.

For Decision
(Pages 7 - 8)
5. **BANK ON SAFETY: UPDATE ON MONITORING AND PERFORMANCE**
Report of the Director of the Built Environment.

For Information
(Pages 9 - 34)
6. **BANK ON SAFETY: EXPERIMENTAL SCHEME CONSULTATION FINDINGS REPORT**
Report of the Director of the Built Environment.

For Information
(Pages 35 - 94)
7. **CITY TRANSPORTATION MAJOR PROJECTS CONSOLIDATED REPORT**
Report of the Director of the Built Environment.

For Decision
(Pages 95 - 108)
8. **LOW EMISSION NEIGHBOURHOOD - AIR QUALITY GREENING PROPOSALS**
Report of the Director of Markets and Consumer Protection

For Decision
(Pages 109 - 120)

9. **ALDGATE HIGHWAY CHANGES AND PUBLIC REALM IMPROVEMENTS**

Report of the Director of the Built Environment

For Decision
(Pages 121 - 132)

10. **CULTURE MILE POP UPS 2018/19 BUDGET**

Report of the Director of the Built Environment.

For Decision
(Pages 133 - 138)

11. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**

12. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

13. **EXCLUSION OF THE PUBLIC**

MOTION – That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part I of Schedule 12A of the Local Government Act as follows:-

Part 2 - Non-public Agenda

14. **NON-PUBLIC APPENDIX TO ITEM 9: ALDGATE HIGHWAY CHANGES AND PUBLIC REALM IMPROVEMENTS**

For Decision
(Pages 139 - 140)

15. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**

16. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

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STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Tuesday, 27 February 2018

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at the Guildhall EC2 at 11.00 am

Present

Members:

Christopher Hayward (Chairman)	Alderman Alison Gowman (Ex-Officio Member)
Oliver Sells QC (Deputy Chairman)	Paul Martinelli
Randall Anderson	Deputy Alastair Moss
Emma Edhem	Graham Packham
Marianne Fredericks	Jeremy Simons (Ex-Officio Member)

Officers:

Amanda Thompson	-	Town Clerk's Department
Jennifer Ogunleye	-	Town Clerk's Department
Simon Glynn	-	Department of the Built Environment
Steve Presland	-	Department of the Built Environment
Iain Simmons	-	Department of the Built Environment
Ian Hughes	-	Department of the Built Environment
Leah Coburn	-	Department of the Built Environment
Rory McMullan	-	Department of the Built Environment
Alan Rickwood	-	City of London Police
Mark Lowman	-	City Surveyor's Department
Paul Monaghan	-	City Surveyor's Department

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Deputy Clare James and Alderman Gregory Jones.

2. MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA

There were no declarations of interest.

3. MINUTES

RESOLVED – That the public minutes and summary of the meeting held on 23 January 2018 be approved as a correct record.

Matters Arising

In response to a question concerning whether or not the Nocturne event would be going ahead, officers advised that no date had been set yet.

Officers advised that the Gateway 4 report for 60-70 St Mary Axe had now been approved by the Projects Sub-Committee under delegated authority.

4. **OUTSTANDING REFERENCES**

RESOLVED - That the list of outstanding references be noted and updated as appropriate.

Matters Arising

London Wall Place

In response to a question concerning why the project was currently delayed, officers advised that the temporary lighting initially put in place had failed and it would take two weeks to install the permanent supply.

Yellow Bikes

In response to a suggestion that a Pan-London approach be sought to address the problem of bikes being dumped, officers advised that this was something currently being brokered by TfL and would be covered in the full report to the Sub-Committee in May,

A Members commented that the issue of obstructions on the highway needed to be re-visited although the bikes needed addressing first.

5. **BANK JUNCTION IMPROVEMENTS PROJECT**

The Sub-Committee considered a report updating on the Bank Junction Improvements Project and advising that this could only be progressed following analysis of the Bank on Safety consultation and monitoring results, and after the final Committee decision on the experimental scheme expected in Summer 2018.

Officers were seeking to formally postpone the development of the long-term scheme at Bank, save for any pertinent data collection, until after the decision was made on the experimental scheme.

Members raised a number of questions concerning what would happen once the pilot ended, whether the possibility of allowing taxi access was being explored and whether or not the current emergency gas works would affect the pilot.

In response to a question from a member seeking assurance that officers were not pushing back on the project, the Sub-Committee was advised that that officers were seeking to align the two projects, not push back.

RESOLVED - To

- 1) Approve the request to postpone activity on the Bank Junction Improvements Project until Autumn 2018; and
- 2) Acknowledge the 18-month delay to the delivery of the Bank Junction Improvements Project. Note that this delay will not impact on the ability to deliver physical change at Bank before additional capacity works are completed at Bank Underground Station.

6. **LONDON WALL PLACE - S278 HIGHWAY WORK AND ADDITIONAL SECURITY MEASURES**

The Sub-Committee considered a Gateway 6 report concerning S278 highway work and additional security measures at London Wall Place.

Members were advised that the design work for the additional security bollards to protect pedestrians had been undertaken and an arrangement for City bollards had been designed which required no utility diversions. T

Members noted that although the developer had agreed to meet the costs of the bollards, which were estimated at £85k, sufficient funds were available within the existing highway works budget to meet this cost without requesting further funds from the developer.

RESOLVED – To approve the implementation of the additional security measures on the public highway outside 1 London Wall Place.

7. **ROAD DANGER REDUCTION AND ACTIVE TRAVEL PLAN 2018-2023**

The Sub-Committee received the Road Danger Reduction and Active Travel Plan 2018-2023.

The Sub-Committee noted that measures adopted over the last five years for road danger reduction had been successful in delivering an improvement in the casualty rate in the City. However absolute casualty numbers had remained constant due to the rise in the number vulnerable road users. More significant reductions in KSI numbers would require the adoption of new and more radical measures that prioritised active travel and supported Healthy Streets.

Members expressed concern at the statistics and suggested that plans to address this needed to be more ambitious to achieve absolute reductions.

Members recognised that behaviour change was the biggest challenge and stressed the need for active engagement with the community and stakeholders, enforcement, safer freight and trials of temporary closures at high pedestrian routes and times.

Members considered that the Corporation also needed to work more closely with TfL to bring about these changes as many of the danger spots were under its jurisdiction.

RESOLVED – To

- 1) Endorse the Road Danger Reduction and Active Travel Plan 2018 - 2023 for public consultation.
- 2) Approve the 2018/19 Work Programme.

8. HIGHWAY INFRASTRUCTURE CODE OF PRACTICE

The Sub-Committee received a report concerning the future adoption of the Government's new Code of Practice for Well Managed Highway Infrastructure and the implementation of an Action Plan for doing so.

Members noted that the biggest issue would be establishing a sustainable funding strategy for highway maintenance that would allow the CoL's road and footway quality to meet its expectations.

RESOLVED - To note the report, including the Action Plan to be implemented as the key step towards adopting the new Code of Practice later this year.

9. ACTIONS TAKEN UNDER DELEGATED AUTHORITY OR URGENCY PROCEDURES

The Committee noted the following action taken under the urgency procedures, Standing Order No. 41(a), as follows:-

Beech Street Event for Culture Mile (Standing Order 41(a))

In respect of the Members' reservations, the Barbican proposed a revised schedule for the project to comply with a reduced period of closure. This was based on the following principles:

- **That there will be pedestrian access through the tunnel for the duration of the build and de-rig of the necessary equipment**
- **That Barbican residents will have pedestrian access through the tunnel for the entire period**
- **That Barbican residents will have access to their cars and car parks for the entire period**
- **The access for emergency vehicles will be maintained for the entire period**

The revised proposal reduced the set-up time in the tunnel by 24 hours and reduced the duration of the road closure requirement by 24hrs, maintained performances on both Saturday 17th and Sunday 18th March and allowed the tunnel to open 2 hours earlier than previously anticipated.

10. TUDOR STREET

Officers advised that the final report on a workable scheme from TfL was expected late March, with a report back to the Sub-Committee in May 2018.

11. QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE

London Bridge Closure

In response to a question concerning what impact the closure was having on traffic so far, officers advised that traffic had been mostly free moving although this varied at busy times.

All diversion routes were supposed to be kept clear and officers were working with TfL to try and ensure this. The current bad weather was also having an impact.

A Member asked if any support had been received from the COL Police and officers advised that support was currently adequate although resource dependent.

Officers further advised that following recent discussions on the various gas leaks in the City, Cadent Gas were to be invited to a future meeting.

12. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

There were no items of urgent business.

13. EXCLUSION OF THE PUBLIC

RESOLVED – That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items on the grounds that they involve the likely disclosure of exempt information as defined in Part 1 of Schedule 12A of the local government Act.

14. NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE

There were no non-public items of urgent business.

15. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED

There were no non-public items of urgent business.

The meeting closed at 12.30 pm

Chairman

Contact Officer: Amanda Thompson
tel. no.: 020 7332 3414
amanda.thompson@cityoflondon.gov.uk

Outstanding References - Streets and Walkways Sub Committee

<i>Date</i>	<i>Action</i>	<i>Officer responsible</i>	<i>To be completed/ progressed to next stage</i>	<i>Notes/Progress to date</i>
Ongoing Action 25 July 2016 27 September 2016 8 November 2016 6 December 2016 14 February 2017 16 May 2017 20 June 2017 24 July 2017 5 September 2017 17 October 2017 23 January 2018 27 February 2018	Swan Pier Swan Pier area is to be tidied up in conjunction with the delivery of the Fishmongers Ramp project which is due for completion Summer 2016	City Surveyor	Ongoing	The matter had now been referred to the City Surveyor. Officers to update. The City Surveyor advised that consultant engineers were currently preparing technical documentation for tenders to repair the flood defence wall, and this would be completed by 9 th February 2018.
20 June 2017 23 January 2018 27 February 2018	London Wall Place A member asked if all the necessary procedures had been put in place to promptly adopt the London Wall Place high walks and to ensure the lift that had been out of service functioned properly when these were reinstated?	Director of the Built Environment	Completed	At it's meeting on 29 January the P&T Committee agreed the adoption of the high walks. In response to a question concerning why the project was currently delayed, officers advised that the temporary lighting initially put in place had failed and it would take two weeks to install the permanent supply.
24 July 2017 17 October 2017 23 January 2018 27 February 2018	22 Bishopsgate The Sub-Committee considered an outline options appraisal report of the Director of Built Environment concerning works to improve the public realm areas and security in	Director of the Built Environment	Ongoing	Reference was made to servicing and consolidation measures and officers agreed to report back on this. Officers reported that a meeting had been scheduled with relevant stakeholders to

Outstanding References - Streets and Walkways Sub Committee

	and around the 22 Bishopsgate development (formerly known as 'The Pinnacle').			discuss security and public realm improvements and a report back was expected May 2018.
23 January 2018 27 February 2018	<p><u>Yellow Bikes</u></p> <p>In response to a question concerning the dumping of yellow bikes in the City, officers reported that as a dockless cycle hire scheme could operate with no on-street infrastructure, companies were able to operate their schemes without the express consent of the Highway Authorities although bikes deemed to be causing an obstruction or nuisance could be removed.</p> <p>Officers agreed to speak to the relevant operators and report back to a future meeting.</p>	Director of the Built Environment		<p>Officers agreed to speak to the relevant operators and report back to a future meeting.</p> <p>In response to a suggestion that a Pan-London approach be sought to address the problem of bikes being dumped, officers advised that this was something currently being brokered by TfL and would be covered in the full report to the Sub-Committee in May 2018.</p>
23 January 2018 27 February 2018	<p><u>Road Closures</u></p> <p>A report on the new arrangements and the involvement of the Chairman in the consideration of road closures would be brought to a future meeting.</p>	Director of the Built Environment		Report to May 2018 meeting

Committees:	Dates:	
Streets and Walkways Sub-Committee	10 April 2018	
Planning and Transportation Committee	08 May 2018	
Projects Sub	16 May 2018	
Subject: Bank on Safety: Second report on the performance of the experiment	Gateway 6 Progress Report Regular	Public
Report of: Director of the Built Environment Report Author: Gillian Howard	For Information	
<u>Summary</u>		
<p>• Dashboard: Project Status: Green Total estimated Project Cost: £1,401,207. Spend to date: £1,102,557 and commitments of £101,634 (15/03/18) Overall Project Risk: Green Approved Budget: £1,401,207.</p> <p>• Last Gateway approved: Gateway 4/5 December 2016</p> <p>Progress to date: The first monitoring update report was presented to committee in November and December 2017. This covered the first three to four months' of available data on performance since the experiment went live at Bank on 22 May 2017.</p> <p>A separate report is being presented on the public consultation findings of the experiment. The consultation report will be received by the Committees during April and May 2018.</p> <p>This is the second monitoring report examining the impact of the experimental scheme at Bank and the wider area. This report now includes up to eight months of data. It had been hoped to also include additional data compiled on behalf of the London Taxi Drivers Association (LTDA), however, this data is currently being assessed by Officers, and is not yet validated. Once validated the LTDA data will be included within the final decision-making report on the experimental scheme.</p> <p>Summary of report: Four key success criteria, against which the experimental scheme would be assessed, was agreed in the Gateway 4/5 report and approved by Policy and Resources in November/December 2016. How these four key criteria would be evaluated was circulated to all Members of the Court in April 2017 by the Chairman of Planning and Transportation.</p>		

The four agreed success criteria are:

1. A significant safety improvement at Bank
2. Maintain access for deliveries
3. Improve air quality at Bank
4. Not unreasonably impact on traffic flow, whilst preferably improving bus journey times

Data is now available in relation to the first six to eight months of the scheme for the various monitoring criteria. To date each of the agreed success criteria has either been met or exceeded.

This report provides commentary on each of the four success criteria utilising the data available since the scheme went live.

Further details covered in this report include traffic demand and scheme compliance.

Before summer recess a further report will be presented to Committee. This will evaluate the experiment as a whole and seek a decision from Members as to whether:

- The experiment should be made permanent as trialled;
- With minor modifications; or
- Revert to its previous operation.

Total Estimated Cost:£1,401,207

Recommendations:

It is recommended that Members note:

1. The performance to date against each of the agreed success criteria

Main Report

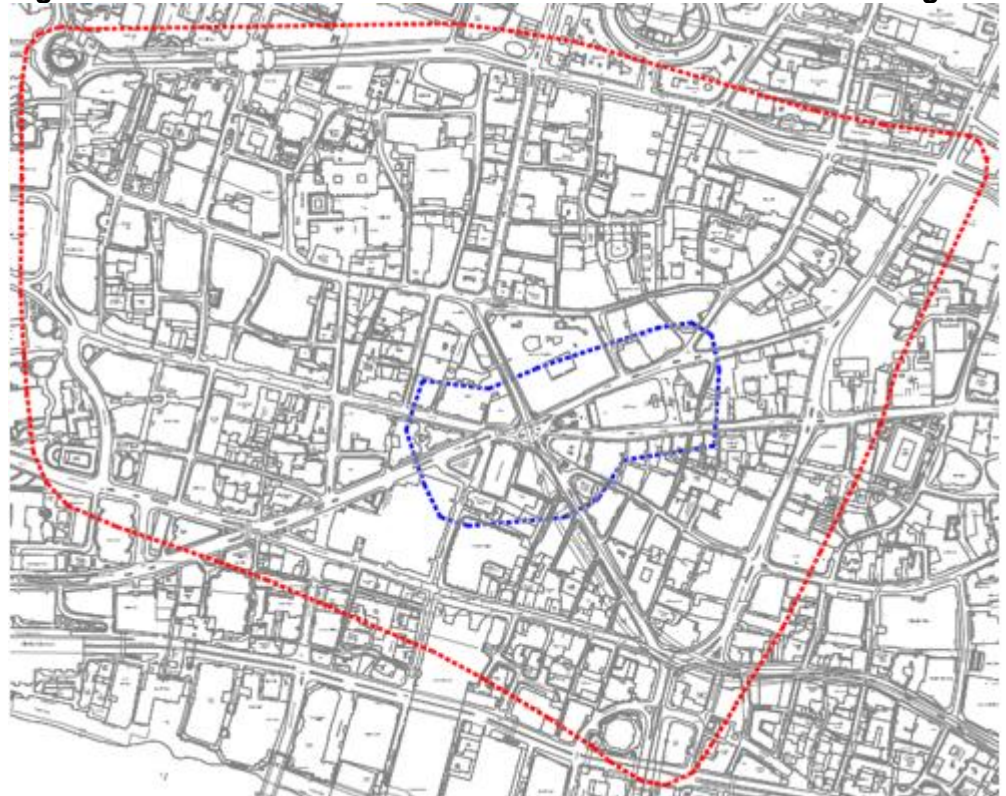
1. Reporting period	Focus is on the performance of the experiment and associated impacts between 22nd May 2017 to the end of January 2018.
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2. Progress to date

Criteria 1: Significant safety improvement at Bank

1. In the approved November 2016 Gateway 4/5 report, it stated that a 50-60% casualty saving could be expected at Bank Junction with the experimental scheme, and that a 25% saving would be the minimum criteria for success. Additionally, it was stated that a reduction in casualties of 5% within the wider area could be expected.

Figure 1: Areas defined as Bank Junction and the Bank monitoring area.

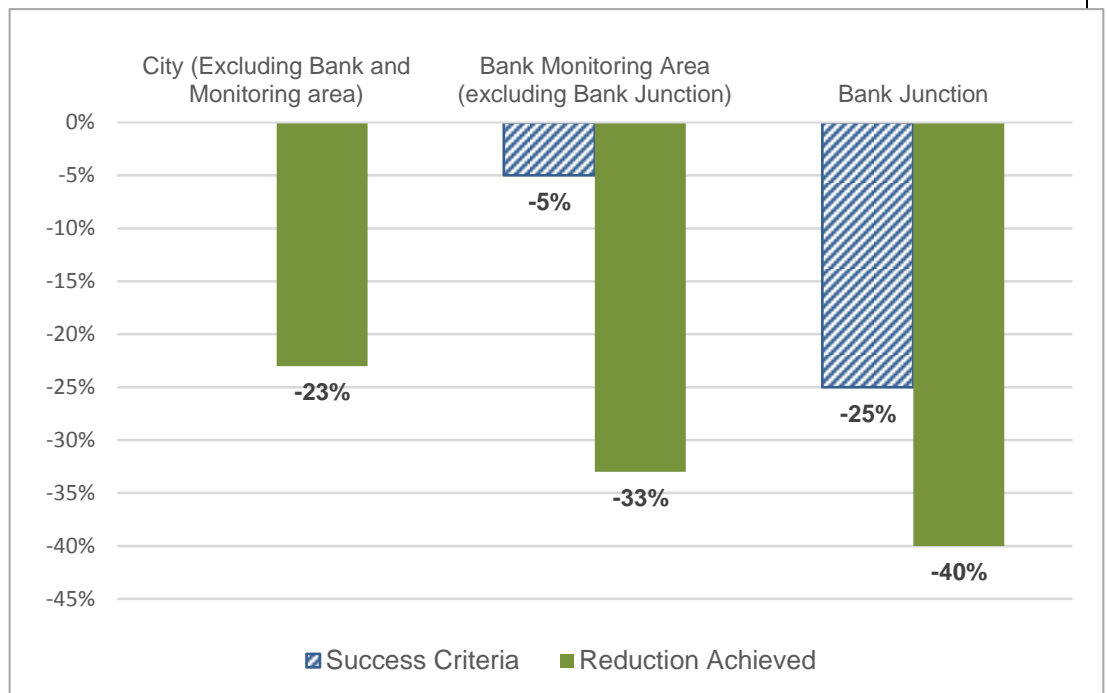


*Inner boundary is defined as the Bank Junction area

**Outer boundary is defined as the Bank Monitoring area

2. Figure 2 below demonstrates the performance of the Bank on Safety scheme against the safety criteria by showing the minimum percentage targets (hatched) and the percentage reduction in all casualties realised in the first seven months. It should be noted that casualty data for 2017 is indicative only due to its provisional nature.

Figure 2: Percentage change in all reported casualties between 22/05/17 – 31/12/17 vs the five year average of casualties between 22/05- 31/12 in years 2012 – 2016 (Monday to Friday 7am to 7pm)



- Casualty numbers are presented in Appendix 1.

3. Figure 2 shows that the experiment has so far appeared to have delivered casualty reductions both within the junction itself and within the wider area, meeting the minimum success criteria. Since Bank on Safety was introduced, there have been six collisions at Bank Junction during scheme hours, resulting in a total of six casualties.
4. The profile of these reported casualties has changed with 83% of the collisions occurring between pedestrians and cyclists. It should be noted that there has been no reported bus related casualties to date.
5. The data pool is limited but does suggest that work around behaviour changes, such as those proposed in the Active Travel Plan, would be beneficial at this location. Officers are in discussion with the City of London Police about this change in profile of collisions and how to minimise this. Should the scheme be made permanent, consideration can be given to making physical changes which may assist in reducing such collisions.

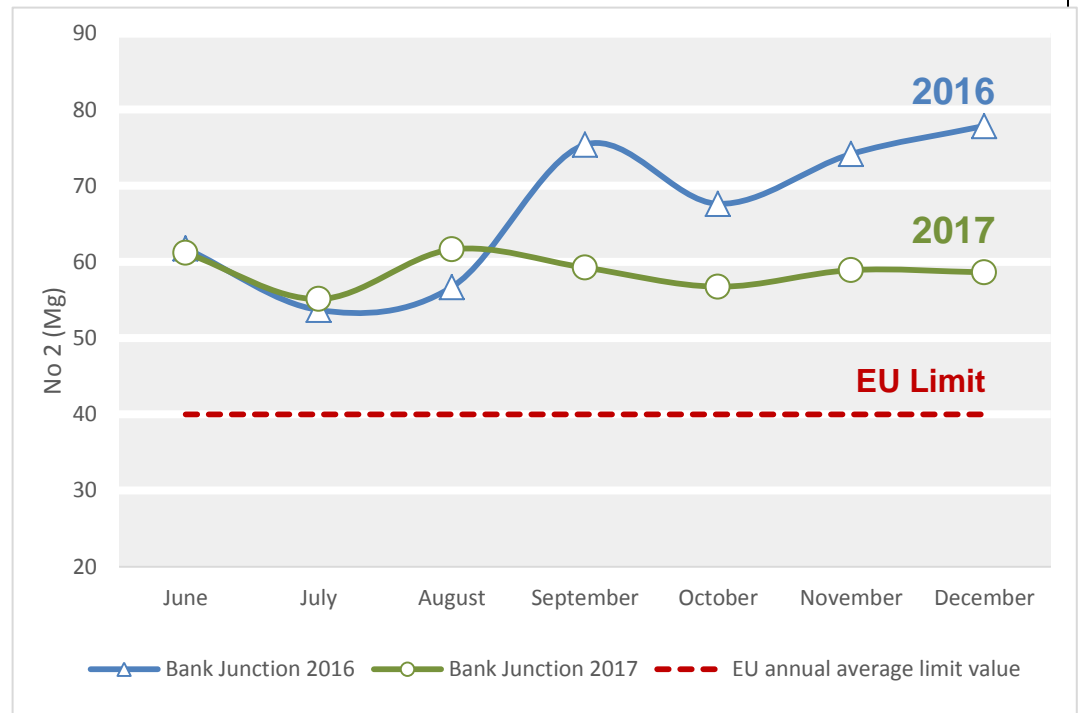
Criteria 2: Maintain Access for deliveries

6. The success criteria, agreed in the Gateway 4/5 report, was that 75% of businesses that the City previously engaged with, should be satisfied that their servicing and delivery activity is conveniently undertaken in the post-scheme scenario.
7. At the time of the last monitoring report, at the end of 2017, officers were in the process of contacting and re-visiting 46 businesses to gather their post-scheme responses and views for comparison.
8. Since then, all businesses engaged with previously, have indicated that they are satisfied with the ability to access their business with the experiment in operation. Therefore, this success criteria is exceeded.
9. There is one new business, in the vicinity of Bank Junction, the Ned Hotel, which opened on 2 May 2017, and has raised issues around delivery and servicing to their premises, along with taxi drop-offs and pick-ups.
10. Officers continue to engage with the Hotel around their concerns and are assisting them to review their servicing and delivery arrangements to better meet their size of operation. The Ned Hotel is represented on the Project Board.

Criteria 3: Improve Air Quality

11. The success criteria was to see a measured reduction at Bank, but with the wider monitoring area not being worse overall. The majority of data surrounding NO₂ changes is presented in Appendix 2. However, the change in NO₂ at Bank Junction is shown in Figure 3.

Figure 3: Changes in NO₂ between 2016 and 2017 at Bank Junction



2017 data has not yet been validated and as such this data is subject to change

12. Figure 3 shows that there has been a reduction in NO₂ during 2017 since the Bank on Safety Scheme has been operational at Bank. Appendix 2 contains further detail on air quality in the wider area which demonstrated that there has been a general improvement in Air Quality across the City in this time frame, so it is not possible to determine the exact impact of the scheme and the other contributing factors.

13. However, the data for all areas monitored shows on average, over time, since June 2017, compared to the 2016 profile, that NO₂ has improved. In Appendix 2 there is also a graph of continuous monitored sites that are not believed to be impacted by the changes at Bank, to show the bigger picture of air quality change.

14. The success criteria was for a measured reduction in NO₂ levels at Bank, with the wider monitored area not being worse overall. The data presented above and in Appendix 2 shows that in comparison to 2016, in all cases there has been an average improvement in NO₂ levels over time, thereby it can be concluded that the success criteria is being met and/or exceeded, based on the limited data set available to date.

Criteria 4: To not unreasonably impact on traffic flow whilst preferably improving bus journey times.

15. Data collected to date shows that in terms of bus journey times, there has been an improvement on average both through Bank and on the periphery. More detailed data is presented in Appendix 3, however the change in the average bus journey time during the AM peak is presented in Figure 4 for information. It can be seen that in the peak that bus passengers are on average saving between 3-5 minutes on services that pass-through Bank, and 0-1 minutes on services that do not go through Bank.

Figure 4: Average bus journey time between 8– 9am (across the traffic model area) pre and post scheme.

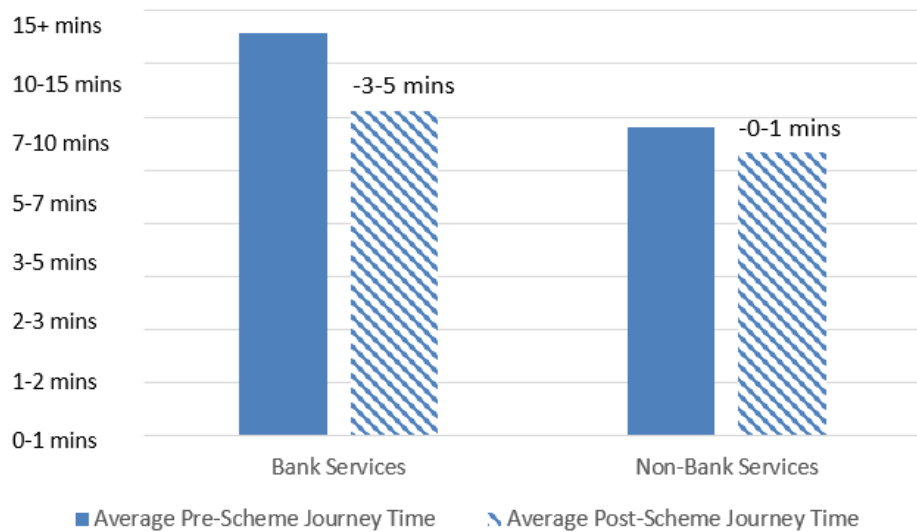
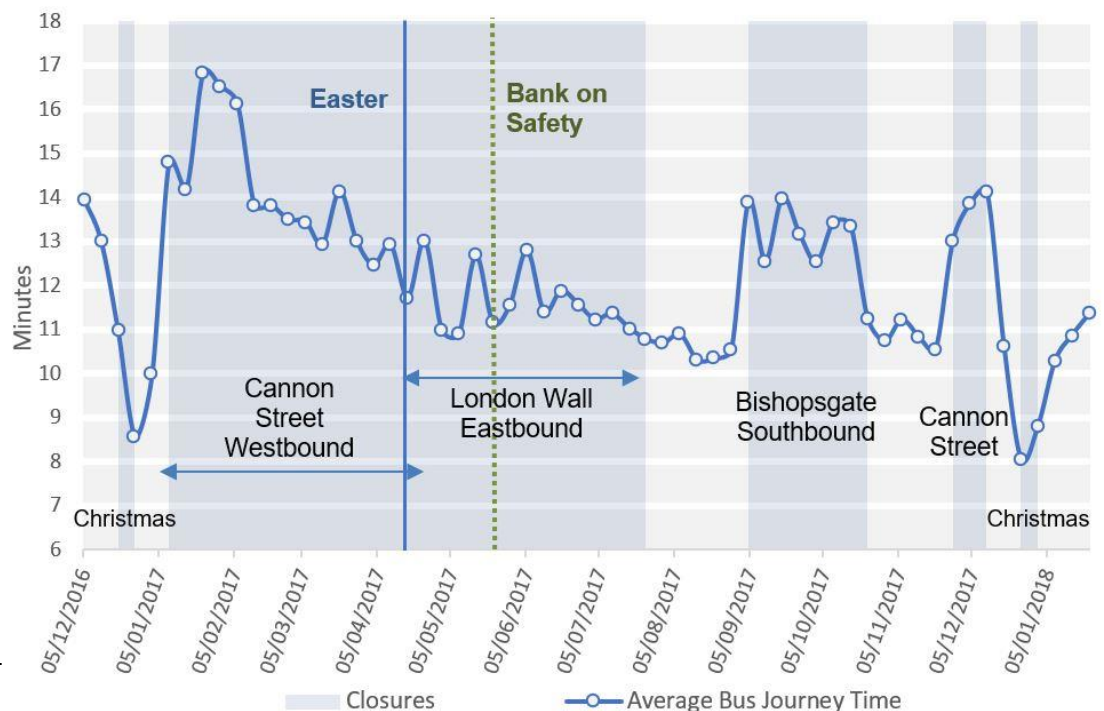


Figure 5: Average Bus Journey time in minutes across the Bank model area over time (05/12/2016 – 30/01/2018), Weekly plot 7am to 7pm average.



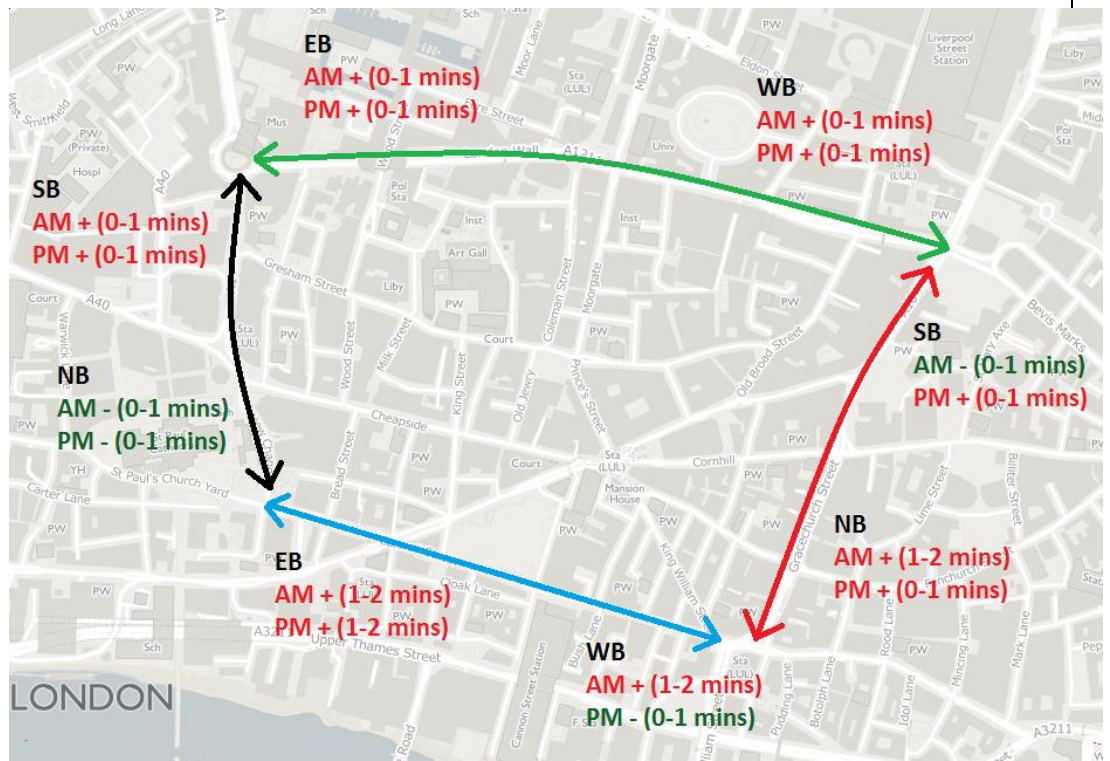
16. Data used Figure 5 is taken from a total of 360,084 bus journeys across 21 routes in the Bank model area since 5 December 2016. This is a powerful dataset and demonstrates that despite a number of key corridor closures since the Bank on Safety scheme became operational, the average journey time across the traffic modelled area has performed well in comparison to previous closures. As indicated in Figure 4, despite these closures, average journey time improvements have been achieved.

17. In terms of the general traffic, Officers committed to monitor journey times on the following key corridors;

- London Wall
- Bishopsgate/ Gracechurch Street
- Cannon Street
- New Change / St Martin Le Grand

18. It is anticipated that some Trafficmaster data will be available for the next report on performance, however in the meantime iBus data can be used to provide an indication of the magnitude of journey time changes on the key corridors for general traffic. iBus data used for corridor analysis does not take into account diversion routes, as such only trips made along the corridors are counted.

Figure 6: Key Corridor Performance using iBus Data



19. Whilst Trafficmaster data is likely to give a much more accurate

indication of journey time changes to the key corridors, iBus data appears to indicate minimal increases on these routes, with slightly larger impacts on Cannon Street in the two peak hours. However, Cannon Street was originally forecast to receive a larger impact (an increase of three to five minutes), than emerging iBus analysis suggests.

Other points of interest

20. Whilst the above four key success criteria are being met and or exceeded, officers have been undertaking other related monitoring to assess impacts of the changes. One of the concerns was that the scheme would decrease the number of vehicles coming to the City and therefore the perception was that this would be bad for the City. Traffic volumes across the City have been monitored using Automated Number Plate Recognition counts from the City Police.

21. During the life of the experiment there has been a relatively small decline in traffic volumes recorded entering the City. Officers view is that this small reduction does not account for the witnessed improvements in bus journey times, which are considered to stem instead from the experimental scheme. The benefits highlighted above have occurred with similar levels of traffic as in 2016 as can be seen in figure 7.

22. Due to the sensitive nature of the ANPR data, total vehicle volumes are obscured from the Y axis in figure 7. On average, a change of -2.5% between 2016 and 2017 is observed. This change is in line with screenline count data presented by officers to Members in the 'Traffic in the City 2018' report in February 2018.

Figure 7: Total vehicle volumes by month (2016 and 2017 'post-scheme' months)

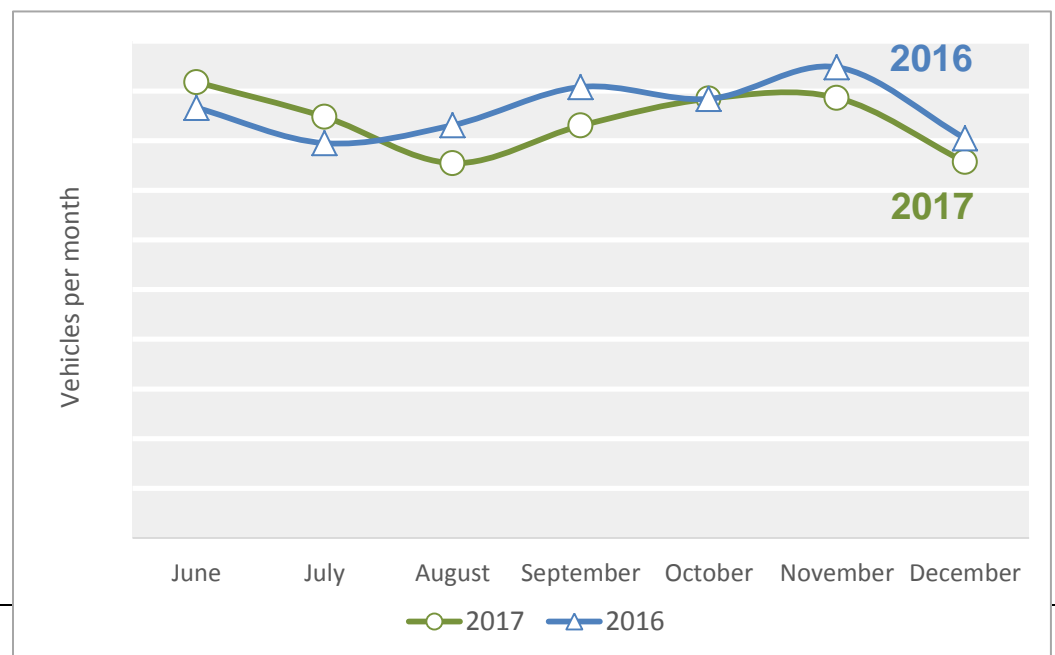
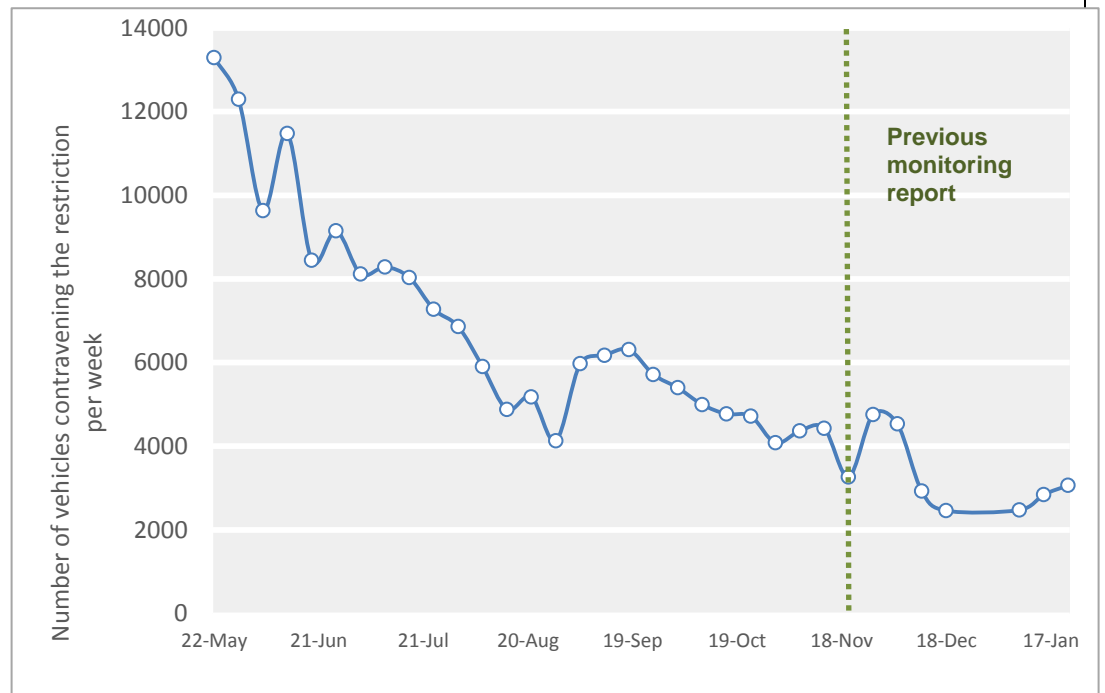


Figure 8: Number road users per week contravening the Bank Junction restriction since 23rd May 2017 (Monday – Friday 7am – 7pm)



23. Figure 8 shows that the number of vehicles contravening the restriction has continued to decrease since the publication of the last monitoring report, approximately 500- 600 vehicles now pass across the restriction, compared to the 16,000 vehicles which previously traversed the junction each day, between 7am and 7pm.

Conclusions

24. To date, the Bank on Safety scheme has met all four of the scheme’s key success criteria agreed in the 4/5 report. The success thresholds for criteria one, two and three are being met across all metrics with improved safety levels, satisfactory access for the majority of businesses and improvement in air quality at Bank Junction and in the surrounding area (although this cannot be directly attributed to the scheme).

25. Bus journey times have shown a marked improvement and appear to be more negatively influenced by major corridor closures that have taken place over the last 12 months than the Bank on Safety Scheme. However, despite these closures, average journey times are still improved over the time period.

	<p>26. Journey time performance on the key corridors is likely to be analysed in detail in time for the summer 2018 decision report, however interim iBus data appears to show minimal increases to the monitored corridors, in comparison to the model's prediction.</p> <p>27. Total vehicle volumes entering the City are unlikely to have been directly influenced by the Bank on Safety scheme and have followed a minor decline as demonstrated by the recent 'Traffic in the City 2018' study presented to Members in February 2018.</p> <p>28. Scheme compliance has improved since the publication of the November monitoring report and an average daily compliance of 96.45% was achieved for the month of January 2018 prior to the Cannon Street gas works which began later that month. This level of compliance is exceeding the compliance rate of other similar controlled schemes (i.e. controlled by signs and cameras only) such as Dartcharge which had a compliance rate of 94.8% in 2017 after 3 years of operation.</p>
<p>3. Next steps</p>	<p>Additional surveys are scheduled to be undertaken to provide a wider variety of resources. However, several of these surveys are unable to take place as the data would not be back in time for the summer report. This is due to the high volume of emergency work and their corresponding diversions as well as subsequent school holidays. Therefore, not all of the surveys outlined in the monitoring strategy will be commissioned.</p> <p>The report containing the full profile of collected monitoring data and a summary of the results of the consultation is scheduled for the summer of 2018 as part of the final decision report for the experiments future.</p>

Appendices

Appendix 1	Collision Data
Appendix 2	Air Quality Data
Appendix 3	Journey Times & iBus Data
Appendix 4	Closures
Appendix 5	Taxi data

Contact

Report Author	Gillian Howard
Email Address	Gillian.howard@cityoflondon.gov.uk
Telephone Number	020 7332 3139

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Appendix 1 – Collision Data

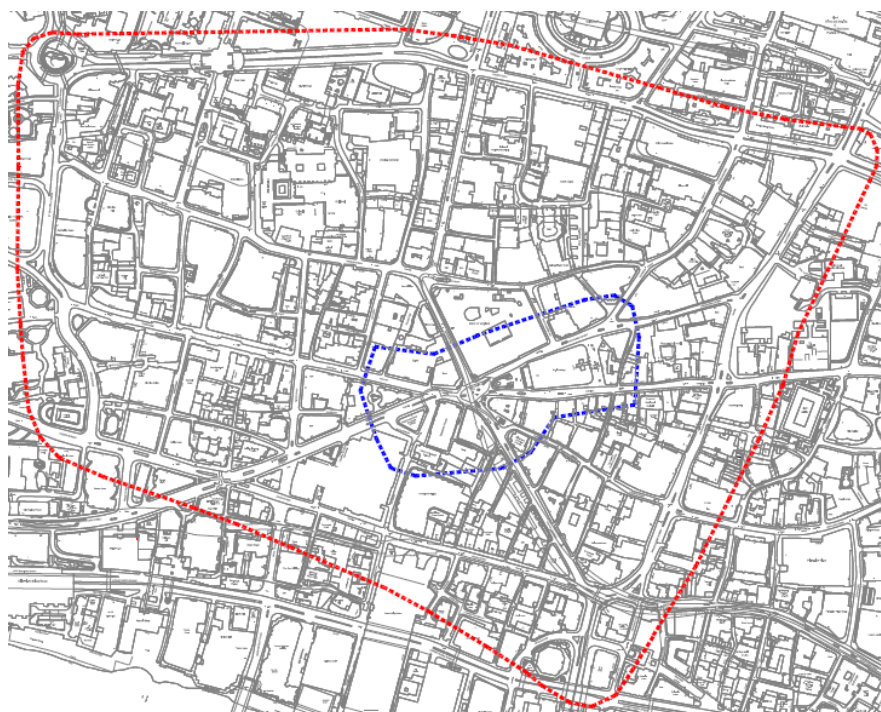
23. The approved November 2016 Gateway 4/5 report stated that a 50-60% casualty saving could be expected at Bank Junction with the recommended scheme, and that a 25% saving would be a minimum criteria for success. Additionally, it was stated that a reduction in collisions of 5% within the Bank Monitoring area could be expected.

24. The five-year (24hr) total casualties between 2012 – 2016 were;

- A total of 107 casualties at Bank; with
- an average of 21 per year, consisting of 17 slights, 3 serious and a fatal casualty every two and half years.

23. Figure 1 below shows the boundary of Bank Junction (blue or inner boundary) and the wider monitoring area (red or outer boundary). It should also be noted that collision data provided to the City to the end of 2017 is provisional and has not yet been fully verified through the typical process. As such it is subject to change.

Figure 1 (in report): Areas defined as Bank Junction and the Bank Monitoring area.



*Inner boundary is defined as the Bank Junction area
 *Outer boundary is defined as the Bank Monitoring area

Table 1: Casualty occurrence 2017 post scheme months & five year average (Monday – Friday 7am – 7pm)

	22nd May - end December average (2012 - 2016)	22nd May - end December 2017	Success Criteria in G4/5 report (% change)	Actual % change
City-wide (excluding Bank Junction and Monitoring Area)	97	75	N/A	-23%
Bank Monitoring area (excluding Bank Junction)	51	34	-5%	-33%
Bank Junction	10	6	possible – 50 to 60%, minimum - 25%	-40%

24. Since Bank on Safety was introduced there have been 6 collisions at Bank Junction during scheme hours, resulting in a total of 6 casualties. Provisionally, these collisions are detailed as follows;

- In June a pedestrian and cyclist at the Cornhill pedestrian crossing on Bank Junction, resulting in a slight injury to the pedestrian.
- In July, two cyclists collided at the Queen Victoria Street / Walbrook junction, resulting in a slight injury to one of the cyclists.
- In September a pedestrian and cyclist collided on Poultry, resulting in a serious injury to the pedestrian.
- In October a pedestrian and cyclist collided on Mansion House Street, resulting in a serious injury to the pedestrian.
- In November a pedestrian and cyclist collided on Poultry, resulting in a slight injury to the pedestrian; and
- Also in November, a car turned right into a cyclist on Mansion House Street, resulting in a slight injury to the cyclist.

25. Whilst there are less casualties at Bank Junction at present, it is observed that, as could be expected, a new trend appears to be developing with 67% of the casualties reported being pedestrians who have come into contact with a bicycle. There have been more instances of pedestrian and cycle reported collisions since the experiment was introduced compared to the previous 5 year average of 1 per year. This problem appears to be more prevalent on the western arms of the junction (Poultry/Queen Victoria Street).

26. It should be noted that there has been a general trend change across the City with an increase in pedestrian casualties and pedestrian and cycle 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.

27. 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. Overall whilst there is still work to do, the experiment has so far had a positive impact on reducing casualty numbers at Bank and is exceeding the minimum success criteria value.

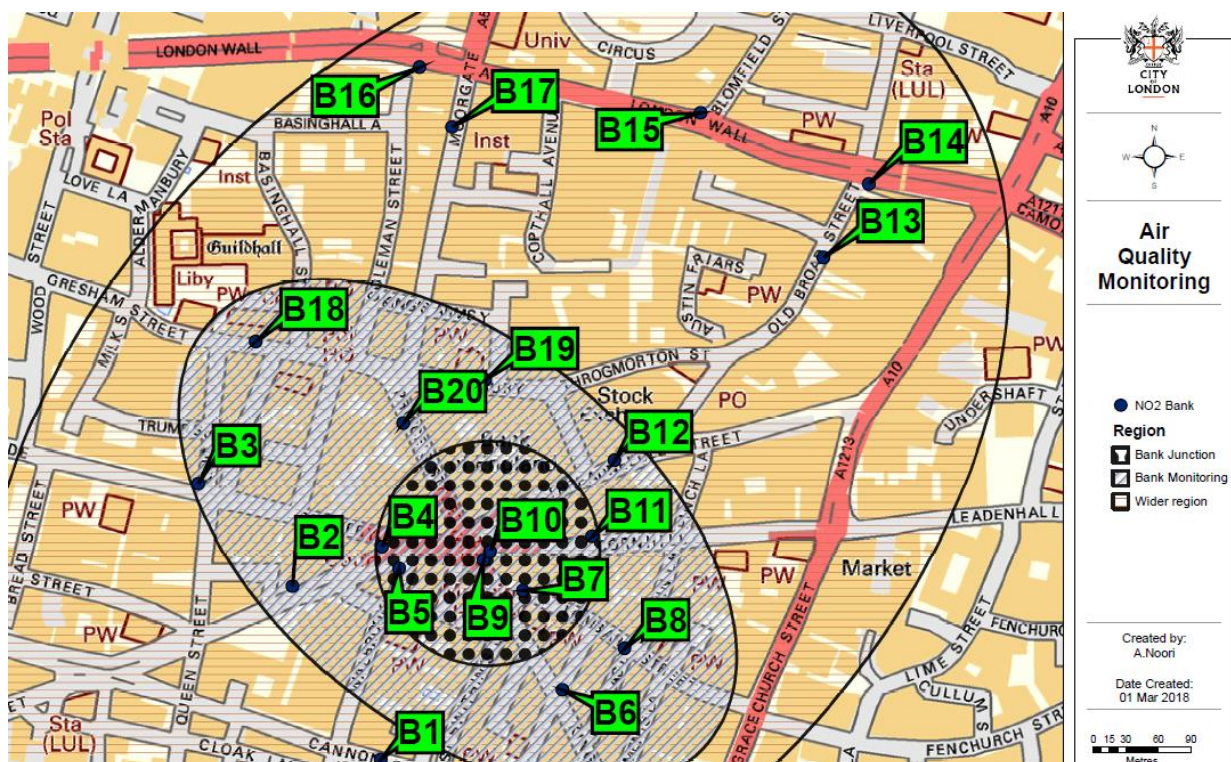
Table 2 – 24/7 casualty occurrence split by severity

	Average Casualties per year between 22nd May - end December (2012 - 2016)				Provisional casualties 22nd May - end December 2017				Actual % change (based on total)
	Total	Slight	Serious	Fatal	Total	Slight	Serious	Fatal	
City-wide (excluding Bank Junction and monitoring area)	166	143	21	2	128	106	21	1	-23%
Bank Monitoring area (excluding Bank Junction)	78	67	11	0	59	48	11	0	-24%
Bank Junction	14	12	2	0	10	8	2	0	-28%

Appendix 2 – Air Quality

29. Figures 3 – 12 below compare 2017 post-scheme data to 2016 data for the same months (June to December). 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 9: Air Quality monitoring sites at Bank Junction and the surrounding area.



30. It should be noted that site B20 (Princes Street) was removed from this dataset due to repeated missed readings from 2017 i.e. the tube was no longer in position when it was supposed to be collected. Importantly, 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.

Figure 3 (in report): Changes in No2 between 2016 and 2017 at Bank Junction

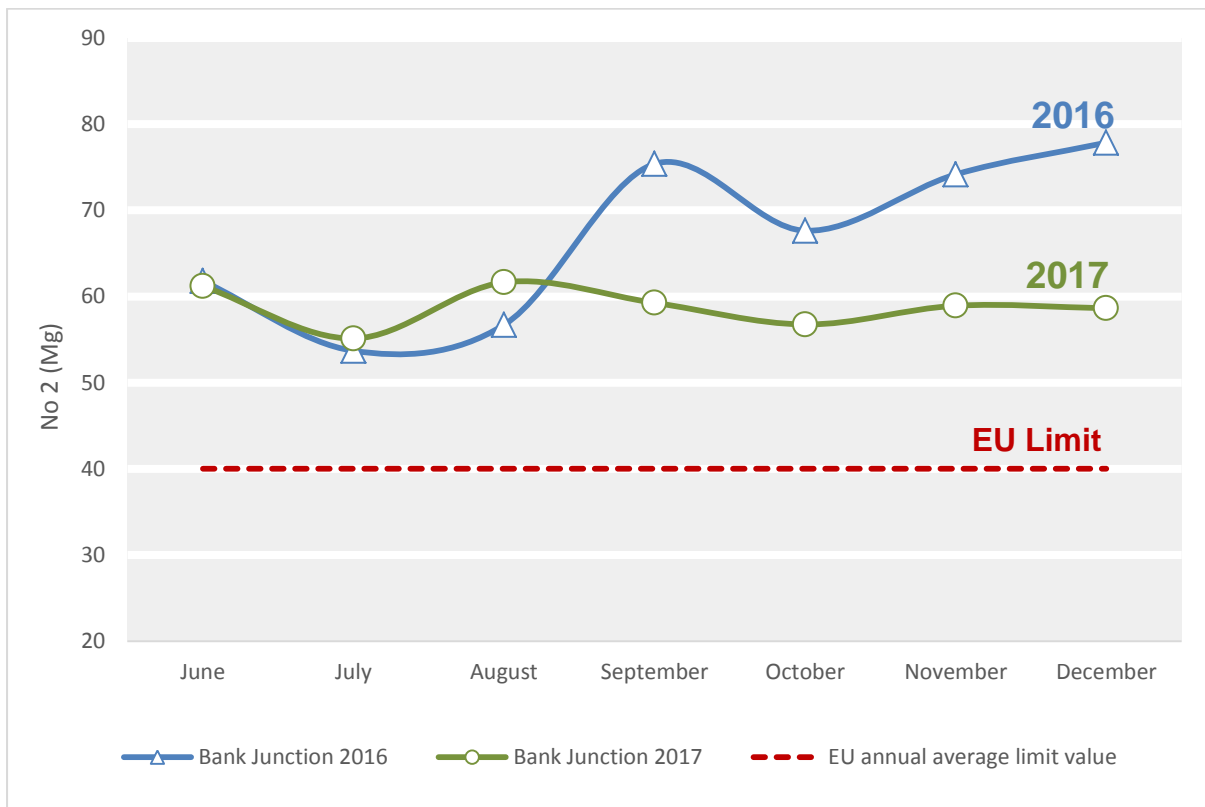


Figure 10: As above changes in No2 between 2016 and 2017 in the Bank Monitoring Area

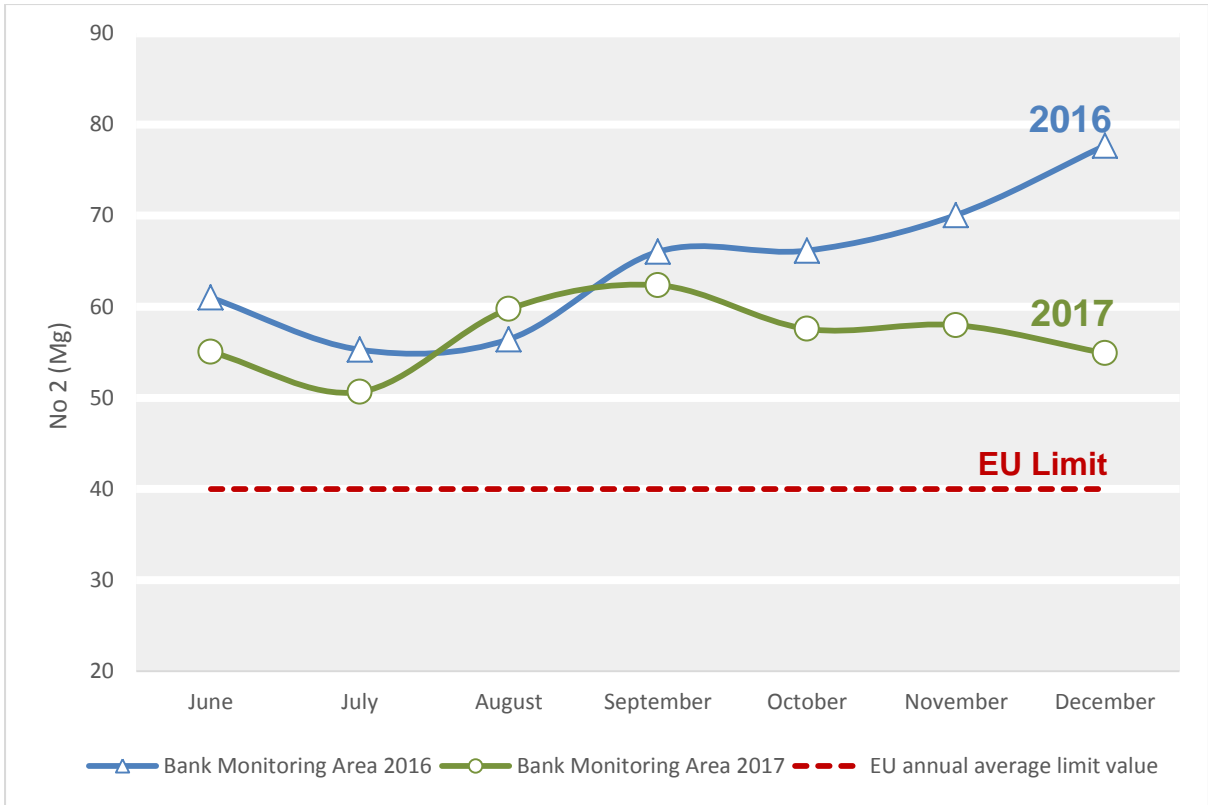


Figure 11: As above changes in No2 between 2016 and 2017 in the Wider Area

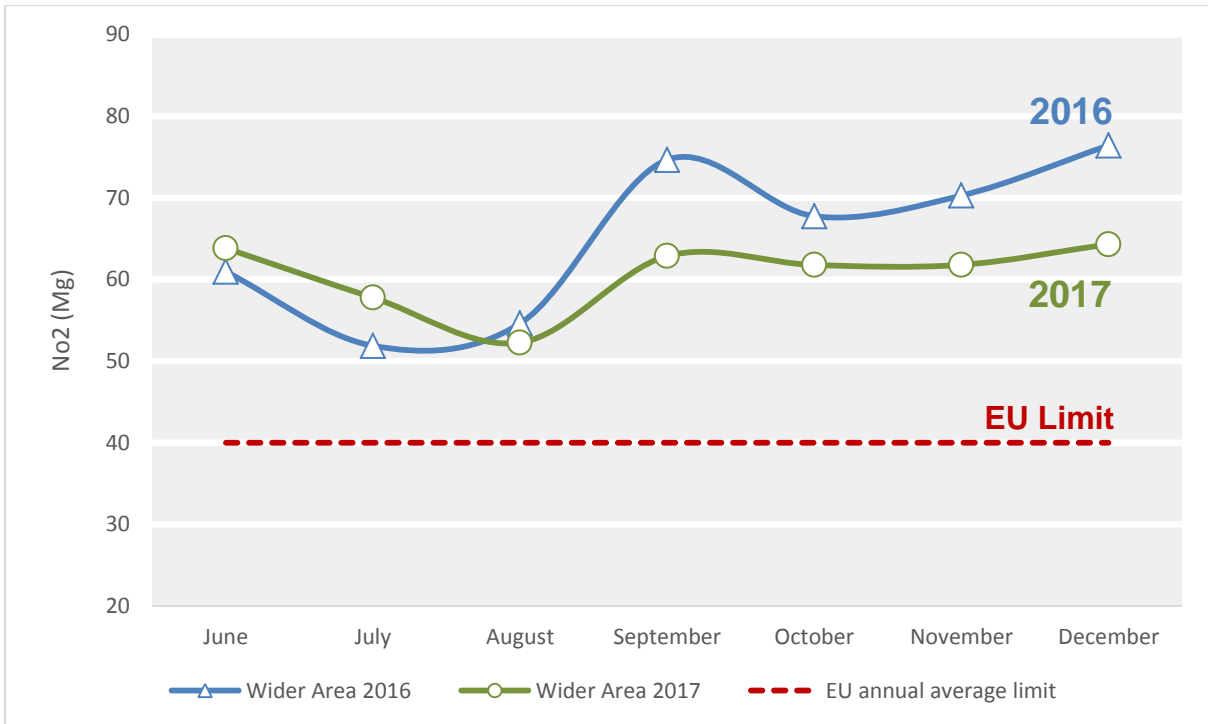
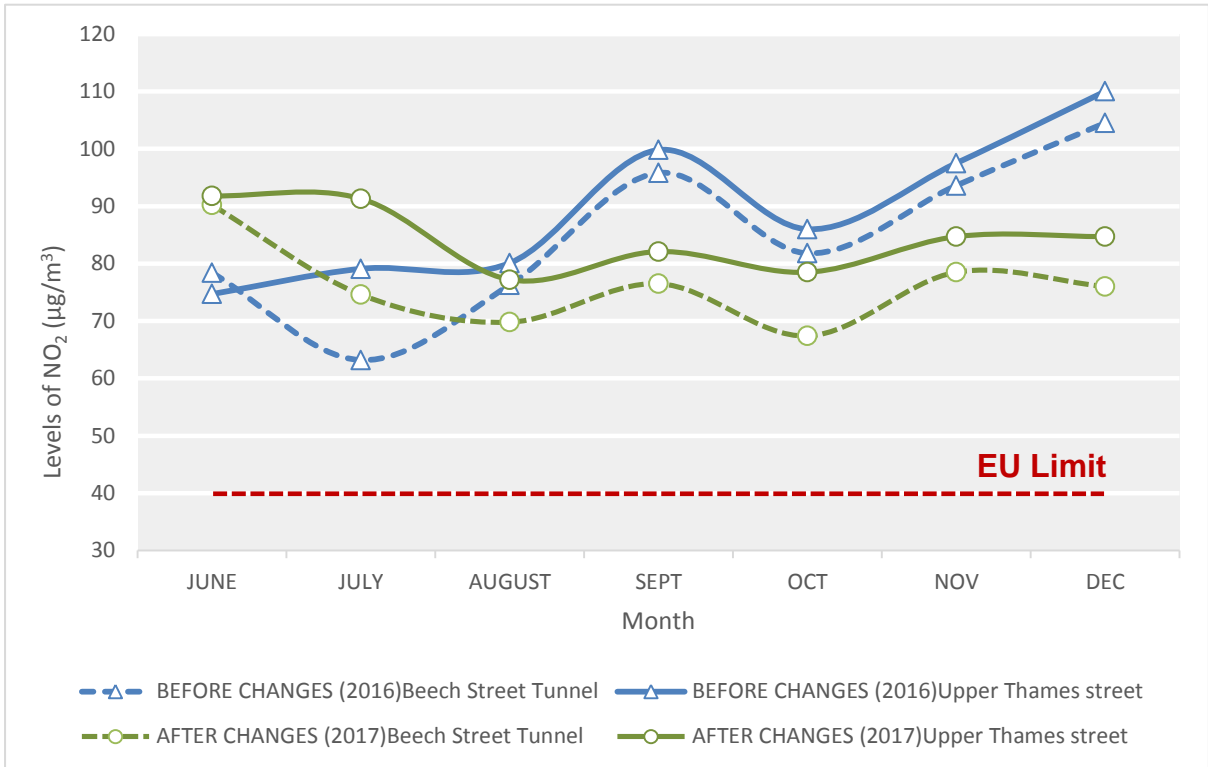


Figure 12: As above changes in No2 between 2016 and 2017 at City of London continuous monitoring locations (locations not shown in Figure 11)



Appendix 3 – Journey Times & iBus data

31. As stated in the previous Bank on Safety monitoring report, the agreed post-implementation monitoring strategy indicated that success in this criterion would consist of an average journey time improvement of bus services within the modelling area over the two peaks. It was also agreed that the operation of the 4 key surrounding routes on average for general traffic would be no worse than the proposed modelled output for 2018.

32. iBus data is collected by London Buses from every bus on the network through GPS recording. Pre and post scheme data is divided as follows;

Pre-Scheme	Post-Scheme
1 st October 2015 – 21 st May 2017	22 nd May 2017 – 31 st January 2017

31. Figure 13 below shows the number of routes experiencing an actual journey time saving or increase between pre and post scheme (bold bars) vs what was forecast by the traffic model (light bars). This data is for the AM peak (8am - 9am), and is a combination of both directions through the model area (i.e. Northbound + Southbound), as this is how modelling journey time data is typically reported.

Figure 13: Bus Journey times in the AM peak – model forecast vs observed post-scheme change, categorised by number of services affected (combined direction).

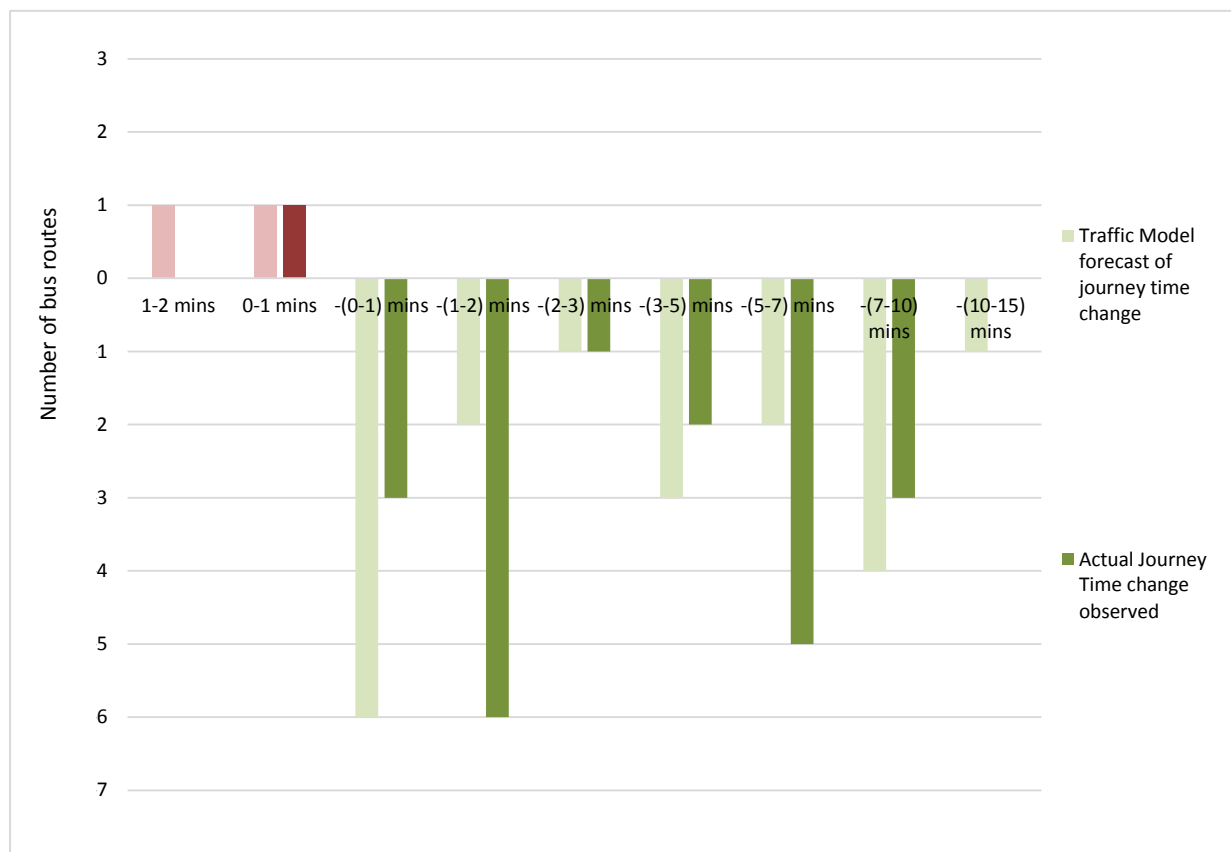
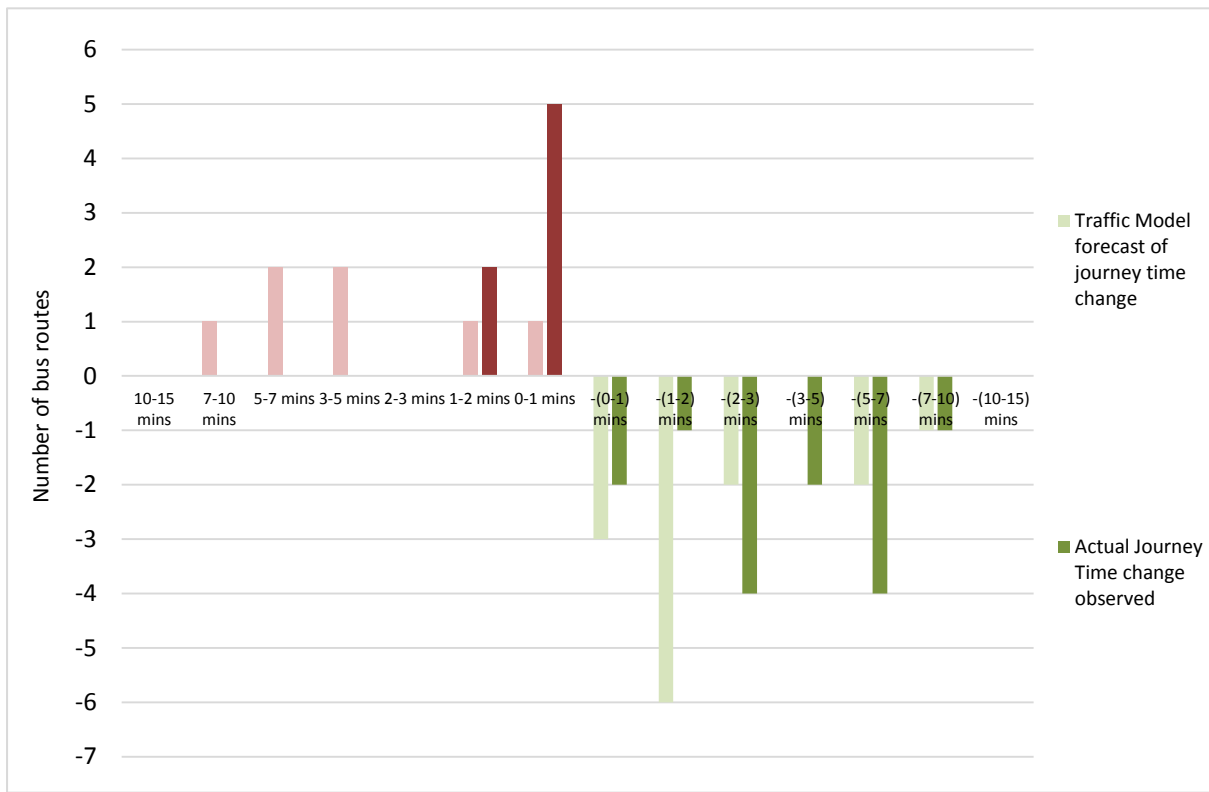


Figure 14: Bus Journey times in the PM peak – model forecast vs observed post-scheme change, categorised by number of services affected (combined direction).



32. Figures 13 and 14 show that the majority of services continue to experience larger savings in journey times in both peaks than the model predicted.

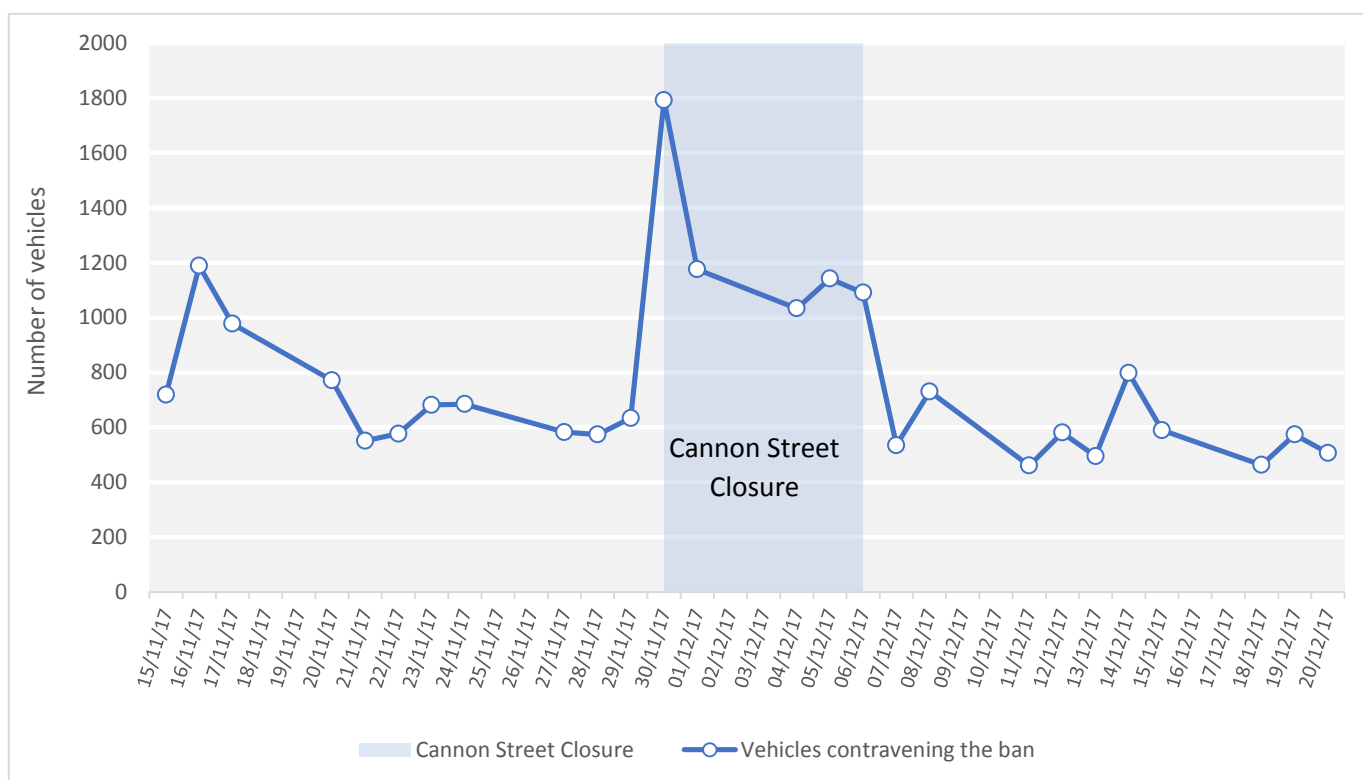
33. It should be noted that this data includes the journey times of buses on diversion due to planned directional road closures, such as London Wall and Bishopsgate, and emergency diversions since the scheme began.

Appendix 4 – Closures

34. Since the Bank on Safety Scheme was implemented there have been a number of minor and major road closures in the City which have impacted on the scheme's effectiveness and other key monitoring metrics such as bus journey times. The closures having the most impact have been as follows;

- Bishopsgate Southbound closure 04/09/2017 – 27/10/2017. This was a planned closure to undertake utility works. Vehicles were not permitted to travel southbound from the junction with London Wall and Bishopsgate.
- Cannon Street Closure (both directions) 29/11/2017 – 7/12/2017. This was an unplanned closure to deal with emergency Gas works on Cannon Street. Vehicles were not permitted to use Cannon Street in either direction.

Figure 15: Number of vehicles contravening the restriction per day at Bank Junction – two weeks either side of the Cannon Street closure.



35. Figure 15 shows an increase in the number of vehicles contravening the ban at Bank Junction during the emergency closure of Cannon Street. Upon Cannon Street re-opening on 6th December, compliance restores to the downward trend in line with Figure 8 in the main body of the report.

36. At the time of drafting this report, another major closure has taken place on Cannon Street and Gracechurch Street associated with gas works. This closure began towards the end of January 2018 and is anticipated to continue on an ongoing basis.

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Appendix 5 – Taxis

37. Concern for the impact on the taxi trade and their passengers was voiced at the Gateway 4/5 report and was incorporated into the monitoring strategy in 'other success criteria'. The description of what was agreed to be monitored was 'taxi journey times and costs not unreasonably increased'.
38. Information to date onto the impact of the scheme on the taxi trade and their passengers is summarised below. It is worth noting that the London Taxi Drivers Association (LTDA) have submitted a technical report to officers as part of their response to the Bank on Safety Consultation survey. The contents of this report are still being verified by officers and will be commented on in due course.
39. An independent research company was commissioned by the City to undertake 'Mystery Shopper' taxi journeys between defined points suggested by taxi trade representatives on 5 routes. Journeys were undertaken during the morning peak (8 am to 9 am), afternoon (12 pm to 1 pm) and evening peak (5 pm to 6 pm) in each direction, on Tuesdays, Wednesdays and Thursdays both before the scheme and post-implementation. Approximately 80 journeys were undertaken for each survey.
40. The first round of post-implementation results was published in the November monitoring report and a repeat round of surveys has since been conducted. Table 3 compares the average journey time for each survey.

Table 3: Change in average Taxi Journey time and price (80 journeys per survey).

Pre-Scheme (May 2017)	Post Scheme 1 (July 2017)	Post Scheme 2 (November 2017)
12:06	13:21	15:30
£8.85	£9.80	£11.35

37. Tables 4 and 5 below are updated versions of similar tables published in the last monitoring report and are populated with information from the latest taxi survey. The tables compare the results from the November survey, to the pre-scheme survey from May 2017.

Table 4: Second round - Minimum, maximum and average pre and post scheme taxi journey time comparison (averages are taken across the three surveyed peaks).

Start Point	Destination	Pre - Scheme			Post - Scheme			Difference			% Using Bank before the trial
		Min	Max	Average	Min	Max	Average	Min	Max	Average	
Liverpool Street Station	St Bart's Hospital, Giltspur Street Entrance (Kenton & Lucas Wing)	08:00	19:00	12:10	10:00	18:00	12:30	02:00	-01:00	00:20	0%
Taxi rank south of St Bart's Hospital	Liverpool St Station, Mainline Entrance	05:00	14:00	11:00	07:00	23:00	13:50	02:00	09:00	02:50	22%
Taxi rank on Liverpool Street	Mermaid Conference Centre on Puddle Dock	08:00	14:00	11:27	08:00	18:00	13:53	00:00	04:00	02:27	89%
Queen Victoria Street	Liverpool Street Station, Mainline Entrance	06:00	09:00	07:33	07:00	15:00	12:00	01:00	06:00	04:27	100%
Taxi rank on Fenchurch Place	Bread Street Kitchen on Bread Street	08:00	17:00	11:27	14:00	33:00	20:27	06:00	16:00	09:00	89%
Ted Baker on Cheapside near Bread Street	Fenchurch Street Station	07:00	13:00	08:47	05:00	30:00	15:47	-02:00	17:00	07:00	100%
Taxi rank west of London Bridge Station	Bloomberg on Finsbury Square Garden	10:00	18:00	13:20	12:00	25:00	15:53	02:00	07:00	02:33	100%
Finsbury Square Garden	London Bridge Station Mainline Entrance	10:00	23:00	15:40	11:00	30:00	15:13	01:00	07:00	-00:27	100%
Aldgate Station	Hatton Garden	13:00	17:00	14:40	11:00	28:00	15:50	-02:00	11:00	01:10	33%
Hatton Garden (South of Greville Street)	Aldgate Station	14:00	32:00	21:10	12:00	29:00	19:30	-02:00	-03:00	-01:40	17%

Table 5: Second round - Minimum, maximum and average pre and post scheme taxi journey cost comparison (averages are taken across the three surveyed peaks).

Start Point	Destination	Pre - Scheme			Post - Scheme			Difference			% Using Bank before the trial
		Min	Max	Average	Min	Max	Average	Min	Max	Average	
Liverpool Street Station	St Bart's Hospital, Giltspur Street Entrance (Kenton & Lucas Wing)	£6.40	£11.60	£ 8.20	£8.60	£11.88	£ 9.70	£2.20	£0.28	£ 1.50	0%
Taxi rank south of St Bart's Hospital	Liverpool St Station, Mainline Entrance	£5.60	£10.00	£ 7.74	£6.20	£14.20	£ 9.98	£0.60	£4.20	£ 2.23	22%
Taxi rank on Liverpool Street	Mermaid Conference Centre on Puddle Dock	£8.00	£10.00	£ 8.60	£9.00	£20.00	£12.60	£1.00	£10.00	£ 4.00	89%
Queen Victoria Street	Liverpool Street Station, Mainline Entrance	£6.00	£8.00	£ 6.78	£8.00	£12.00	£ 9.67	£2.00	£4.00	£ 2.89	100%
Taxi rank on Fenchurch Place	Bread Street Kitchen on Bread Street	£6.00	£11.20	£ 8.28	£10.00	£22.00	£13.53	£4.00	£10.80	£ 5.26	89%
Ted Baker on Cheapside near Bread Street	Fenchurch Street Station	£5.80	£8.20	£ 6.67	£5.60	£18.00	£10.27	-£0.20	£9.80	£ 3.60	100%
Taxi rank west of London Bridge Station	Bloomberg on Finsbury Square Garden	£8.00	£12.60	£ 9.75	£9.20	£15.00	£11.42	£1.20	£2.40	£ 1.68	100%
Finsbury Square Garden	London Bridge Station Mainline Entrance	£8.40	£14.96	£ 10.73	£8.80	£17.80	£11.04	£0.40	£2.84	£ 0.32	100%
Aldgate Station	Hatton Garden	£9.40	£12.20	£ 10.33	£10.00	£15.00	£11.33	£0.60	£2.80	£ 1.00	33%
Hatton Garden (South of Greville Street)	Aldgate Station	£10.40	£18.00	£ 13.46	£11.00	£17.20	£13.77	£0.60	-£0.80	£ 0.30	17%

NB: The above fare prices for the post scheme monitoring include the tariff increase of 3.7% which was introduced in June 2017.

37. Whilst the data displayed in the above tables is useful and important, it does not act as a direct comparison to the modelling data reported at Gateway 4/5 which was an average of all journeys, undertaken within the modelled area.
38. The tables show that on average there has been an increase to seven of the ten directions surveyed of between 00.20 and 9:00 minutes compared to the before data. Two routes had an average reduction of between 00.27 and 1.40 minutes. The maximum journey time increase observed on one run was 17.00 minutes with the maximum journey time saving observed as 3.00 minutes. This data set is being used to inform the situation, and is a small sample of journeys undertaken by taxis.

Committees:	Dates:	
Planning and Transportation Committee	09 April 2018	
Streets and Walkways Sub-Committee	10 April 2018	
Projects Sub	16 May 2018	
Subject: Bank on Safety: Consultation findings report	Gateway 6 Progress Report Regular	Public
Report of: Director of the Built Environment Report Author: Gillian Howard	For Information	

Summary

- Dashboard

Project Status: Green

Total estimated Project Cost: £1,401,207.

Spend to date: £1,102,557 and commitments of £101,634 (15/03/18)

Overall Project Risk: Green

Approved Budget: £1,401,207.

- **Last Gateway approved:** Gateway 4/5 December 2016

Some 4300 responses across the Bank on Safety consultations have been received and reviewed. This is the largest consultation response to a transport consultation. The public consultation is a key building block of the suite of evidence required to give a full picture of the Bank on Safety experimental scheme outcomes.

FTI Consulting were commissioned to provide a comprehensive independent analysis of the consultation results.

The second report on the performance of the experiment, which considers performance against the agreed success criteria, is also being presented as a separate report during April and May 2018 at the same Committees as this paper.

Before Summer recess a further report will be presented to Committee. This will evaluate the experiment as a whole and seek a decision from Members as to whether:

- The experiment should be made permanent, as trialled;
- The experiment should be made permanent, with minor modifications; or
- The junction should revert to its previous operation.

Total Estimate Cost:£1,401,207

Summary

Of the consultation survey, 45% of respondents supported the experiment as implemented. A further 29% generally supported the scheme but would like to see changes. In total 75% of respondents support or generally support the experiment.

The majority of business and representative group respondents are supportive, including the City Property Association; which represents 150 businesses within the City.

Requests for changes to the experiment range from issues such as:

- extending the scheme to 24/7 or removing buses etc.; and
- allowing more types of vehicles through such as taxis (black cabs) and/or motorcycles.

Overall, the most frequent request of a variation in the consultation survey was to allow black cabs through the junction. This was suggested by 12% of the total respondents.

Recommendations

It is recommended that Members note:

1. The outcomes of the Bank on Safety Consultation exercise.

Main Report

1. Reporting period	<p>The Scheme became operational on 22 May 2017. The Bank on Safety Consultation was open from 22 May 2017 – 30 November 2017.</p> <p>The statutory consultation period for the Experimental Traffic Orders (ETO) ran from 22 May 2017 until 12 February 2018.</p>
2. Progress to date	<p>What did we do?</p> <ol style="list-style-type: none">1. There were three distinct consultation activities undertaken as part of the Bank on Safety experimental scheme. These were on the:<ul style="list-style-type: none">• Experimental traffic order relating to the main restriction of the scheme (statutory consultation);• Experimental traffic order relating to the loading and waiting changes (statutory consultation); and the• Public consultation for comment and opinion on how the experiment is perceived to be working. <p><u>Statutory consultations</u></p> <ol style="list-style-type: none">2. The City received 22 representations to the first ETO which closed on 24 November 2017. Officers are in the process of responding to the comments raised. Any unresolved objections will be presented to Members in the Summer 2018 decision report.

3. The second ETO, regarding loading, was modified in July 2017 after officers had undertaken some initial monitoring of how the new changes were working and how the local businesses were finding the new loading operation. This required the statutory six-month period to start again, so the formal statutory public consultation concluded 12 February 2018 for this ETO. No comment or objection was received to this order.

Public consultation

4. The next part of the consultation was the formal public consultation to seek comment and opinions on how people felt the scheme operated and whether or not the scheme was supported. This public consultation activity formally ran from 22 May to 30 November 2017. Officers have collated all emails, written responses as well as those received to an online survey.

5. The public consultation online survey went live at the end of June and was open for five months, closing on the 30 November 2017. This was open to any interested persons and enabled people to respond to questions on the scheme, and provide other feedback, over a reasonable period of time as the scheme settled in.

6. The Bank on Safety online survey consisted of five questions regarding the scheme. These were as follows;

- How do you normally travel in the vicinity of or through or near Bank Junction?
- What do you think is working well since Bank on Safety became operational?
- What do you think is not working well since Bank on Safety became operational?
- Given your experiences, since the Bank on Safety scheme became operational, do you support these changes to becoming permanent?
- Any additional comments that you would like to make.

7. A total of 3730 respondents completed the online survey. This is a large number of respondents compared to other previous consultations the department has undertaken for other projects. Emails from 507 individuals/organisations were received by the team.

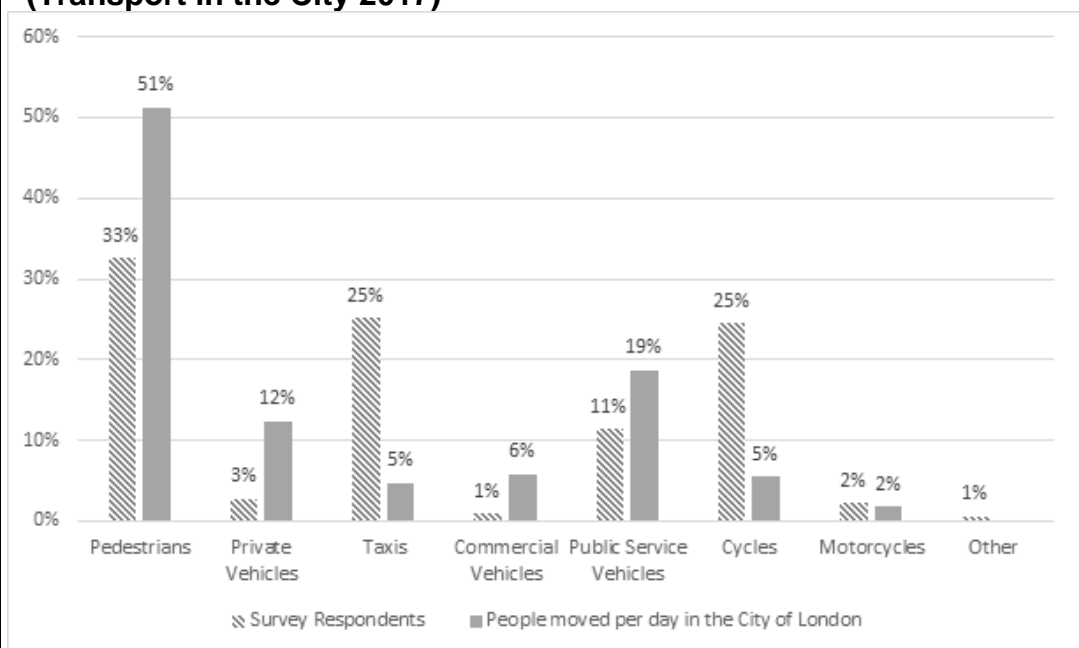
8. Officers encouraged awareness of the consultation through drop in sessions at local businesses, posting 3,000 letters, 2,000 hand-outs, social media activity, adverts in local papers, and static towers with scheme information located at the Royal Exchange.

9. Responses were received across a range of transport mode users. In terms of the split of respondents to the consultation survey, Figure 1 below suggests that the split is not particularly representative of commercial drivers, bus passengers and private vehicles, in comparison

to the proportion of people moved daily through the City's streets. It also shows that our survey respondents are likely to be under representative of pedestrians (despite being the largest number) and over represented by taxi and private hire drivers and pedal cyclists.

10. However, the consultation survey is not skewed by any one mode. As would be expected there was a strong pedestrian and cycle response to the survey, but it should be noted that pedestrians are by far the most dominant mode across the City and particularly Bank. Cyclists also have a strong vehicular presence at the junction making up 50% of the vehicles in the peak times.

Figure 1 Survey response profile vs people moved in the City (Transport in the City 2017)



11. In other recent transportation related consultations across London there have been issues with template responses from single modal representatives that have heavily skewed the response rate. This has not been an issue for the Bank on Safety consultation.

Analysis of the public consultation survey:

12. Given the volume of response Officers instructed an independent research company to analyse the public consultation. The report from FTI Consulting is attached in Appendix 1.

13. The next part of this committee report provides a representative summary of the findings, as analysed by FTI. Due to the survey's structure, a large amount of qualitative data was collected across the four open questions, which required careful consideration in categorisation, which FTI have undertaken.

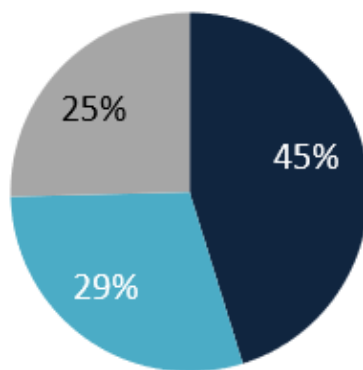
Online survey responses summary:

14. It should be noted that the first question of the survey let the respondents choose multiple transport modes; as we know that people tend to experience the junction and surrounding areas in a variety of ways. This means that when analysing things from a modal perspective, one respondent's comments will appear across all of the other modes that they chose. This means that throughout the FTI document when looking at themes by mode, percentages often exceed 100%.

Is there support to make the experimental scheme permanent?

15. The FTI report summarises that 45% of respondents supported the experiment as implemented. A further 29% generally supported the scheme but would like to see changes. In total 75% of respondents support or generally support the experiment.

3 IN 4 ARE SUPPORTIVE OF THE SCHEME



Q4: Given your experiences, since the Bank on Safety scheme became operational, do you support these changes to becoming permanent?

- Yes
- Generally support the scheme but would like to see changes
- No

Base: (All respondents) n=3,730

16. When looking at the support by mode, (and accepting that people could have selected more than one mode) it is clear that most pedestrians and cyclists support the scheme (over 90%). Every mode, except taxi and private hire drivers and commercial drivers, had over 50% overall support for the experiment. See section 5, page 8, of the FTI report in Appendix 1

What variations did people want to see to the current operation?

17. Overall, 29% of respondents “given their experiences since the bank on safety scheme became operational...generally support the bank on safety scheme but would like to see the following variations...”. The variations once analysed were categorised into changes that would be seen as:

- progressive changes (i.e. introducing greater restrictions such as extending hours or removing buses);
- regressive changes (i.e. relax the restriction and allow more types of vehicles through such as black cabs and motorcycles); and
- enhancements (i.e. would not change the operation of the scheme but would like to see better enforcement, wider

pavements etc.).

18. The largest requested variation to the scheme was for Taxis (black cabs) to be allowed in the restricted areas (identified as a regressive change). This was mentioned by 451 respondents (which is 12% of all respondents). Of these 451 respondents, 70% identified themselves as a taxi/private hire driver.
19. It should be noted that variations also included suggestions of better signage and enforcement (158 responses or 4% of total respondents) and extending the operational hours of the scheme to 24/7 (151 respondents or 4% of total respondents) as the second and third most common variation requested.

What do people think is working well?

20. The objectives/key success criteria of the experiment, are to achieve:
- a significant safety improvement;
 - maintain access for deliveries;
 - improve air quality at Bank (whilst not make the wider area worse); and
 - not unreasonably impact on traffic flow whilst preferably improving bus journey times.
21. There were 3692 responses to this open text question. In terms of what respondents felt was working well:
- 1107 (30%) of respondents cited less traffic/congestion as the key success
 - improved safety for cyclists cited by 997 (27%) of respondents.
22. Safety was mentioned in three of the five top themes, accounting for over 2100 mentions (not individuals as they may have said safety has improved for pedestrians and cyclists which would be coded as two separate elements by one person).
23. Respondents (553 or 15%) also identified that the scheme was working well in that there was less pollution.
24. It should be noted that the top five themes from respondents correlated closely with the agreed objectives of the scheme.
25. The second performance report, that is also progressing during April and May 2018 at these committees, has more information of the data led detail of the performance of these objectives.

What do people think is not working well?

26. There were 3684 responses to this open text question. In terms of what respondents felt was not working well:
- 1,363 (37%) of respondents cited worsened traffic in the area

- 847 (23%) cited that banned vehicles were still going through the junction;
- 442 (12%) citing signage needing improvement;
- 368 (10%) of respondents felt that it was more dangerous for pedestrians; and
- 295 (8%) felt that pollution was worse in the surrounding area

Other consultation responses outside of the survey

27. FTI also reviewed 507 emails to independently assess their content as to whether they were query based or part of the consultation, or a mixture. The interpreted sentiment of the emails showed that 52% were not able to determine an overall sentiment, i.e. they contained both positive or negative statements or were queries; 26% had negative sentiment towards the scheme and 22% had positive sentiment.

28. The largest re-occurring comment was that warning signs needed to be more visible/ more policing/general signage, which was raised by 24% of the responses?

Groups and Business representative responses

29. An interpreted summary of responses from groups and local businesses who responded to the consultation can be found in Appendix 2. Officers have interpreted these comments to fall within three broad categories of support (or support with a more stringent variation), support with a less stringent variation or do not support. Table 1 summarises this support (interpreted) for representative groups and organisations that responded, with Table 2 summarising individual business response support (interpreted).

Table 1: interpreted category of support from representative groups and organisations

Representative groups/organisations	Support or support with more stringent variations	Support but would like to see variations	Do not support (i.e. return to previous operation)
Alliance of British Drivers			
City Property Association (CPA)			
Living Streets			
London Cycling campaign			
London Taxi Drivers Association (LTDA)			
Stop killing cyclists			
Worshipful Company of Hackney Carriage Drivers			

Table 2: interpreted category of support from local businesses and organisations

Local business/occupier responses.	Support or support with more stringent variations	Support but would like to see variations	Do not support (i.e. return to previous operation)
British Land			
Oxford Properties			
Shanghai Commercial Bank			
The Ned Hotel (submitted by Paul Basham Associates)			
WBRC			
Welltower			

30. Of the above companies or organisations who responded to the consultation it should be noted that the CPA response is on behalf of 150 businesses within the City, which can be found in Appendix 3. There are strong levels of support from the businesses which responded for the scheme as trialled.

31. It was not entirely clear from two of the responses whether they were in support for the junction to return to its previous operation, or if they would only support a scheme where taxis and private hire vehicles were allowed to pass through Bank Junction. As such they have been indicated in both the 'not supportive' and 'supportive with less stringent operation'.

Conclusion to the Public Consultation:

32. Overall the public consultation has been successful in terms of generating responses from a wide variety of respondents. It is clear that there is very strong support for the experimental scheme from the general public and local businesses and organisations. There are areas that have been identified where the operation of the scheme could be improved. The consultation shows a low level of support for the removal the experiment.

33. There is significant support for making the scheme that has been trialled permanent as it currently operates (45% of survey responses). There is a further 29% of respondents who generally support the scheme but would like to see changes. Of those changes identified, the most common theme was to introduce taxis through the junction (12% of all respondents).

3. Next steps	<p>34. Before Summer recess a further report will be presented to Committee. This will evaluate the experiment as a whole and seek a decision from Members as to whether:</p> <ul style="list-style-type: none"> • The experiment should be made permanent, as trialled; • The experiment should be made permanent, with minor modifications; or • The junction should revert to its previous operation.
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Appendices

Appendix 1	FTI Consulting: Consultation analysis report
Appendix 2	Interpreted responses from groups and businesses.
Appendix 3	CPA Membership 2017

Contact

Report Author	Gillian Howard
Email Address	Gillian.howard@cityoflondon.gov.uk
Telephone Number	020 7332 3139

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BANK ON SAFETY

BANK ON SAFETY

Summary of Community & Stakeholder Consultation

26th March 2018

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01: INTRODUCTION

- Until the City of London intervened in mid-2017 Bank Junction held the unenviable reputation as being the worst location for road traffic casualties within the Square Mile.
- The junction, used by approximately 25,000 pedestrians who pass across the junction in the peak hour, not only failed to cater for the large numbers of people moving through, but also did not do justice to the iconic setting for the heart of the City.
- As a response, and as part of its commitment to improving safety and reducing casualties, in December 2016 the City of London Corporation approved the introduction of an 18 month experimental scheme to limit vehicle journeys through the junction to buses and cyclists only (Monday – Friday, 7am- 7pm) .

At present the scheme is only an experimental one and as part of the City of London Corporation’s commitment to engaging with local businesses, residents, road users, cyclists, pedestrians, passengers and the taxi trade a sixth-month consultation exercise has been undertaken

- A public consultation online survey was conducted to obtain the opinions of those physically in the vicinity and others who identified themselves as passing through the junction. Respondents had the opportunity to respond via the online survey and/or email. In total, n=3,730 individuals participated in the research and n=507 emails were received. In this report we have provided the research results collected, and broken the respondents down by the mode of transport they most normally use in the vicinity, near or through bank junction (Note: They could select more than one mode of transport).
- The findings from this, along with other metrics, will be used to measure the effectiveness of the restriction in advance of a decision in the Summer 2018 as to whether the experiment should be made permanent.

02: THE BANK JUNCTION

Figure 1 and 2 show the Bank Junction from an aerial view and in the approach from Queen Victoria Street.

Figure 3 shows Bank Junction before the scheme and Figure 4 shows Bank Junction during the scheme.

Figure 1: Bank Junction: Aerial View

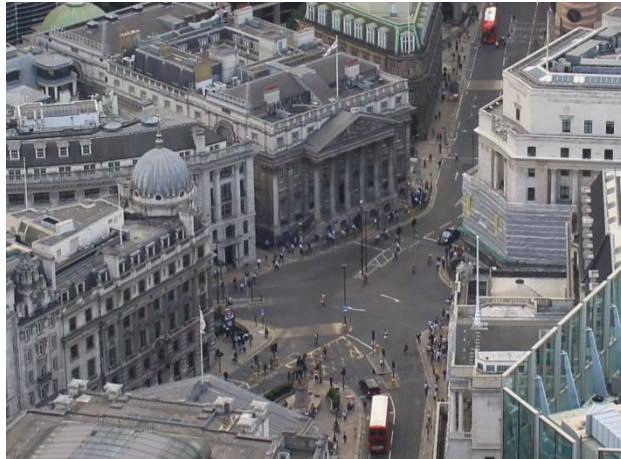


Figure 2: Bank Junction: Approach from Queen Victoria Street



Figure 3: Bank Junction: Before the Scheme



Figure 4: Bank Junction: During the Scheme



03: EXPERIMENTAL OBJECTIVES

The Bank on Safety: Experimental Safety Scheme was led by the following objectives:

- A significant safety improvement at Bank.
- Maintain access for deliveries.
- Improve air quality at Bank.

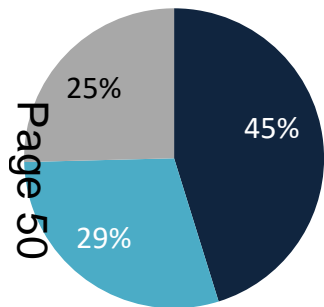
Not unreasonably impact on traffic flow, whilst preferably improving Bus Journey times.

04: CONSULTATION FINDINGS: EXECUTIVE SUMMARY

SUMMARY

Overall, 3 in 4 (75%) of the 3,730 people participating in the online survey support the scheme. Of this, 45% support the scheme without any further changes being made to it, whilst the remaining 29% have offered suggested changes. 1 in 4 (25%) who participated in the research do not support the scheme.

3 IN 4 ARE SUPPORTIVE OF THE SCHEME

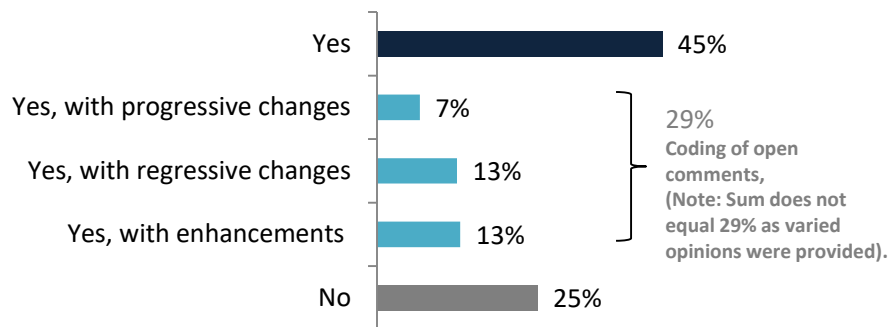


Base: (All respondents) n=3,730

Q4: Given your experiences, since the Bank on Safety scheme became operational, do you support these changes to becoming permanent?

- Yes
- Generally support the scheme but would like to see changes
- No

BREAKDOWN OF CATEGORIES



PROGRESSIVE CHANGES

- Extend to 24/7 (no. of comments coded: n=151)
- Walking & cycling only (n=64)
- Pedestrian only (n=18)
- Extend the scheme to other/nearby areas (n=15)
- Extend to weekends (n=14)

REGRESSIVE CHANGES

- Allow black cabs (no. of comments coded: n=451)
- Allow motorcycles (n=35)

ENHANCEMENTS

- Better signposting/enforcement of the rules (no. of comments coded: n=158)
- Wider pavements (n=111)
- Improve traffic flow in surrounding streets (n=78)
- More pedestrian crossings (n=60)
- Provision for the disabled (n=60)

04: CONSULTATION FINDINGS: EXECUTIVE SUMMARY

The survey responses outlined the top five areas that are working well, not working well, and the changes people would like to see made to the scheme. Note: The percentages are based on the total number of people providing a comment at that particular question.

WHAT'S WORKING WELL

- Less traffic/congestion
- Safety for cyclists
- Safety for pedestrians
- Less pollution
- Safety overall

WHAT'S NOT WORKING WELL

- Traffic has worsened
- Banned vehicles are still going through the junction
- Need for improved signage
- More dangerous for pedestrians
- Pollution in surrounding areas

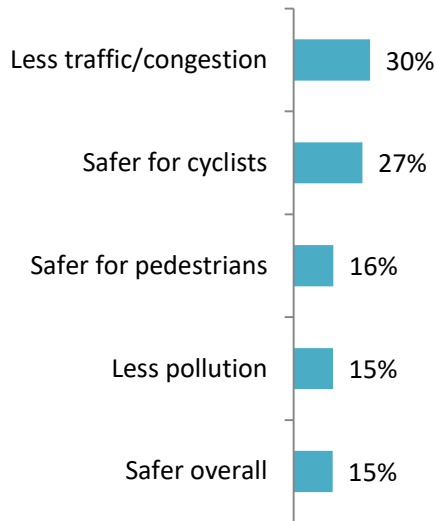
CHANGES PEOPLE WOULD LIKE TO SEE

- Allow black cabs
- Better signposting & enforcement of the rules
- Extending the scheme to 24/7
- Wider pavements
- Improving the traffic flow in the surrounding streets

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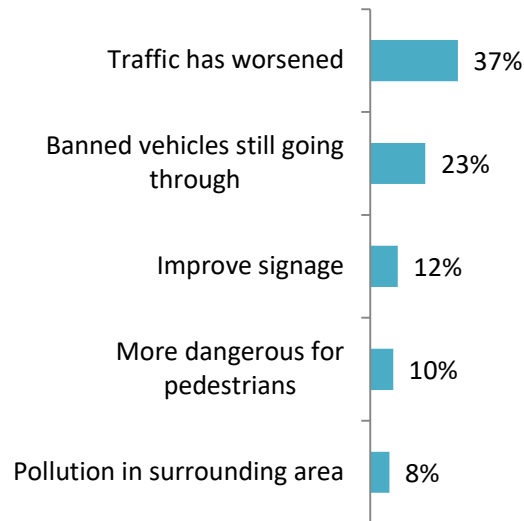
Q2: What do you think is working well since Bank on Safety became operational?

Base: Q2 (n=3,692) providing a comment



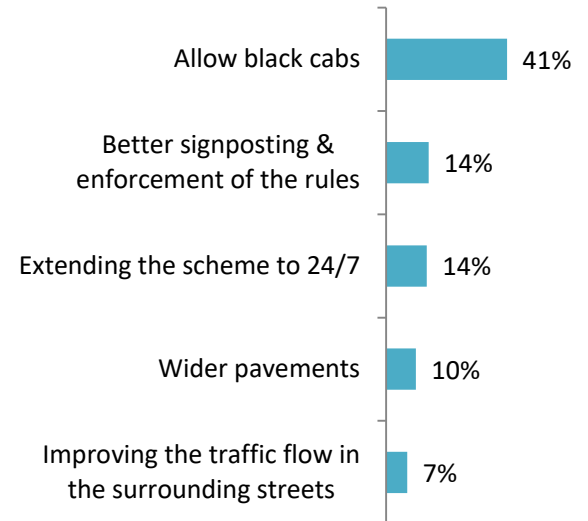
Q3: What do you think is not working well since Bank on Safety became operational?

Base: Q3 (n=3,684) providing a comment



Q4: Generally support the scheme but would like to see changes...

Base: Q4 (n=1,096) who would like changes

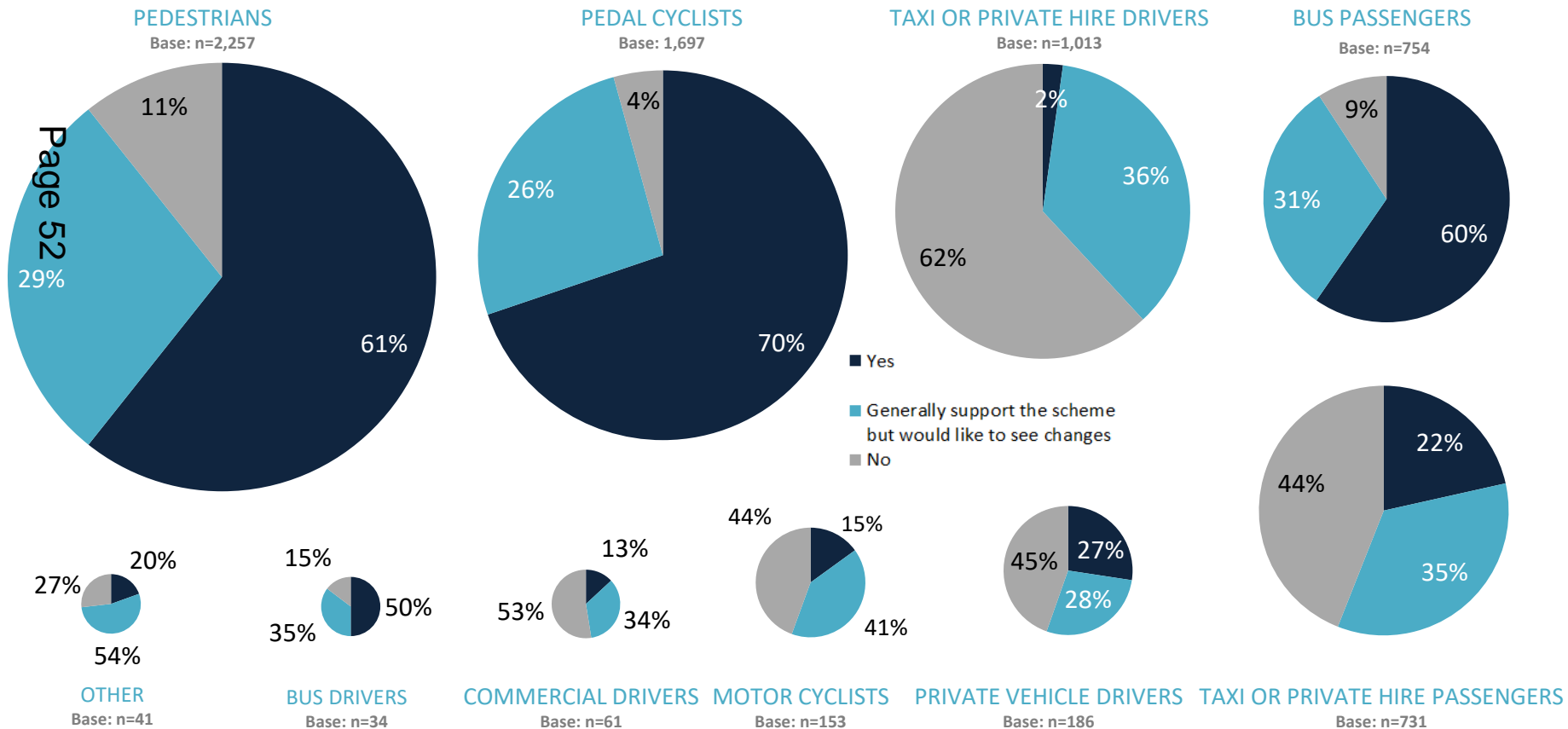


05: CONSULTATION FINDINGS: TRANSPORTATION MODE SUMMARY

Pedestrians, pedal cyclists, bus passengers, taxi or private hire passengers, private vehicle drivers motorcyclists, and bus drivers on balance support the scheme (i.e. Rating 'Yes' or 'Generally support the scheme but would like to see changes'). Conversely, taxi or private hire drivers and commercial drivers on balance do not support the scheme (i.e. Rating 'No').

The size of the pie chart proportionally represent the number of respondents for that mode of transport. (Note: They could select more than one mode of transport, so there is some overlap of respondents).

Q4: Given your experiences, since the Bank on Safety scheme became operational, do you support these changes to becoming permanent?



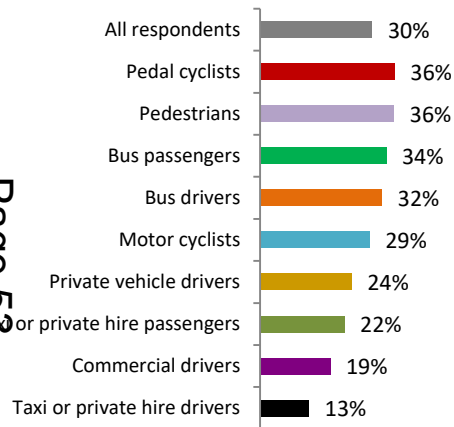
05: CONSULTATION FINDINGS: TRANSPORTATION MODE SUMMARY

5 KEY THEMES THAT ARE WORKING WELL FROM A TRANSPORTATION MODE PERSPECTIVE

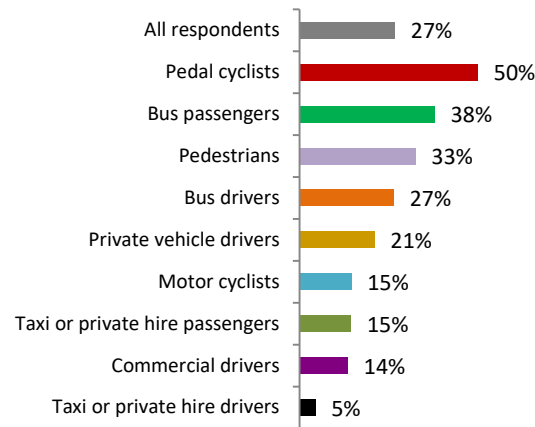
The graphs below highlight the opinions of those using the 9 different modes of transport. These are the top 5 coded responses based on their comments. Note: The percentages are based on the total number of people providing a comment at that particular question.

Q2: What do you think is working well since Bank on Safety became operational?

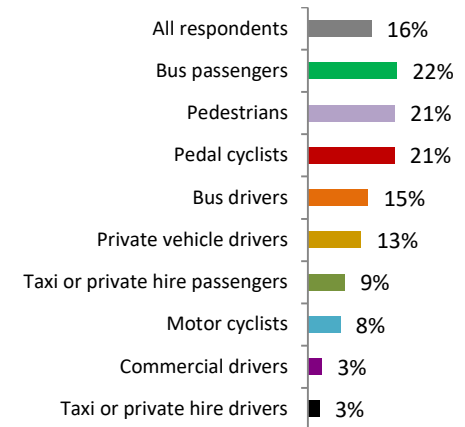
1. LESS TRAFFIC/CONGESTION



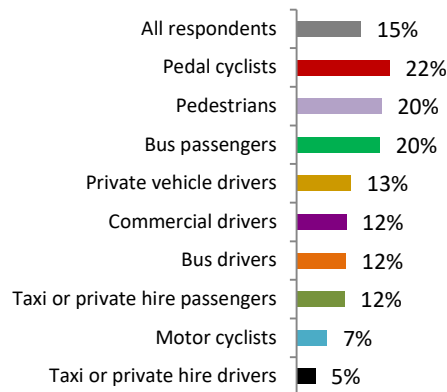
2. SAFETY FOR CYCLISTS



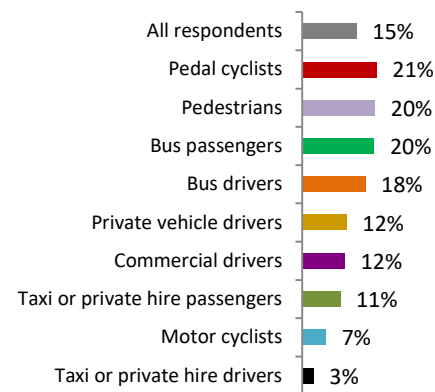
3. SAFETY FOR PEDESTRIANS



4. LESS POLLUTION



5. SAFETY OVERALL



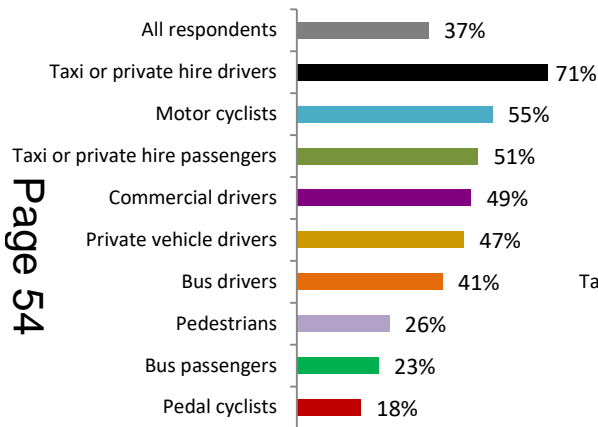
05: CONSULTATION FINDINGS: TRANSPORTATION MODE SUMMARY

5 KEY THEMES THAT ARE NOT WORKING WELL FROM A TRANSPORTATION MODE PERSPECTIVE

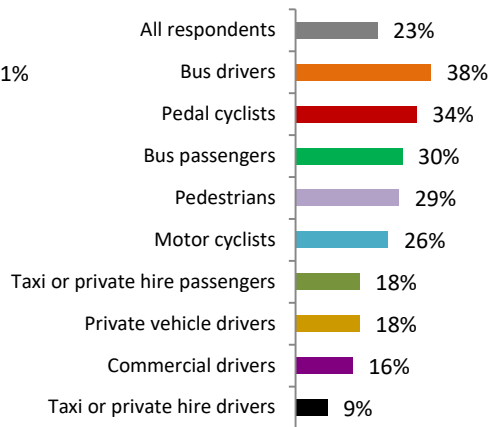
The graphs below highlight the opinions of those using the 9 different modes of transport. These are the top 5 coded responses based on their comments. Note: The percentages are based on the total number of people providing a comment at that particular question.

Q3: What do you think is not working well since Bank on Safety became operational?

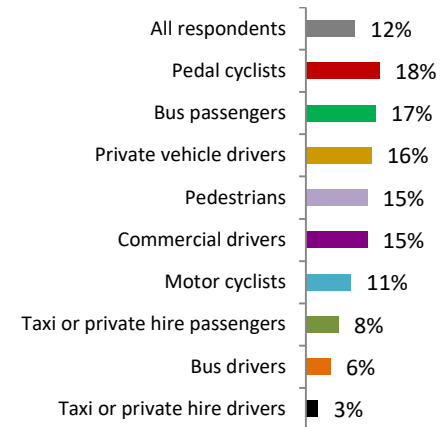
1. TRAFFIC HAS WORSENERD



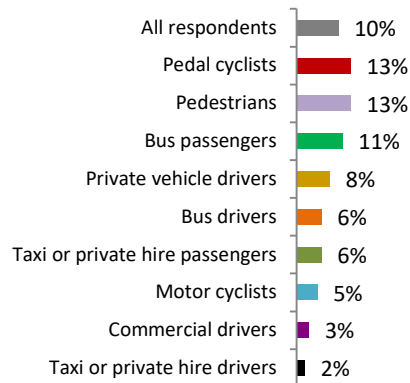
2. BANNED VEHICLES STILL GOING THROUGH



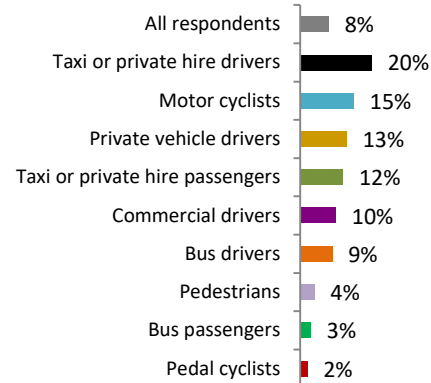
3. IMPROVE SIGNAGE



4. MORE DANGEROUS FOR PEDESTRIANS



5. POLLUTION IN SURROUNDING AREAS



06: CONSULTATION FINDINGS: EMAIL ANALYSIS

EMAIL ANALYSIS

Further to the public consultation online survey, n=507 emails were received by the City of London from stakeholders who were keen to share their opinion and feedback on the scheme.

Figure 1 shows the overall sentiment coded from these emails.

Figure 2 shows the coded theme of these emails. The themes in dark blue are related to the consultation, while the themes in orange are not related to the consultation.

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Figure 1: Summary of email sentiment received

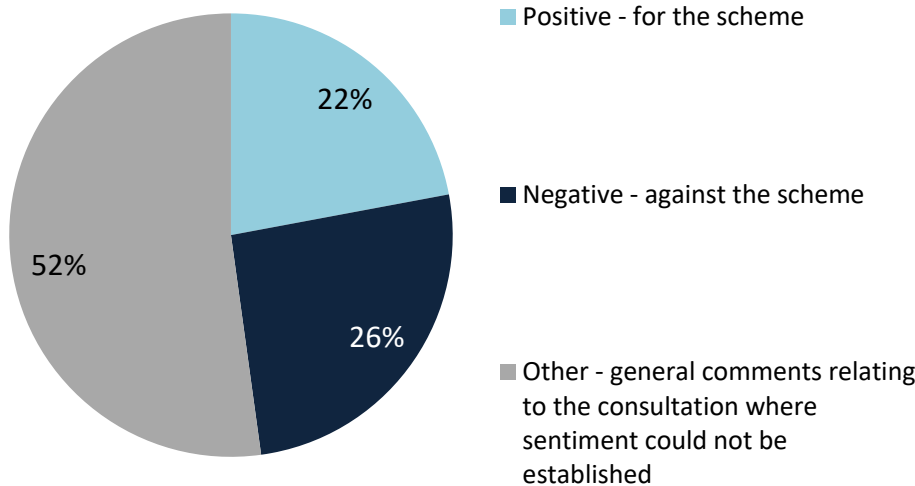
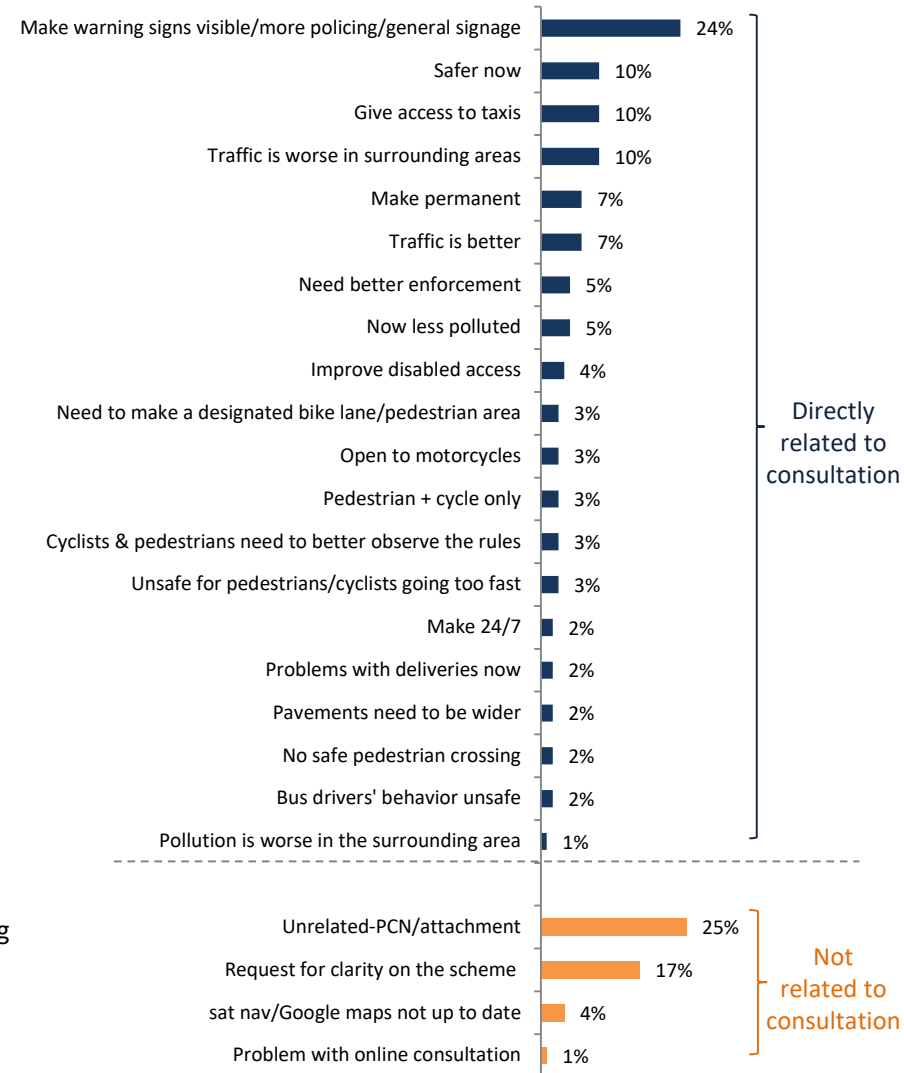


Figure 2: Summary of all themes received by email that could be coded.



07: CONCLUSIONS

The feedback gathered from the online consultation survey with these nine transportation mode groups has provided a degree of clarity for the effectiveness and levels of support for the scheme.

SUPPORT BY TRANSPORTATION MODE

The transportation mode groups have been divided into three distinct sub-groups based on their level of support for the scheme.

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Group 1: Those with more than 50% supporting the scheme fully as it currently is: Pedal cyclists, pedestrians, bus passengers and bus drivers.

Group 2: Those who have offered suggested changes that would see their level of support rise to >50%: Private vehicle drivers, taxi or private hire passengers, motorcyclists.

- **Group 3:** Those with less than 50% supporting the scheme: commercial drivers and taxi or private hire drivers.

WORKING WELL

Viewing the points of the scheme that are working well: there is a recurrence that the traffic/congestion issues around the junction have improved, with the area seemingly more pleasant and less polluted. There is a general consensus that the scheme has made the junction safer for cyclists, pedestrians and overall.

NOT WORKING WELL

Looking at what has not gone well since the scheme began operation: negative comments vary from the continued usage of the junction from banned vehicles, traffic worsening in the area, concerns over pollution levels and the need for more enforcement of the scheme with improved signage.

SUGGESTIONS OFFERED TO IMPROVE THE SCHEME

Each group had their own views on what they feel is important in relation to the junction and what they feel could be improved. From an overall perspective, respondents would like to see black cabs provided with access to the junction, better signposting/enforcement of the rules and extending the scheme to 24/7.

SUMMARY

There is overall support for the scheme (75%), with those who generally support the scheme offering suggestions to increase support.

08: APPENDICES: CONSULTATION OVERVIEW

CONSULTATION OVERVIEW

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. These exercises help to inform key decision makers as to the impact and effectiveness of the scheme after the consultation and monitoring data has been collated for them to decide whether the experiment should be made permanent or not.

The City Corporation implemented the scheme on Monday 22nd May 2017, under two experimental traffic orders under section 9 of the Road Traffic Regulation Act 1984. Experimental orders provide more flexibility to make modifications more quickly, or remove if necessary, than if the scheme had been implemented using a permanent traffic order to begin with.

Following the implementation of the Orders and the commencement of the experiment scheme the City Corporation commenced with a broad programme of public engagement which sought to capture the feedback and opinions of a diverse range of audiences covering a variety of different transport modes. This consultation was undertaken over a period of 6 months following the commencement of the pilot.

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STATUTORY CONSULTATION PROCEDURE & TIMELINE

The statutory consultation process is specific to the detail and content of the experimental traffic orders themselves.

- April 2017: Fifteen letters concerning the experimental traffic order consultation were sent directly to: 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 order was published in CityAM and London Gazette. City of London website for experimental traffic order goes live.
- July 2017: City of London Police consulted on loading modification to experimental traffic order.
- August 2017: Loading modification was published in CityAM, London Gazette and City of London website.
- 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.

09: APPENDICES: PUBLICISING THE CONSULTATION PERIOD

PUBLIC CONSULTATION

Prior to the beginning of the scheme it was publicised that there would be a sixth-month consultation period. The actions that the City of London used to publicise the consultation period are detailed below:

- May 2017: Awareness Towers were placed in two locations immediately 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. Frequently asked questions regarding the consultation are drafted and distributed to the 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, 507 emails were received and responded to regarding the scheme and/or consultation. The 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: Public consultation survey went 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, area below.
- 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 a total of 3,730 responses.



Figure 1: Consultation

10: APPENDICES: TRANSPORTATION MODE ANALYSIS

PEDESTRIANS

Pedestrians, (n=2,258) at and in the vicinity of the 'Bank' location were consulted on the Bank on Safety Scheme and invited to participate in the online survey. Their feedback is summarised below:

WORKING WELL

60% of pedestrians left positive feedback.

66% say the scheme has improved the traffic congestion, 33% think the scheme has made the area safer for cyclists, safer for pedestrians (11%) and safer overall (20%). 20% say the area is more pleasant, has less pollution (20%) and less noise (13%).

NOT WORKING WELL

64% of pedestrians left negative feedback.

29% say banned vehicles are still going through the junction, 26% think the traffic has worsened and that signage needs to be improved (15%). 13% say the scheme has made the area more dangerous for pedestrians.

SCHEME SUPPORT

61% of pedestrians support the scheme with 11% unsupportive of the scheme. 29% generally support the scheme but would like to see changes. Responses included: allowing black cabs (22%), better signposting/enforcement of the rules (19%), extending the scheme to 24/7 (18%) and creating wider pavements (15%).

When this feedback is amalgamated: 7% are in favour of regressive changes, 9% are in favour of progressive changes and 16% are in favour of enhancements.

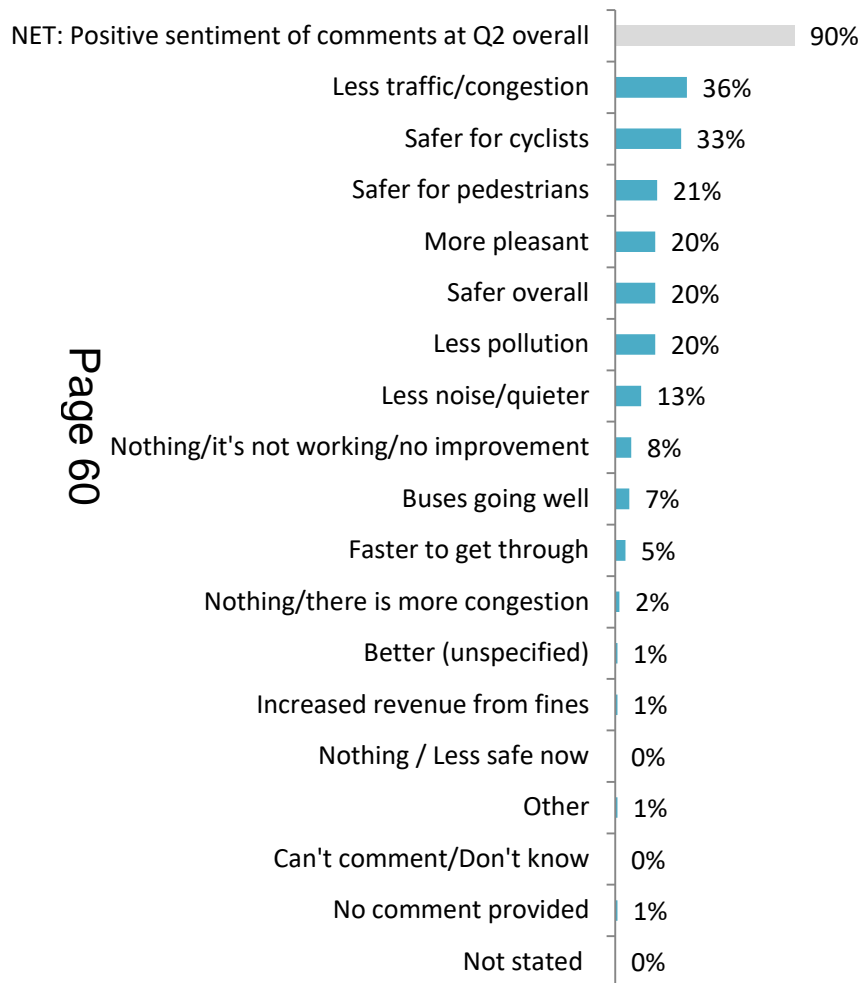
ADDITIONAL COMMENTS

Of the additional comments received at the end of the survey, 60% were positive, 15% were negative and 2% were neutral or a constructive comment.

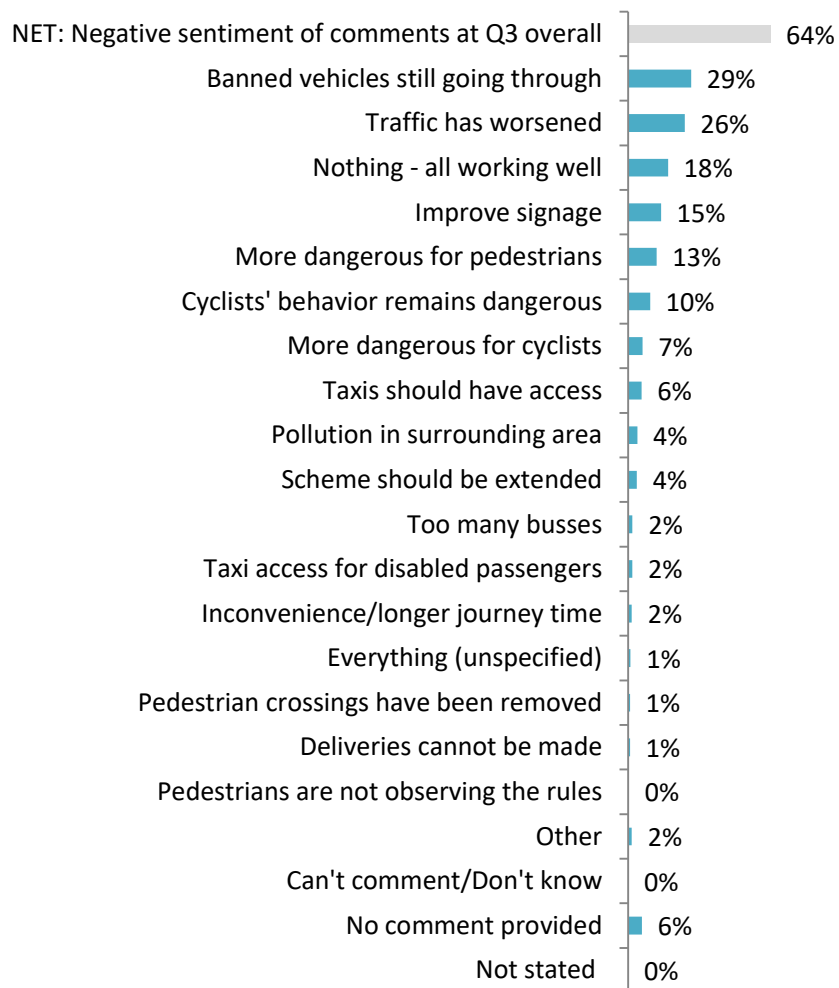
The most recurrent additional comments that were left were: extending the duration of the scheme (21%) and permitting black cabs (15%).

PEDESTRIANS

Q2: What do you think is working well since Bank on Safety became operational?



Q3: What do you think is not working well since Bank on Safety became operational?



PEDAL CYCLISTS

Pedal cyclists, (n=1,699) at and in the vicinity of the 'Bank' location were consulted on the Bank on Safety Scheme and invited to participate in the online survey. Their feedback is summarised below:

WORKING WELL

96% of pedal cyclists left positive feedback.

50% say the scheme has made it safer for cyclists, safer for pedestrians and safer overall (21%). 36% say the traffic has improved, it is more pleasant (24%) and there is less pollution (22%).

NOT WORKING WELL

61% of pedal cyclists left negative feedback.

34% banned vehicles are still going through the junction, traffic has worsened (18%), signage should be improved 18% and that it has become more dangerous for pedestrians (13%).

SCHEME SUPPORT

70% of pedal cyclists support the scheme (the highest of all the groups consulted in the online survey). 4% are unsupportive of the scheme. 26% generally support the scheme but would like to see changes. Responses included: extending the scheme to 24/7 (29%), better signposting/enforcement of the rules (24%), creating wider pavements (20%) and making the junction walking & cycling only (11%).

When this feedback is amalgamated: 2% are in favour of regressive changes, 12% are in favour of progressive changes and 16% are in favour of enhancements.

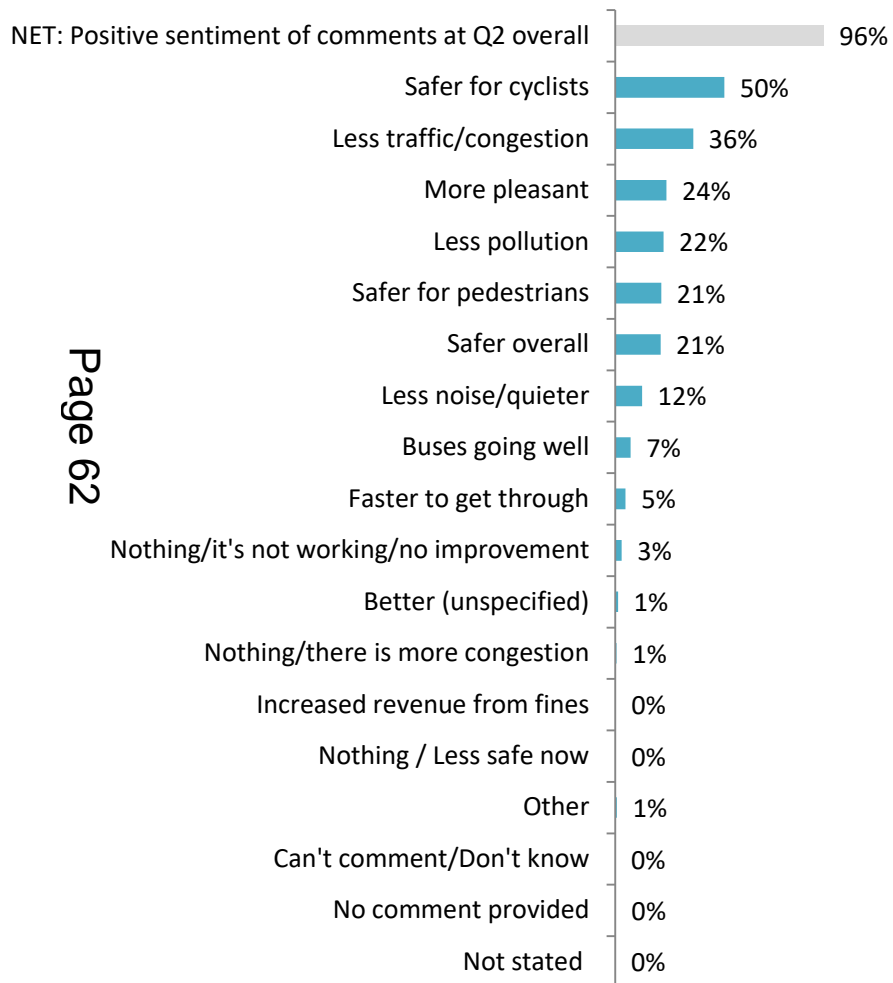
ADDITIONAL COMMENTS

Of the additional comments received at the end of the survey, 73% were positive, 9% were negative and 2% were neutral or a constructive comment.

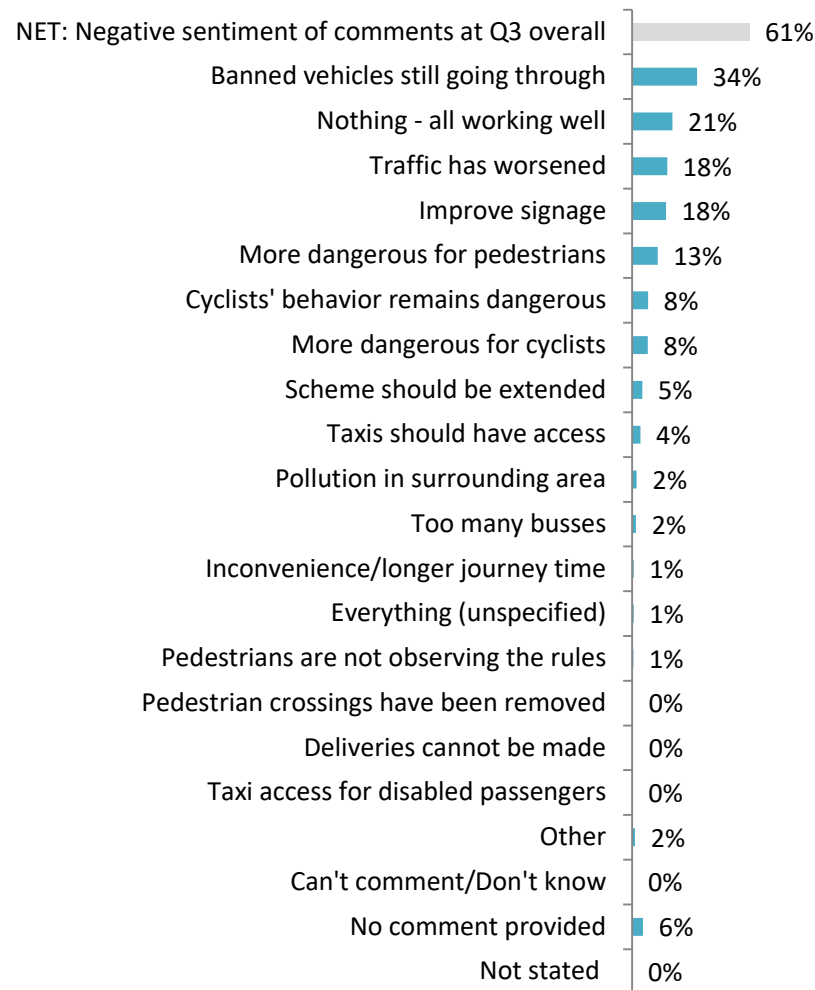
The most recurrent additional comments that were left were: extending the duration of the scheme (25%) and calls for greater clarity (e.g. better signage/traffic lights / delineation) (11%).

PEDAL CYCLISTS

Q2: What do you think is working well since Bank on Safety became operational?



Q3: What do you think is not working well since Bank on Safety became operational?



TAXI OR PRIVATE HIRE DRIVERS

Taxi or private hire drivers, (n=1,013) at and in the vicinity of the 'Bank' location were consulted on the Bank on Safety Scheme and invited to participate in the online survey. Their feedback is summarised below:

WORKING WELL

28% of taxi or private hire drivers left positive feedback.

13% say there's been an improvement in the traffic/congestion and 5% say the buses are going well and it is safer for cyclists.

NOT WORKING WELL

90% of taxi or private hire drivers left negative feedback.

53% say the scheme isn't working. 71% believe that the traffic in the area has worsened. 20% say pollution has increased in the surrounding area. 13% believe there should be a provision for taxi access for disabled passengers.

SCHEME SUPPORT

2% of taxi or private hire drivers support the scheme. 62% are unsupportive of the scheme (the highest of all the groups consulted in the online survey). 36% generally support the scheme but would like to see three changes: allow black cabs (86%), provisions for the disabled (11%) and to improve the traffic flow in surrounding streets (7%).

When this feedback is amalgamated: 31% are in favour of regressive changes, 2% are in favour of progressive changes and 7% are in favour of enhancements.

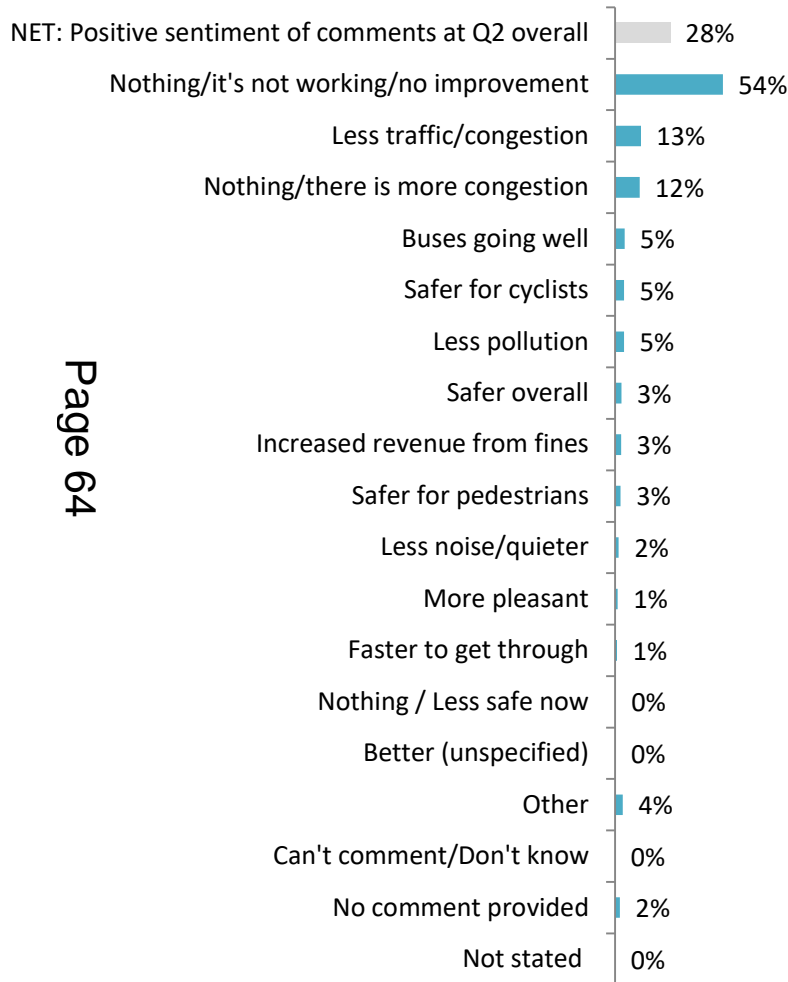
ADDITIONAL COMMENTS

Of the additional comments received at the end of the survey, 17% were positive, 43% were negative and 2% were neutral or a constructive comment.

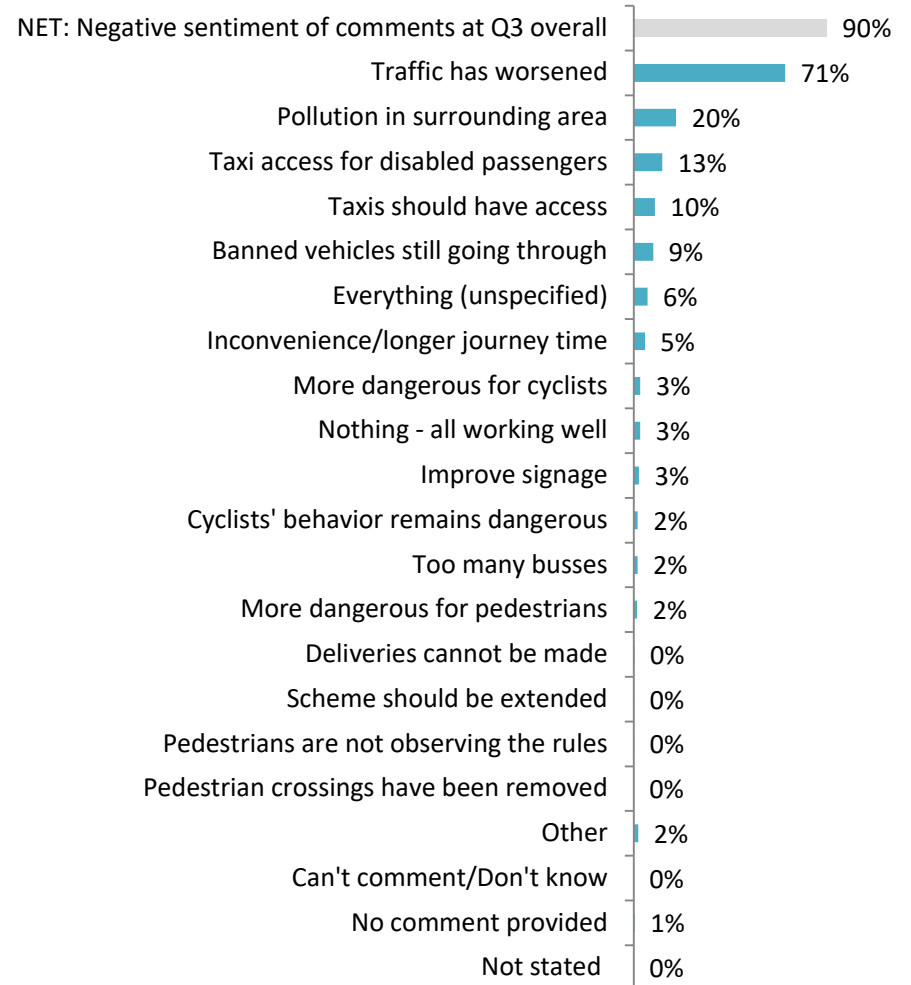
The most recurrent additional comments that were left were: black cabs should be permitted (45%) and the negative effect on traffic in surrounding areas (15%).

TAXI OR PRIVATE HIRE DRIVERS

Q2: What do you think is working well since Bank on Safety became operational?



Q3: What do you think is not working well since Bank on Safety became operational?



BUS PASSENGERS

Bus passengers, (n=754) at and in the vicinity of the 'Bank' location were consulted on the Bank on Safety Scheme and invited to participate in the online survey. Their feedback is summarised below:

WORKING WELL

91% of bus passengers left positive feedback.

38% say cyclist safety has improved, there is less traffic congestion (34%), pedestrian safety has improved (22%) and safety overall (20%).

1% say it is more pleasant, there is less pollution (20%) and the performance of their buses are going well (17%).

NOT WORKING WELL

64% of bus passengers left negative feedback.

30% say banned vehicles are still going through the junction and that traffic had worsened (23%). Signage (17%) also is highlighted as an area of improvement. 11% say the junction had become more dangerous for pedestrians.

SCHEME SUPPORT

60% of bus passengers support the scheme. 9% are unsupportive of the scheme. 31% generally support the scheme but would like to see changes. Responses included: extending the scheme to 24/7 (25%), better signposting/enforcement of the rules (22%), wider pavements (16%) and to allow black cabs (15%).

When this feedback is amalgamated: 5% are in favour of regressive changes, 12% are in favour of more progressive changes and 18% are in favour of enhancements.

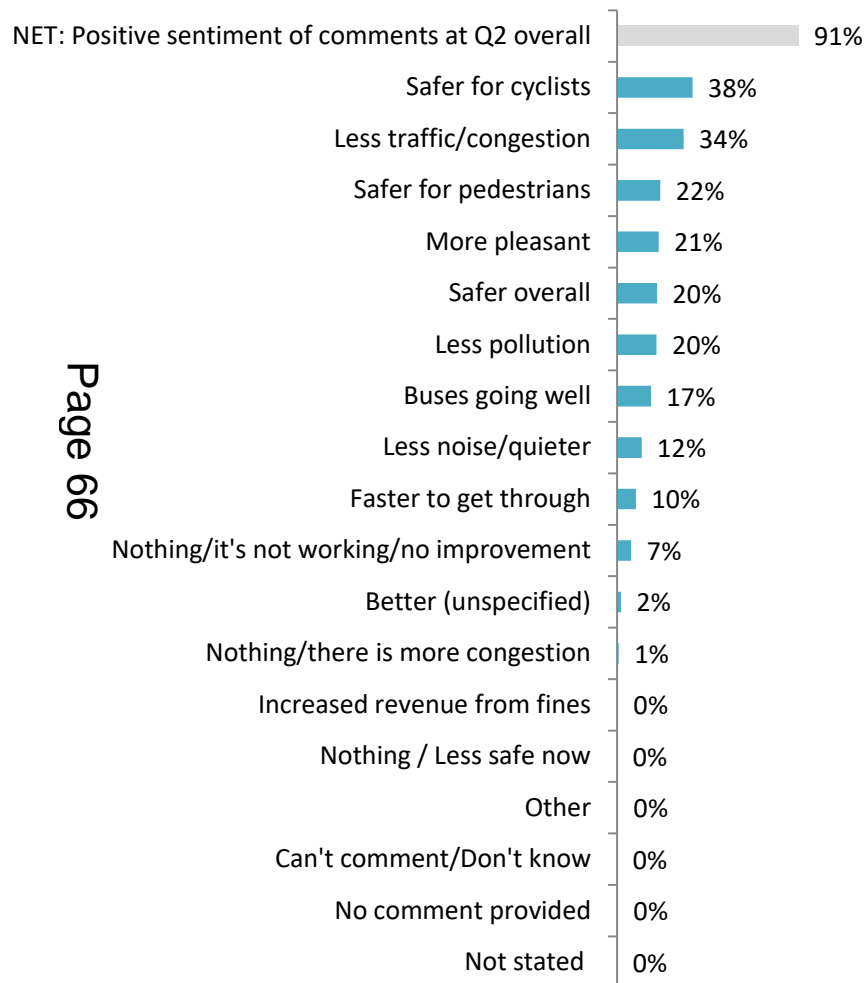
ADDITIONAL COMMENTS

Of the additional comments received at the end of the survey, 69% were positive, 12% were negative and 2% were neutral or a constructive comment.

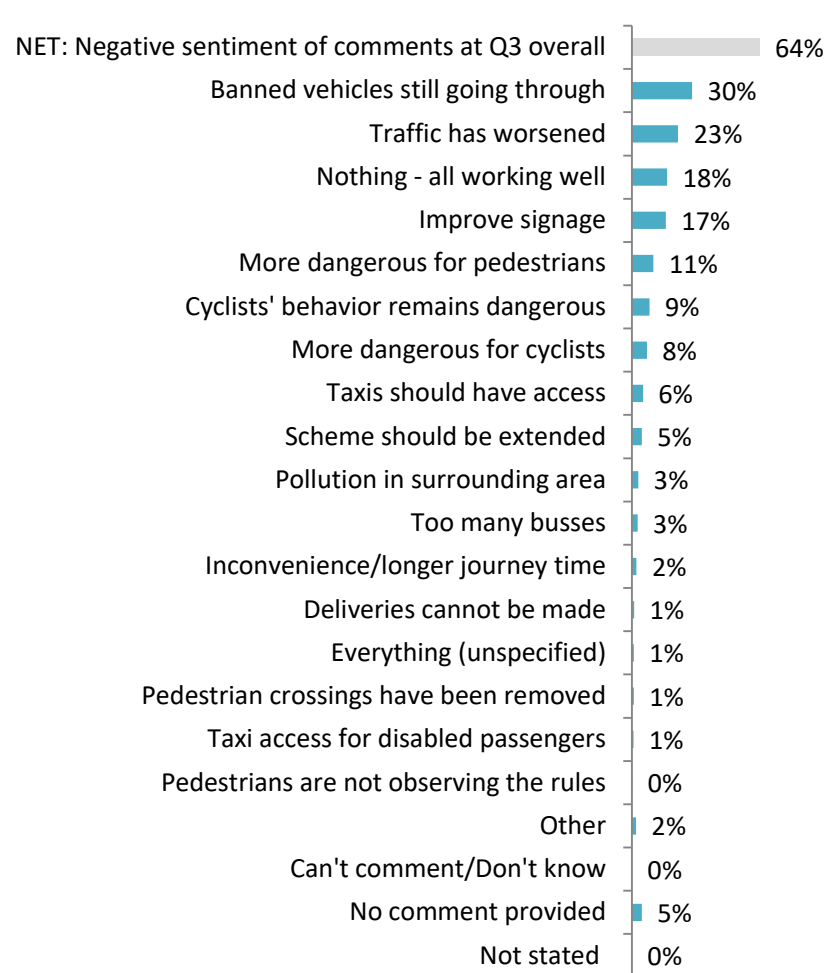
The most recurrent additional comments that were left were: extending the duration of the scheme (28%) and black cabs should be permitted (12%).

BUS PASSENGERS

Q2: What do you think is working well since Bank on Safety became operational?



Q3: What do you think is not working well since Bank on Safety became operational?



TAXI OR PRIVATE HIRE PASSENGERS

Taxi or private hire passengers, (n=731) at and in the vicinity of the 'Bank' location were consulted on the Bank on Safety Scheme and invited to participate in the online survey. Their feedback is summarised below:

WORKING WELL

51% of taxi or private hire passengers left positive feedback.

22% say traffic/congestion has improved, the area is safer for cyclists (15%) and there is less pollution (12%).

NOT WORKING WELL

80% of taxi or private hire passengers left negative feedback.

36% say the scheme isn't working. 51% say the traffic has worsened, banned vehicles are still using the junction (18%), taxis should have access (13%) and that there is pollution in surrounding areas of the junction (12%).

SCHEME SUPPORT

22% of taxi or private hire passengers support the scheme. 44% are unsupportive of the scheme. 35% generally support the scheme but would like to see changes to the scheme. Responses included: allowing black cabs (67%), provisions for the disabled (10%), better signposting/enforcement of rules (9%), improving the traffic in surrounding streets (9%) and extending the scheme to 24/7 (8%).

When this feedback is amalgamated: 23% are in favour of regressive changes, 5% are in favour of progressive changes and 12% are in favour of enhancements.

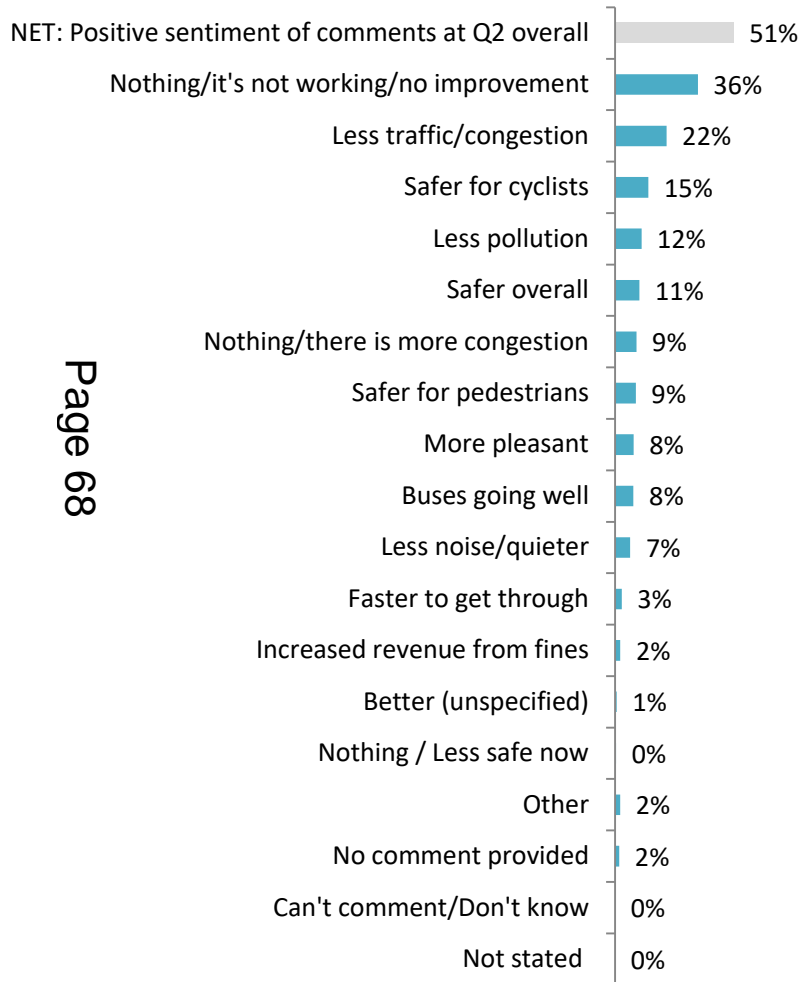
ADDITIONAL COMMENTS

Of the additional comments received at the end of the survey, 27% were positive, 40% were negative and 2% were neutral or a constructive comment.

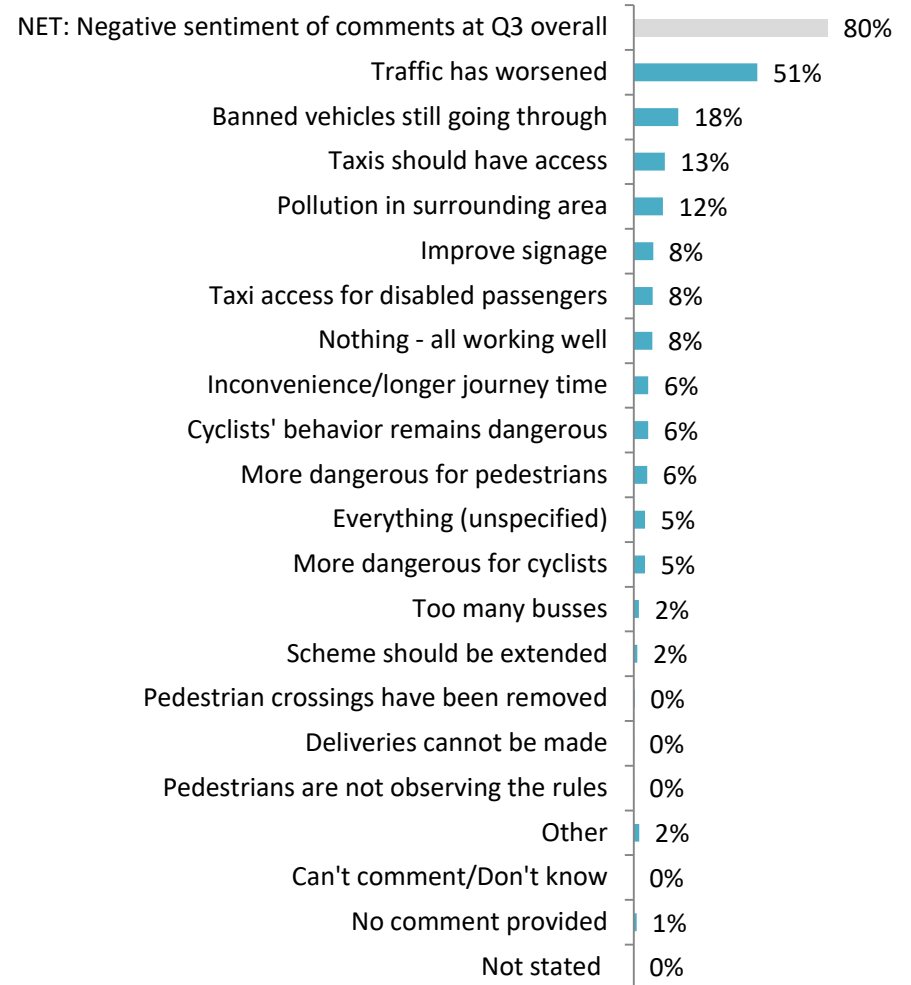
The most recurrent additional comments that were left were: black cabs should be permitted (38%) and the negative effect on traffic in surrounding areas (13%).

TAXI OR PRIVATE HIRE PASSENGERS

Q2: What do you think is working well since Bank on Safety became operational?



Q3: What do you think is not working well since Bank on Safety became operational?



PRIVATE VEHICLE DRIVERS

Private vehicle drivers, (n=186) at and in the vicinity of the 'Bank' location were consulted on the Bank on Safety Scheme and invited to participate in the online survey. Their feedback is summarised below:

WORKING WELL

64% of private vehicle drivers left positive feedback.

24% say traffic/congestion has improved during the scheme and that it is safer for cyclists (21%), for pedestrians (13%) and overall (12%).

13% say less pollution and 12% say that the area is more pleasant.

NOT WORKING WELL

74% of private vehicle drivers left negative feedback.

28% claiming the scheme isn't working. 47% believe that the traffic in the area has worsened, banned vehicles are using the junction (18%) and that the signage should be improved (16%).

SCHEME SUPPORT

27% of private vehicle drivers support the scheme. 45% are unsupportive of the scheme. 28% generally support the scheme but would like to see changes to the scheme. Responses included: allowing black cabs (37%), better signposting/enforcement of rules (21%), wider pavements (12%), making the junction walking & cycling only (12%), extending the scheme to 24/7 (10%) and allowing motorcyclists (8%).

When this feedback is amalgamated: 12% are in favour of regressive changes, 6% are in favour of progressive changes and 15% are in favour of enhancements.

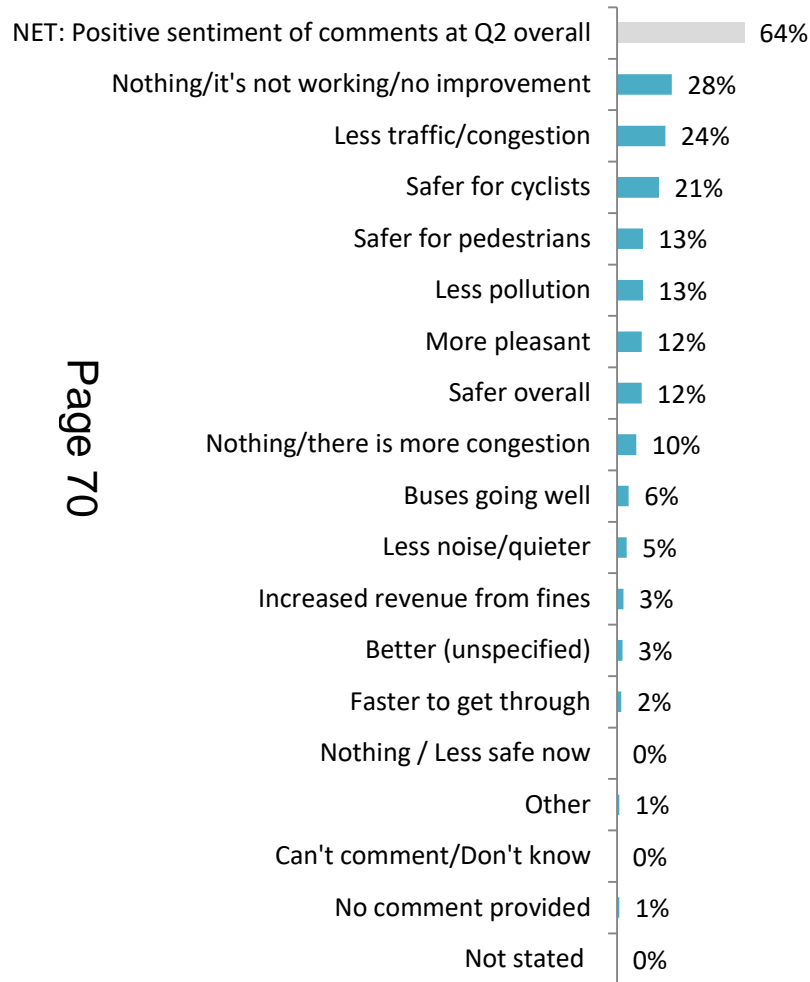
ADDITIONAL COMMENTS

Of the additional comments received at the end of the survey, 40% were positive, 34% were negative and 1% were neutral or a constructive comment.

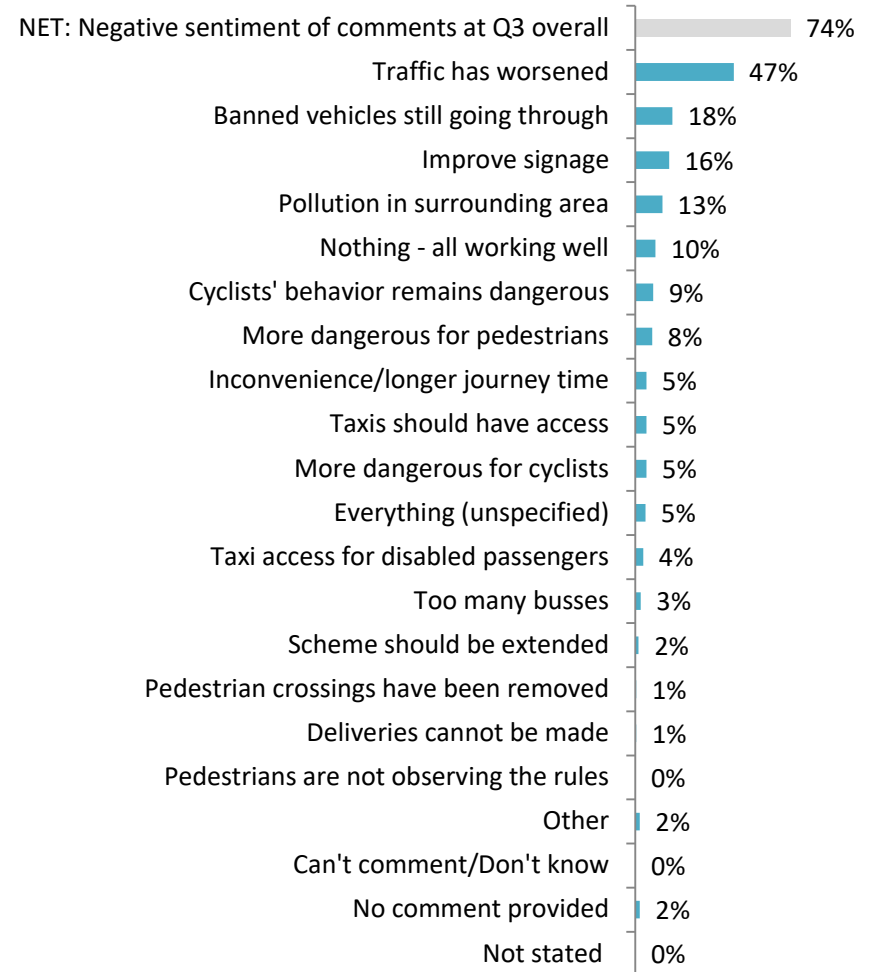
The most recurrent additional comments that were left were: to extend the duration of the scheme (15%) and calls for greater clarity (e.g. better signage/traffic lights / delineation) (15%).

PRIVATE VEHICLE DRIVERS

Q2: What do you think is working well since Bank on Safety became operational?



Q3: What do you think is not working well since Bank on Safety became operational?



MOTOR CYCLISTS

Motor cyclists, (n=153) at and in the vicinity of the 'Bank' location were consulted on the Bank on Safety Scheme and invited to participate in the online survey. Their feedback is summarised below:

WORKING WELL

56% of motor cyclists left positive feedback.

29% say that traffic/congestion has improved and that the area is safer for cyclists (15%) , pedestrians (8%) and overall (7%)

NOT WORKING WELL

84% of motor cyclists left negative feedback.

28% say the scheme isn't working. 55% say the traffic in the area has worsened, banned vehicles are still using the junction (26%) and that there is pollution in surrounding areas of the junction (15%). 12% say taxis should have access (12%) and that the signage should be improved (11%).

SCHEME SUPPORT

15% of motor cyclists support the scheme. 44% are unsupportive of the scheme. 41% generally support the scheme but would like to see changes to the scheme. Responses included: allowing black cabs (45%), allowing motorcyclists (32%), better signposting/enforcement of rules (10%), improving the traffic in surrounding streets (10%), adjusting traffic light changes/timings (5%) and provisions for the disabled (5%).

When this feedback is amalgamated: 28% are in favour of regressive changes, 2% are in favour of progressive changes and 13% are in favour of enhancements.

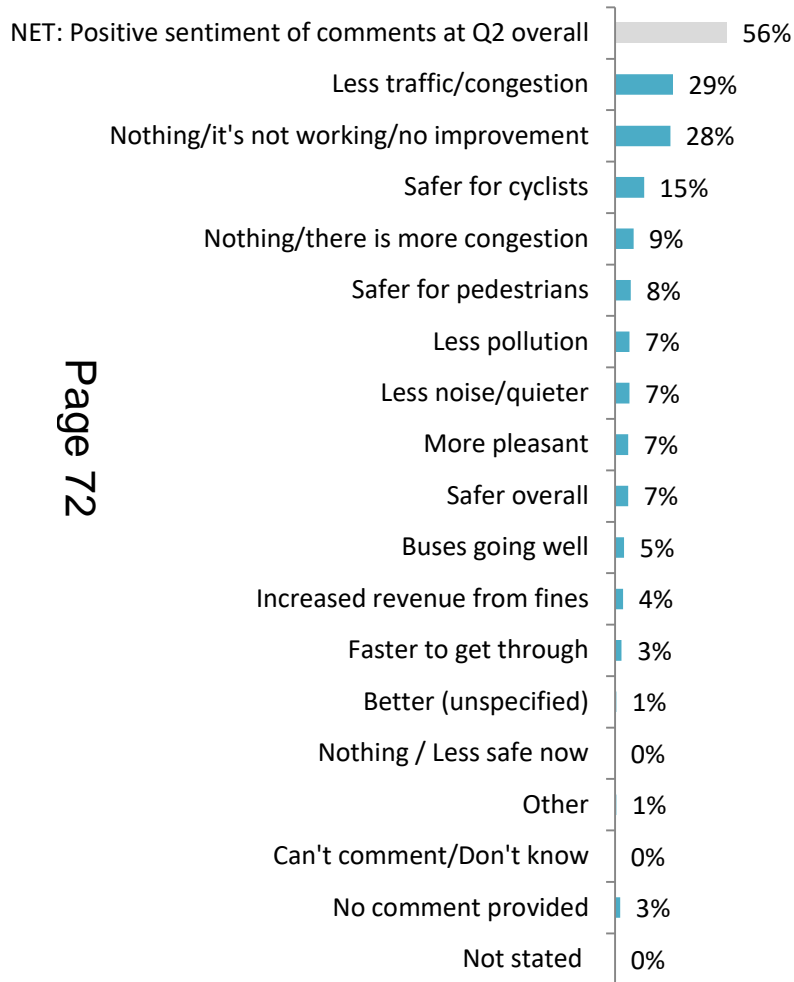
ADDITIONAL COMMENTS

Of the additional comments received at the end of the survey, 33% were positive, 33% were negative and 5% were neutral or a constructive comment.

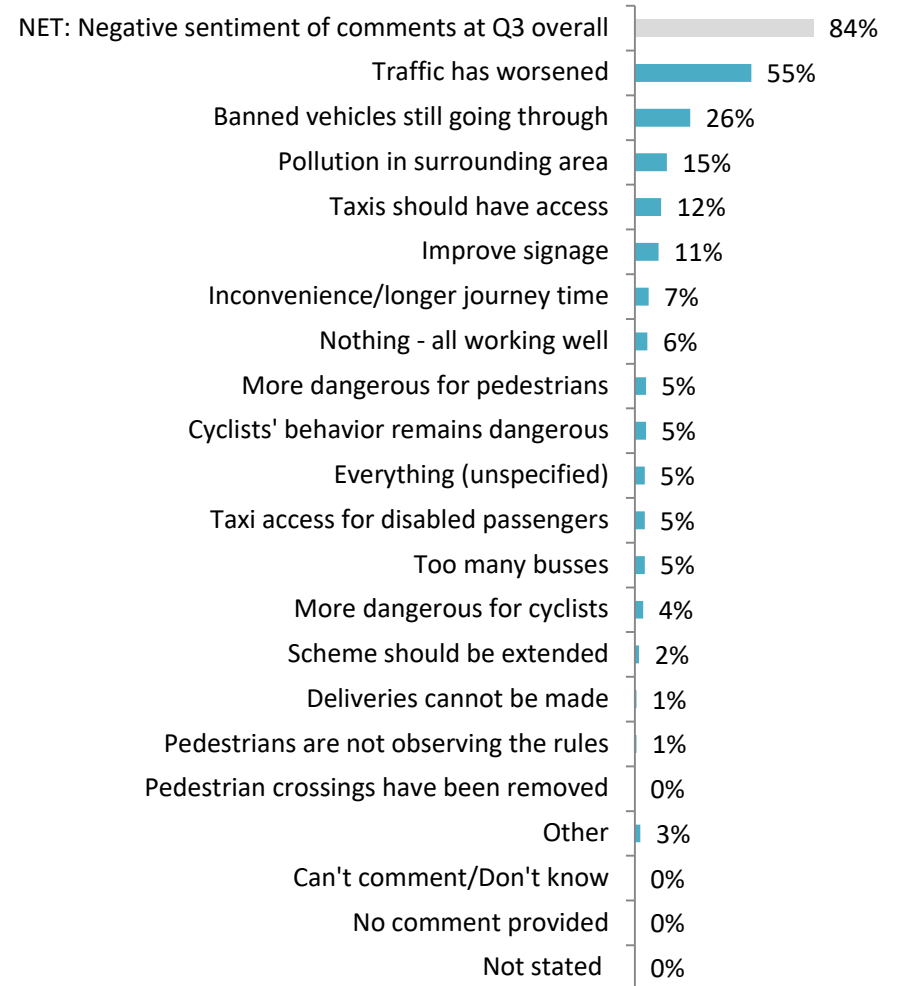
The most recurrent additional comments that were left were: black cabs should be permitted (20%) and the negative effect on traffic in surrounding areas (13%).

MOTOR CYCLISTS

Q2: What do you think is working well since Bank on Safety became operational?



Q3: What do you think is not working well since Bank on Safety became operational?



COMMERCIAL DRIVERS

Commercial drivers, (n=61) at and in the vicinity of the 'Bank' location were consulted on the Bank on Safety Scheme and invited to participate in the online survey. Their feedback is summarised below:

WORKING WELL

44% of commercial drivers left positive feedback.

19% say the traffic/congestion has improved during the scheme and that it is safer overall (12%) and for cyclists in particular (14%). 12% say the area is less polluted and more pleasant.

NOT WORKING WELL

77% of commercial drivers left negative feedback.

36% claiming the scheme isn't working. 49% believe that the traffic in the area has worsened, banned vehicles are still using the junction (16%) and that the signage should be improved (15%). 10% say cyclist behaviour remains dangerous.

SCHEME SUPPORT

13% of commercial drivers support the scheme. 53% are unsupportive of the scheme. 34% generally support the scheme but would like to see changes to the scheme. Responses included: allowing black cabs (48%), better signposting/enforcement of rules (14%), the need for cyclists to be slowed down (10%) and that the scheme is extended to 24/7 (10%).

When this feedback is amalgamated: 16% are in favour of regressive changes, 5% are in favour of progressive changes and 13% are in favour of enhancements.

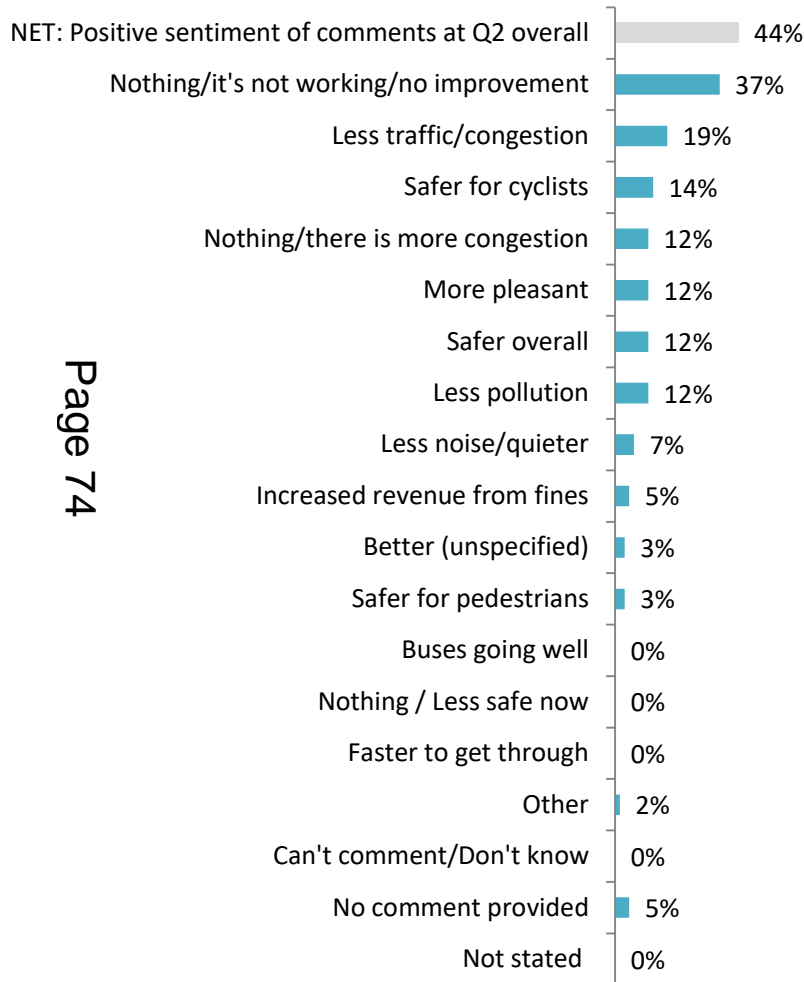
ADDITIONAL COMMENTS

Of the additional comments received at the end of the survey, 31% were positive, 44% were negative and no neutral or a constructive comments were left.

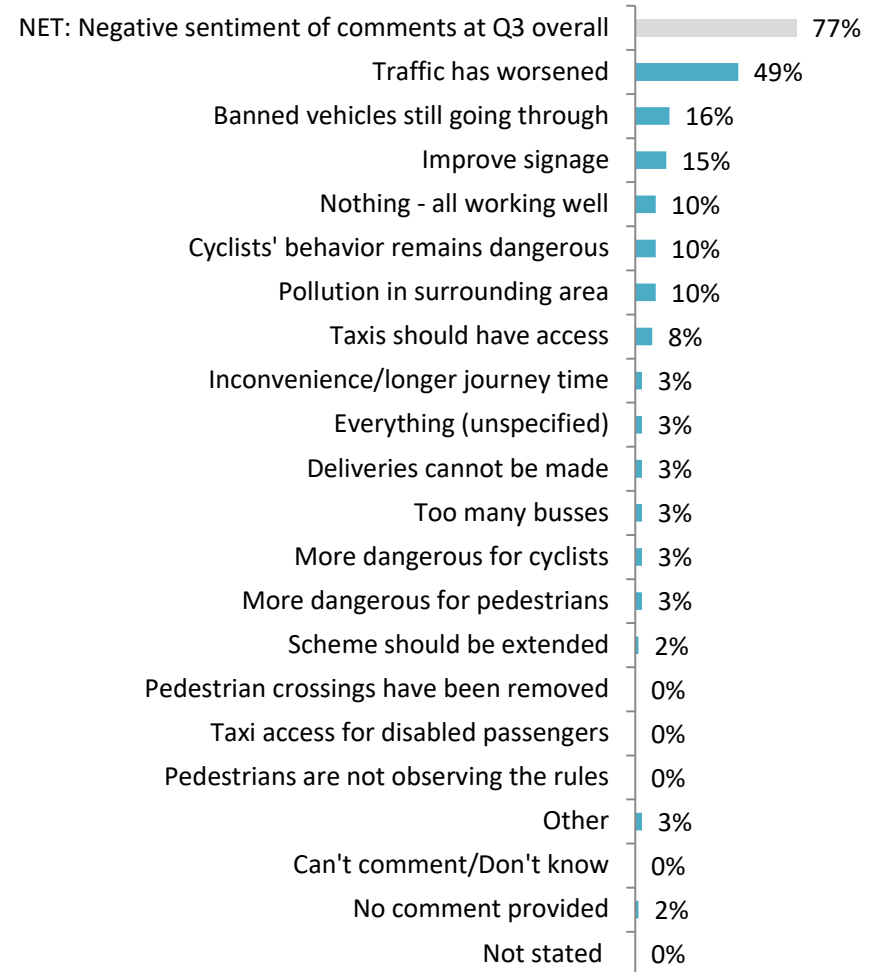
The most recurrent additional comments that were left were: black cabs should be permitted (19%) and to extend the duration of the scheme (16%).

COMMERCIAL DRIVERS

Q2: What do you think is working well since Bank on Safety became operational?



Q3: What do you think is not working well since Bank on Safety became operational?



BUS DRIVERS*

Bus drivers, (n=34)* at and in the vicinity of the 'Bank' location were consulted on the Bank on Safety Scheme and invited to participate in the online survey. Their feedback is summarised below:

WORKING WELL

82% of bus drivers left positive feedback.

32% say there is less traffic/congestion, 27% say safety for cyclists has improved, pedestrians (15%) and safety overall (18%).

NOT WORKING WELL

18% of bus drivers left negative feedback.

41% say traffic has worsened and banned vehicles continue to use the junction (38%).

SCHEME SUPPORT

50% of bus drivers support the scheme. 15% are unsupportive of the scheme. 35% generally support the scheme but would like to see changes the following four changes: allowing black cabs (50%), better signposting/enforcement of the rules (33%), cyclists need to be slowed down (8%) and extending the scheme to 24/7 (8%).

When this feedback is amalgamated: 18% are in favour of regressive changes, 3% are in favour of progressive changes and 15% are in favour of enhancements.

ADDITIONAL COMMENTS

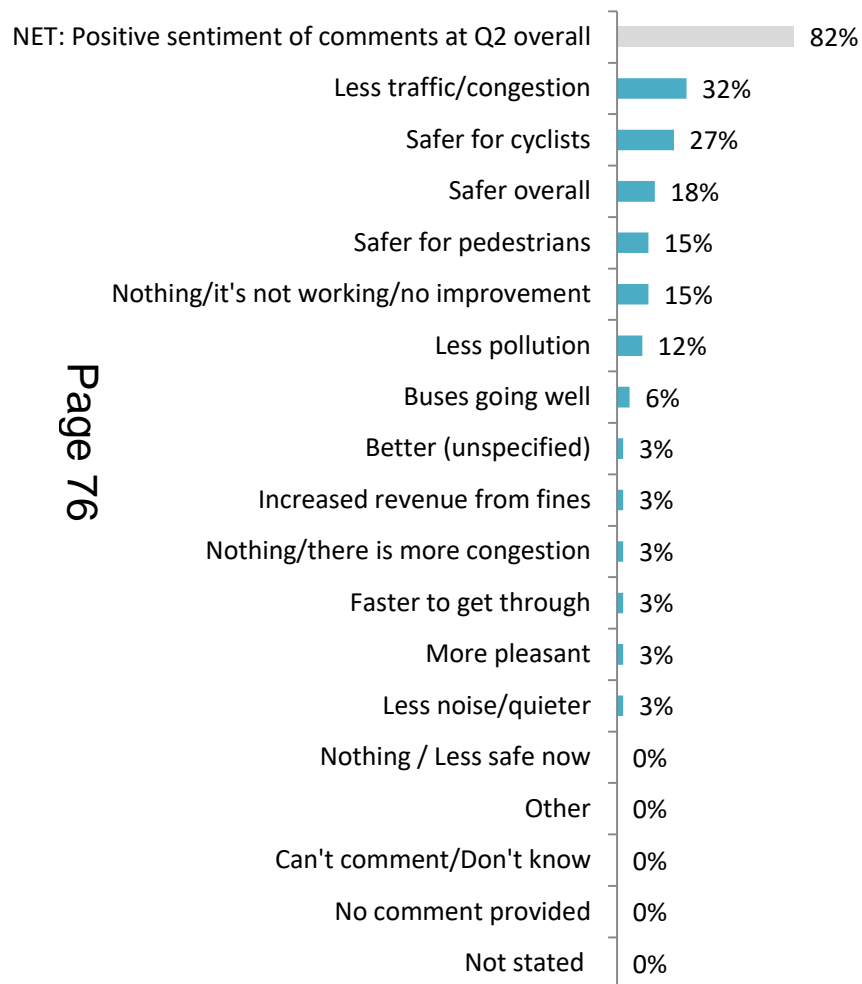
Of the additional comments received at the end of the survey, 33% were positive, 33% were negative and 7% were neutral or a constructive comment.

The most recurrent additional comments that were left were: extending the duration of the scheme (20%) and the negative effect on traffic in surrounding areas (13%).

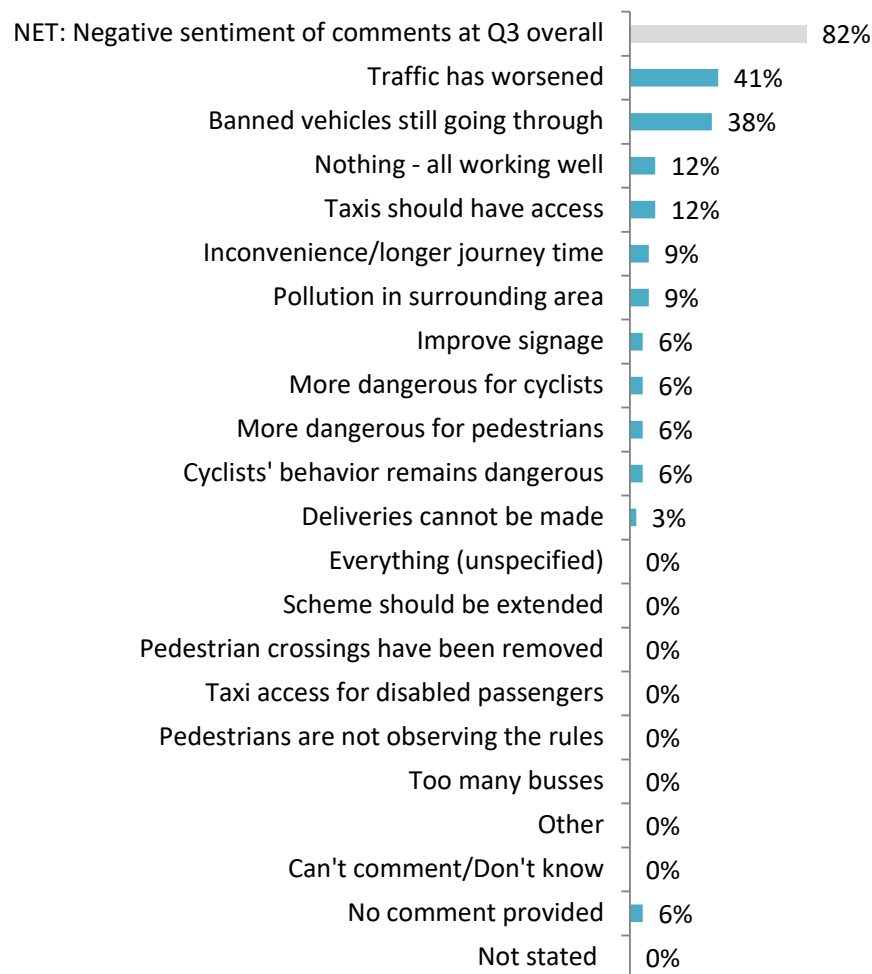
* Low statistical base (<50 respondents)

BUS DRIVERS*

Q2: What do you think is working well since Bank on Safety became operational?



Q3: What do you think is not working well since Bank on Safety became operational?



11: APPENDICES: METHODOLOGY

PUBLIC CONSULTATION ONLINE SURVEY

In this section, we detail how the research was conducted.

- Respondents could participate in the public consultation via three methods:
 1. Online survey: Quantitative and qualitative styled questions
 2. Email to bankonsafety@cityoflondon.gov.uk
 3. Written responses

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These qualitative comments were analysed and coded based on recurrence of verbatim and sentiment to create a quantitative percentage score.

The public consultation online survey was conducted between: 22nd May - 30th November 2017

- A total of n=3,730 individual respondents completed the research, where they identified themselves by the mode of transport they used when passing through the area:

The following self identified groups researched via online consultation survey										
Overall	Pedestrians	Pedal cyclists	Taxi or private hire drivers	Bus passengers	Taxi or private hire passengers	Private vehicle drivers	Motor cyclists	Commercial drivers	Bus drivers	Other
3730	2258	1699	1013	754	731	186	153	61	34	41

- Note: As a consequence of rounding up percentage results, the answers to some questions might not always add up to 100%.
- This research was conducted by the City of London. The analysis was conducted independently by FTI Consulting.

11: APPENDICES: METHODOLOGY

PUBLIC CONSULTATION ONLINE SURVEY

Figure 1 shows the number of people who use multiple forms of transport in the vicinity and through or near the Bank Junction.

Figure 1: Number of respondents selecting different modes of transport

Question wording	Q1. How do you normally travel in the vicinity (i.e. streets that bypass Bank Junction - Cannon Street, Bishopsgate, etc) and through or near (i.e. on the approach arms) Bank Junction?										
Raw Numbers	Overall	Pedestrians	Pedal cyclists	Taxi or private hire drivers	Bus passengers	Taxi or private hire passengers	Private vehicle drivers	Motor cyclists	Commercial drivers	Bus drivers	Other
Sample Base	3730	2258	1699	1013	754	731	186	153	61	34	41
Pedestrians	2258	2258	1300	183	693	409	129	84	31	29	28
Pedal cyclists	1699	1300	1699	55	514	217	85	49	23	24	19
Taxi or private hire drivers	1013	183	55	1013	48	258	49	52	28	14	7
Bus passengers	754	693	514	48	754	220	70	28	17	15	20
Taxi or private hire passengers	731	409	217	258	220	731	82	50	22	15	14
Private vehicle drivers	186	129	85	49	70	82	186	26	18	12	4
Motor cyclists	153	84	49	52	28	50	26	153	16	11	3
Commercial drivers	61	31	23	28	17	22	18	16	61	9	5
Bus drivers	34	29	24	14	15	15	12	11	9	34	3
Other	41	28	19	7	20	14	4	3	5	3	41

11: APPENDICES: METHODOLOGY

PUBLIC CONSULTATION ONLINE SURVEY

Figure 2 shows the percentage of people who take different forms of transport in the vicinity and through or near the Bank Junction.

Figure 2. Percentage of those selecting different modes of transport

Question wording	Q1. How do you normally travel in the vicinity (i.e. streets that bypass Bank Junction - Cannon Street, Bishopsgate, etc) and through or near (i.e. on the approach arms) Bank Junction?										
Column %	Overall	Pedestrians	Pedal cyclists	Taxi or private hire drivers	Bus passengers	Taxi or private hire passengers	Private vehicle drivers	Motor cyclists	Commercial drivers	Bus drivers	Other
Sample Base	3730	2258	1699	1013	754	731	186	153	61	34	41
Pedestrians	61	100	77	18	92	56	69	55	51	85	68
Pedal cyclists	46	58	100	5	68	30	46	32	38	71	46
Taxi or private hire drivers	27	8	3	100	6	35	26	34	46	41	17
Bus passengers	20	31	30	5	100	30	38	18	28	44	49
Taxi or private hire passengers	20	18	13	26	29	100	44	33	36	44	34
Private vehicle drivers	5	6	5	5	9	11	100	17	30	35	10
Motor cyclists	4	4	3	5	4	7	14	100	26	32	7
Commercial drivers	2	1	1	3	2	3	10	11	100	27	12
Bus drivers	1	1	1	1	2	2	7	7	15	100	7
Other	1	1	1	1	3	2	2	2	8	9	100

11: APPENDICES: METHODOLOGY

PUBLIC CONSULTATION ONLINE SURVEY

Summary of the questions that were included in the public consultation online survey. This is how the questionnaire would look when taken on a desktop device.

*** How do you normally travel in the vicinity (i.e. streets that bypass Bank Junction - Cannon Street, Bishopsgate, etc) and through or near (i.e. on the approach arms) Bank Junction?**

	through or near Bank Junction	in the vicinity of Bank Junction
Walk	<input type="checkbox"/>	<input type="checkbox"/>
Pedal cycle	<input type="checkbox"/>	<input type="checkbox"/>
Bus driver	<input type="checkbox"/>	<input type="checkbox"/>
Bus passenger	<input type="checkbox"/>	<input type="checkbox"/>
Taxi or private hire driver	<input type="checkbox"/>	<input type="checkbox"/>
Taxi or private hire passenger	<input type="checkbox"/>	<input type="checkbox"/>
Motorcycle	<input type="checkbox"/>	<input type="checkbox"/>
Commercial driver	<input type="checkbox"/>	<input type="checkbox"/>
Private vehicle driver	<input type="checkbox"/>	<input type="checkbox"/>
I do not travel in this area	<input type="checkbox"/>	<input type="checkbox"/>

Other (please specify)

*** What do you think is working well since Bank on Safety became operational?**

*** What do you think is not working well since Bank on Safety became operational?**

The idea of experimenting with this scheme is to see how it works in practice before making a decision on whether it should be made permanent. The monitoring work combined with this consultation and feedback will be presented to Members at the City of London prior to any decision being taken on the permanency of this experiment.

*** Given your experiences, since the Bank on Safety scheme became operational, do you support these changes to becoming permanent?**

- Yes, I support the Bank on Safety scheme as implemented
- No, I do not support the Bank on Safety scheme and would want it to return to it's previous operation
- Yes, I generally support the Bank on Safety scheme but would like to see the following variations:

Any additional comments that you would like to make:

11: APPENDICES: METHODOLOGY

SURVEY USABILITY

We investigated the usability of the survey design for respondents participating in the online survey.

For one question, respondents were asked to select whether they support, or do not support the Bank on Safety scheme. There was also an option for respondents to 'generally support the scheme', but where they could enter any variations they'd like to see made to the scheme in a comment box under the statement (Figure 1).

Scenario 1: Screen Navigation

Issue: For those on small screen devices, the main form of navigation would have been to use their fingers to select responses and scroll up and down by flicking the screen. Consequently, those respondents who selected 'Yes' or 'No' (Figure 1) and inadvertently placed their finger in the comment box had their response changed to 'Yes, I generally support'.

Investigation: 3 people left no comment in the box provided, inferring they may have inadvertently selected this option when scrolling.

Scenario 2: Open Comment Box

Issue: The purpose of the box under the response 'Yes, I generally support the Bank on Safety scheme but would like to see the following variations' was to allow respondents to type their suggested variations to the scheme. However, some may have used it to elaborate as to why they made their selection (i.e. Yes & No in Figure 1). This would have inadvertently changed their response to 'generally support'.

Investigation: 23 people made comments that they did not support the scheme, which infers they may have originally selected 'No' and used the comment box to elaborate on this.

There were also 12 respondents who selected 'Yes, I generally support', but their open comments were fully supportive of the scheme as it is. This infers they had originally selected 'Yes'.

We therefore decided not to remove these responses as they had no statistical significance on the levels of support.

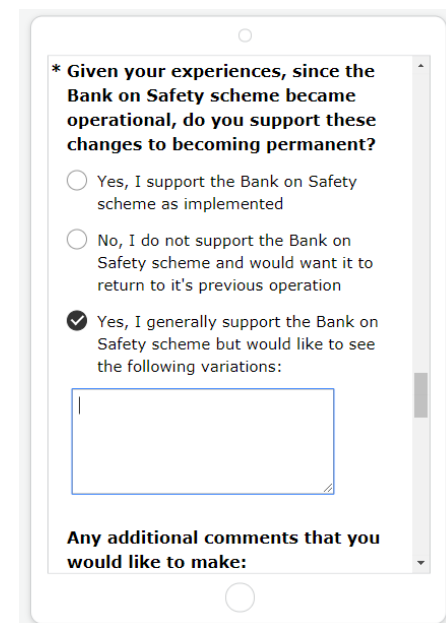


Figure 1: Example of question on a small screen device

ABOUT FTI CONSULTING



FTI Consulting is an independent global business advisory firm dedicated to helping organisations manage change, mitigate risk and resolve disputes: financial, legal, operational, political & regulatory, reputational and transactional. Individually, each practice is a leader in its specific field, staffed with experts recognized for the depth of their knowledge and a track record of making an impact.

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For further enquiries, please contact:

Dan Healy
Managing Director
Strategy Consulting & Research
FTI Consulting

dan.healy@fticonsulting.com

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BANK ON SAFETY

BANK ON SAFETY

Summary of Community & Stakeholder Consultation

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This section provides interpreted summaries of the feedback we received from groups and organisations that the City of London consider to be key stakeholders or key local occupiers. In addition to the response summaries provided below, each response is included in the overall analysis and covered in the wider report, similar to any other individual response.

Each summary is sorted by the stakeholder’s 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 1

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)
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>			

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>			
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>			

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"> • That the scheme be made permanent and the hours of operation be extended to 24 hours, 7 days a week. • That enforcement be used to increase compliance at the Junction. • That immediate changes be made to benefit pedestrians including; re-timing traffic signals and removing guardrailing. • 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. 			
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.</p> <p>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"> • That the impact of 're-permitting' taxi traffic to the junction should be significantly lower than previously envisaged. • That re-admittance of taxis to Bank Junction should have beneficial implications to road safety. • That taxis be permitted access to Bank Junction by way of 'ahead only' movements. 			

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"> • That the scheme be made permanent and the hours of operation be extended to 24 hours, 7 days a week. • That buses be restricted from using Bank Junction. • That further cycling infrastructure be provided at the junction. • That consideration be given to the relationship between cyclists and pedestrians at the junction. • That the junction be subject to an architectural competition to turn the junction into a plaza. 			
Worshipful Company of Hackney Carriage Drivers	<p>Comments from this Stakeholder were received shortly after the 30th 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"> • An increase of journey times and fares for users of Hackney Carriages • Issues with road closures in the City area • Loading on Gresham Street causing congestion to east-west traffic • Pollution levels being worsened in the City • The changes at Bank Junction had resulted in an increase to Bus Journey Times • Difficulty in accessing key locations around Bank Junction <p>That disabled users of taxis were having difficulty in accessing key locations around Bank Junction</p>			

Table 2

Key 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>			

Oxford Properties	<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>			
Shanghai Commercial Bank	<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 is situated at 27 Poultry and was operational from 2nd 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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- Stanhope PLC
- Steer Davies Gleave
- Stiff+Trevillion Architects
- TateHindle Ltd
- Telereal Trillium
- The Mercer's Company
- Thomas & Adamson
- Tideway Investment Management
- Tishman Speyer
- TLT LLP
- TP Bennett
- Trehearne Architects
- Tuffin Ferraby Taylor
- U and I Group PLC
- W.R. Berkley Corporation
- Waterman Group
- Wilkinson Eyre
- WSP
- WYG
- Zurich Insurance

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Agenda Item 7

Committees:		Dates:
Corporate Projects Board Streets and Walkway Sub-Committee Projects Sub-Committee		March 2018 – by email 10 April 2018 18 April 2018 – under delegated authority
Subject: City Transportation Major Projects consolidated report	Gateway 7 Outcome Report Regular	Public
Report of: Director of the Built Environment		For Decision
<u>Summary</u>		
<p>This report consolidates the Gateway 7 outcome reports for three City Transportation projects managed by the Major Projects team:</p> <ul style="list-style-type: none"> • 10 Trinity Square S278 • 160 Aldersgate S278 • 9-13 Aldgate S278 <p>The projects have delivered enhancements across the City. Key benefits include:</p> <ul style="list-style-type: none"> • An improved pedestrian environment • Improved public spaces • Cycle contra-flows on one-way streets • Changes to waiting and loading restrictions to mitigate local traffic problems <p>The projects have been fully funded from external sources and secured under Section 278 Agreements.</p> <p>There is a budget underspend on all three projects. All three developers have been approached and asked if they would like to leave the funds; to use on other projects. All three developers requested the return of the funds, in accordance with the S278 legal agreements. A recommendation is made regarding these funds.</p> <p>A financial summary for each project is set out in Table 1. Individual reports on each project are provided in Annexes 1-3.</p> <p><u>Recommendations</u></p> <p>It is recommended that the outcome information is received and recommendations on individual project reports are approved.</p>		

Table 1: Summary of Project Finances			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
10 Trinity Square S278	521,059	436,365	* 84,694
160 Aldersgate S278	125,075	106,843	* 18,232
9-13 Aldgate S278	249,000	212,987	* 36,013
TOTAL	895,134	756,195	* 138,939

* plus interest earned on the S278 contributions

Annex 1

Project name: 10 Trinity Square S278

Summary

Dashboard

- 1) Project status: Green.
- 2) Timeline: The project commenced in 2014 and was completed in 2017, as set out in the Gateway 1/2 Report.
- 3) Original budget: £521,059
- 4) Total spend: £435,227

Summary of completed project

This project successfully implemented the changes to the public highway around the 10 Trinity Square hotel development and was fully funded by the developer. The works consisted of installing granite setts in the carriageway, footway paving in yorkstone, two new vehicular crossovers in granite, removal of redundant vehicular entrances, traffic regulation changes and removal and installation of traffic signs and road markings.

Recommendations

It is recommended that:

- 1) The final cost of the project be noted;
- 2) The remaining funds are returned to the developer.

Main Report

1. Brief description of project	<p>The Section 278 funded highway improvement works were implemented to accommodate the 10 Trinity Square redevelopment into the surrounding streets. The works included:</p> <ul style="list-style-type: none">• Installation of granite setts to sections of carriageway in Trinity Square and Muscovy Street;• Repaving sections of footway in new yorkstone on Trinity Square, Pepys Street, Seething Lane and Muscovy Street;• Construction two new vehicular crossovers in granite setts• Revised traffic order changes, including the installation of a contra-flow cycle lane along Seething Lane and Muscovy Street
2. Assessment of project against SMART Objectives	<p>The project was delivered to the agreed specification, within budget and met the developers programme.</p>

3. Assessment of project against success criteria	<ul style="list-style-type: none"> • The project met the needs of the developer by delivering the highways works to the agreed specifications, estimated costs and programme. • It also meets the City's requirements in respect of appearance and cost (being fully funded by the developer). • It delivers benefits for the public through the creation of a pleasant space for people 																																				
4. Key Benefits	Delivery of an improved and functional highway that is more accessible and pleasant for pedestrians and workers and allows for the efficient servicing of the development.																																				
5. Was the project specification fully delivered (as agreed at Gateway 5 or any subsequent Issue report)	Yes																																				
6. Programme	The project was completed within the agreed programme																																				
7. Budget Final Account Verification	<p>The project was completed within the agreed budget</p> <table border="1" data-bbox="472 1055 1463 1487"> <thead> <tr> <th colspan="4">Expenditure to date - 10 Trinity Square S278 - 16800310/16100310</th> </tr> <tr> <th>Description</th> <th>Approved Budget (£)</th> <th>Expenditure (£)</th> <th>Balance (£)</th> </tr> </thead> <tbody> <tr> <td>Pre-Evaluation</td> <td>36,582</td> <td>36,582</td> <td>0</td> </tr> <tr> <td>Fees</td> <td>40,353</td> <td>23,024</td> <td>17,329</td> </tr> <tr> <td>P&T Staff Costs</td> <td>25,800</td> <td>25,716</td> <td>84</td> </tr> <tr> <td>Highways Staff Costs</td> <td>66,159</td> <td>66,081</td> <td>78</td> </tr> <tr> <td>Works</td> <td>309,210</td> <td>284,962</td> <td>24,248</td> </tr> <tr> <td>Contingency</td> <td>42,955</td> <td>-</td> <td>42,955</td> </tr> <tr> <td>TOTAL</td> <td>521,059</td> <td>436,365</td> <td>84,694</td> </tr> </tbody> </table> <p>Verified</p> <p><u>Further action</u></p> <p>As set out in the Section 278 agreement, the Chamberlain to return the unspent Section 278 Payment to the Reignwood Group.</p>	Expenditure to date - 10 Trinity Square S278 - 16800310/16100310				Description	Approved Budget (£)	Expenditure (£)	Balance (£)	Pre-Evaluation	36,582	36,582	0	Fees	40,353	23,024	17,329	P&T Staff Costs	25,800	25,716	84	Highways Staff Costs	66,159	66,081	78	Works	309,210	284,962	24,248	Contingency	42,955	-	42,955	TOTAL	521,059	436,365	84,694
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Works	309,210	284,962	24,248																																		
Contingency	42,955	-	42,955																																		
TOTAL	521,059	436,365	84,694																																		

Review of Team Performance

8. Key strengths	1. A close and positive working relationship was established with the Reignwood Group and London Borough of Tower Hamlets.
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9. Areas for improvement	None to report.
10. Special recognition	None to report.

Lessons Learnt

11. Key lessons	None to report.
12. Implementation plan for lessons learnt	None to report.

Annex 2

Project name: 160 Aldersgate S278
<u>Summary</u>
<u>Dashboard</u>
<ol style="list-style-type: none"> 1) Project status: Green. 2) Timeline: The project commenced in 2014 and was completed in 2017, as set out in the Gateway 1/2 Report. 3) Original budget: £125,075 4) Total spend: £121,645
<u>Summary of completed project</u>
<p>This project successfully implemented the changes to the public highway on Aldersgate Street following the redevelopment of 160 Aldersgate and was fully funded by the developer. The works consisted of footway repaving in yorkstone and changes to the existing vehicular crossover, including kerb realignment and resurfacing in asphalt.</p>
Recommendations
It is recommended that;
<ol style="list-style-type: none"> 1) the final cost of the project be noted and the project is closed. 2) the remaining funds are returned to the developer

Main Report

1. Brief description of project	<p>The Section 278 funded highway improvement works were implemented to accommodate the 160 Aldersgate redevelopment into the surrounding streets. The works included:</p> <ul style="list-style-type: none"> • Repaving the footway in new yorkstone on Aldersgate Street;
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	<ul style="list-style-type: none"> Reconstruction of the existing vehicular crossover in asphalt. 																												
2. Assessment of project against SMART Objectives	The project was delivered to the agreed specification, within budget and to programme.																												
3. Assessment of project against success criteria	<ul style="list-style-type: none"> The project met the needs of the developer by delivering the highways works to the agreed specifications, estimated costs and programme. It also meets the City's requirements in respect of appearance and cost (being fully funded by the developer). 																												
4. Key Benefits	Delivery of an improved and functional highway that is more accessible and pleasant for pedestrians and workers and allows for the efficient servicing of the development.																												
5. Was the project specification fully delivered (as agreed at Gateway 5 or any subsequent Issue report)	Yes																												
6. Programme	The project was completed within the agreed programme																												
7. Budget	The project was completed within the agreed budget																												
Final Account Verification	Expenditure to date - 160 Aldersgate S278 - 16800352/16100352																												
	<table border="1"> <thead> <tr> <th>Description</th> <th>Approved Budget (£)</th> <th>Expenditure (£)</th> <th>Balance (£)</th> </tr> </thead> <tbody> <tr> <td>Pre-Evaluation</td> <td>25,235</td> <td>25,235</td> <td>0</td> </tr> <tr> <td>Fees</td> <td>3,000</td> <td>2,447</td> <td>553</td> </tr> <tr> <td>P&T Staff Costs</td> <td>9,500</td> <td>9,313</td> <td>187</td> </tr> <tr> <td>Highways Staff Costs</td> <td>15,240</td> <td>15,068</td> <td>172</td> </tr> <tr> <td>Works</td> <td>72,100</td> <td>54,780</td> <td>17,320</td> </tr> <tr> <td>TOTAL</td> <td>125,075</td> <td>106,843</td> <td>18,232</td> </tr> </tbody> </table>	Description	Approved Budget (£)	Expenditure (£)	Balance (£)	Pre-Evaluation	25,235	25,235	0	Fees	3,000	2,447	553	P&T Staff Costs	9,500	9,313	187	Highways Staff Costs	15,240	15,068	172	Works	72,100	54,780	17,320	TOTAL	125,075	106,843	18,232
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	Verified																												
<u>Further action</u>																													
As set out in the Section 278 agreement, the Chamberlain to return the unspent Section 278 Payment to Castleforge Partners.																													

Review of Team Performance

8. Key strengths	1. A close and positive working relationship was established with the developer's agents (Fletcher Priest Architects).
9. Areas for improvement	None to report.
10. Special recognition	None to report.

Lessons Learnt

11. Key lessons	None to report.
12. Implementation plan for lessons learnt	None to report.

Annex 3

Project name: 9-13 Aldgate S278

Summary

Dashboard

- 1) Project status: Green.
- 2) Timeline: The project commenced in 2014 and was completed in 2017, as set out in the Gateway 1/2 Report.
- 3) Original budget: £249,000
- 4) Total spend: £211,862

Summary of completed project

This project successfully implemented the changes to the public highway around the hotel development of 9-13 Aldgate and was fully funded by the developer. The works consisted of footway repaving in yorkstone, construction of a new vehicular crossover in granite and highway drainage works. The design and construction works were coordinated with the wider highways work completed as part of the Aldgate Gyratory Project.

Recommendations

It is recommended that;

- 1) the final cost of the project be noted and the project is closed.
- 2) the remaining funds are returned to the developer

Main Report

13. Brief description of project	<p>The Section 278 funded highway improvement works were implemented to accommodate the 9-13 Aldgate hotel development into the surrounding streets. The works included:</p> <ul style="list-style-type: none"> • Repaving the footway in new yorkstone on St Botolph Street, St Botolph Row and Aldgate High Street; • Construction of a new vehicular crossover in granite. 																																
14. Assessment of project against SMART Objectives	<p>The project was delivered to the agreed specification, within budget and to programme.</p>																																
15. Assessment of project against success criteria	<ul style="list-style-type: none"> • The project met the needs of the developer by delivering the highways works to the agreed specifications, estimated costs and programme. • It also meets the City's requirements in respect of appearance and cost (being fully funded by the developer). 																																
16. Key Benefits	<p>Delivery of an improved and functional highway that is more accessible and pleasant for pedestrians and workers and allows for the efficient servicing of the development.</p>																																
17. Was the project specification fully delivered (as agreed at Gateway 5 or any subsequent Issue report)	<p>Yes</p>																																
18. Programme	<p>The project was completed within the agreed programme</p>																																
19. Budget Final Account Verification	<p>The project was completed within the agreed budget</p> <table border="1" data-bbox="523 1518 1460 1906"> <thead> <tr> <th colspan="4">Expenditure to date - 9-13 Aldgate S278 - 16800353/16100353</th> </tr> <tr> <th>Description</th> <th>Approved Budget (£)</th> <th>Expenditure (£)</th> <th>Balance (£)</th> </tr> </thead> <tbody> <tr> <td>Pre-Evaluation</td> <td>33,000</td> <td>32,151</td> <td>849</td> </tr> <tr> <td>Fees</td> <td>6,920</td> <td>5,448</td> <td>1,203</td> </tr> <tr> <td>P&T Staff Costs</td> <td>15,467</td> <td>15,390</td> <td>161</td> </tr> <tr> <td>Highways Staff Costs</td> <td>47,830</td> <td>47,828</td> <td>2</td> </tr> <tr> <td>Works</td> <td>145,783</td> <td>112,169</td> <td>33,614</td> </tr> <tr> <td>TOTAL</td> <td>249,000</td> <td>212,987</td> <td>36,013</td> </tr> </tbody> </table> <p>Verified</p>	Expenditure to date - 9-13 Aldgate S278 - 16800353/16100353				Description	Approved Budget (£)	Expenditure (£)	Balance (£)	Pre-Evaluation	33,000	32,151	849	Fees	6,920	5,448	1,203	P&T Staff Costs	15,467	15,390	161	Highways Staff Costs	47,830	47,828	2	Works	145,783	112,169	33,614	TOTAL	249,000	212,987	36,013
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	<p><u>Further action</u></p> <p>As set out in the Section 278 agreement, the Chamberlain to return the unspent Section 278 Payment to Elite Region Ltd.</p>
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Review of Team Performance

20.Key strengths	1. A close and positive working relationship was established with the developer's agents.
21.Areas for improvement	None to report.
22.Special recognition	None to report.

Lessons Learnt

23. Key lessons	None to report.
24. Implementation plan for lessons learnt	None to report.

Appendices

Appendix 1	10 Trinity Square - Before and After Photos
Appendix 2	160 Aldersgate - Before and After Photos
Appendix 3	9-13 Aldgate - Before and After Photos

Report Author	Roland Jordaan
Email Address	roland.jordaan@cityoflondon.gov.uk
Telephone Number	020 7332 1723

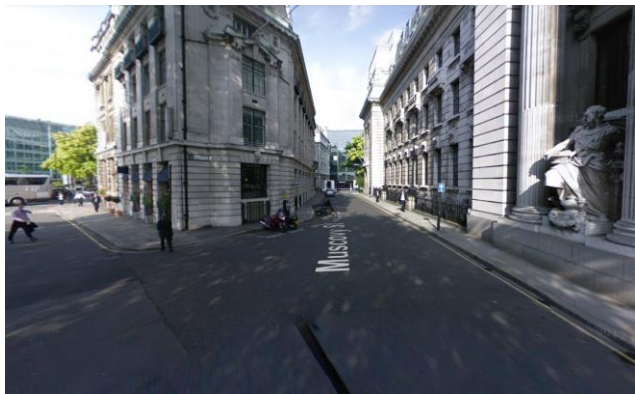
Appendix 1 - 10 Trinity Square Photos

Before



Map data © 2018 Google United Kingdom

After



Map data © 2018 Google United Kingdom



Map data © 2018 Google United Kingdom



Map data © 2018 Google United Kingdom



Appendix 2 - 160 Aldersgate Photos

Before



Map data © 2018 Google United Kingdom

After



Appendix 3 – 9-13 Aldgate Photos

Before



Map data © 2018 Google United Kingdom

After



Map data © 2018 Google United Kingdom



Map data © 2018 Google United Kingdom



Committee Streets and Walkways	Dated: 10 April 2018
Subject: Low Emission Neighbourhood – Air Quality Greening Proposals	Public
Report of: Director of Markets and Consumer Protection	For Decision
Report author: Ben Kennedy – Low Emission Neighbourhood Project Manager	

Summary

In July 2016 the Mayor of London awarded the City of London Corporation £990,000 over three years to implement a Low Emission Neighbourhood (LEN) in the Square Mile. The project formally commenced in September 2016. The work forms part of a package of measures that the City Corporation delivers to improve air quality and support the Mayor of London with his Air Quality Strategy.

In the 2017/18 financial year the LEN team worked with the Friends of City Gardens (FCOG) community group to deliver a number of 'Clean Air Gardens' off highway in the LEN area. As part of the LEN proposals for 2018/19 we are seeking permission to deliver, in partnership with FCOG and the City Gardens team, two air quality greening projects on City streets or walkways.

Recommendation

Members are asked to approve the proposals for the delivery and installation of green infrastructure at locations that are either on or adjacent to the Public Highway or City Walkway in the LEN area. The two locations are:

- i. The columns supporting Barbican High Walk Platform outside 45 Beech Street, also known as Central Point (on or adjacent to the public highway);
- ii. The footbridge above Aldersgate that connect Barbican station with the Barbican Estate (City Walkway);

Main Report

Background

1. The Mayor of London awarded the City of London Corporation £990,000 over three years to implement a Low Emission Neighbourhood (LEN). This followed a successful application for funding submitted in April 2016. The funding covers the period September 2016 to March 2019.
2. The aim of the LEN is to pilot initiatives that will lead to a measurable improvement in local air quality. This includes raising awareness about air quality, introducing measures to reduce emissions, reduce exposure to, and mitigate

against air pollution. It is intended that the most successful, cost beneficial measures would be rolled out across the City.

3. Particulate pollution in the form of airborne dust particles can be trapped by plants and vegetation thereby stopping resuspension and removing it from the air. This happens when the particulates get caught on the surface of leaves and stems of plants. Some plants remove particulates better than others, for example dense perennials with rough, hairy or waxy leaves are especially good at trapping particulates.
4. In 2017 the LEN project supported the Friends of City Gardens (FCOG) in their *City in Bloom, Clean and Green for Seventeen* challenge which is part of the Royal Horticultural Society's (RHS) City in Bloom and Greening Grey Britain campaign. Entrants were asked to take on the air quality challenge and create 'Clean Air Gardens'. Over a dozen gardens were created by residents, businesses and community organisations across the City with particular focus on the LEN area. The Clean Air Gardens included plants that trap particulate air pollution whilst also attracting pollinators, increasing biodiversity and raising awareness around air quality. Details of the Clean Air Pop Up Gardens created in 2017 as part of the LEN project can be found in Appendices A1 and A2.
5. For 2018/19 the LEN team wish to deliver new green infrastructure in two different locations in the LEN area in time for National Clean Air Day on the 21st June 2018 but this time all three sites are on City Streets and Walkways.

i) Greening of columns outside 45 Beech Street

6. The LEN team have been working with the City Gardens team to develop proposals for the installation of planters and green climbing plants on four columns in Beech Street, outside 45 Beech Street also known as the Central Point building.
7. This building is owned and managed by the Business Environment Company who are supporting the proposal and have been involved in the design. Last year they participated in the City in Bloom event and created their own 'Clean Air Garden' outside their office. They are particularly keen to see greening at this location as their entrance opens directly onto the covered section of Beech Street where air pollution levels are currently known to be more than twice the legal limit values.
8. The planter proposals have been designed by the City Gardens team following liaison with officers working on the Cultural Mile Look and Feel Strategy and Conservation and Design in Planning.
9. Trachelospermum (Jasmine) climbing plants were chosen for their evergreen leaves and ability to survive the environmental conditions in this location.
10. The planters will be placed on the existing buttress of the columns and fixed together around the column. A stainless steel mesh frame will be built around the column to allow the climbing Jasmine to grow up it. The planters will be aluminium with a black powder coated surface.
11. There will be no highway visibility issues resulting from the proposals as there is at least 2 metres footway width from the kerb edge to the front of the planters.

12. The Conservation and Design officer has confirmed that the planter design and colour is in keeping with the Barbican Estate Design Guidelines and does not require Listed Building Consent approval.
13. The City Gardens team will procure and project manage the installation of the planters and will undertake ongoing maintenance.
14. Business Environment have committed to undertake the necessary watering of the planters and are willing to sign a formal agreement committing them to undertaking the watering at a regular frequency throughout the year according to climatic conditions.
15. The Highways Team, City Surveyors and Barbican Estate office have all reviewed the proposals and given their consent to the plans.
16. No footway or pavement space will be occupied by the planters meaning there is no loss of pedestrian space.
17. The project is being fully funded by the LEN Mayors Air Quality Grant including the project management and ongoing maintenance costs for up to five years.
18. The total cost including ongoing maintenance and project management costs is currently estimated at £21,500.
19. Visualisation and drawings of the planter can be found in Appendix A3.
20. The intention that the installation would commence in late April/early May.

Greening of Aldersgate footbridge connecting the Barbican Estate to the Underground station

21. The footbridge that connects the Barbican Estate to Barbican Underground Station is situated above queuing traffic on Aldersgate resulting in poor air quality.
22. The proposal is for the installation 12 planters distributed evenly on both sides of the footbridge (6 each side) to green it and improve air quality. A visualisation of the planters on the footbridge can be found in Appendix A4.
23. The planters will be square in shape, approximately 40x40 centimetres in width and diameter. The proposed plants will be Griselinia shrubs that are evergreen and have a waxy leaf surface.
24. The designs and plans have been developed by Friends of City Gardens and they have committed to undertake watering and maintenance of the planters for the period they are in situ. It is intended that the planters will be in place for the next 12 months, the remaining period of the LEN project. After this time a decision will be made as to whether they can be retained on a permanent basis or removed.
25. To address concerns relating to security, the planter and plants would be secured to the railings to prevent them being moved or tipped over or the plants removed.
26. Pedestrian width - The width of the bridge is 3.56m allowing for 2 planters of 0.4m wide this still leaves an unrestricted pathway of 2.76m wide across the

bridge. This still greater than the 2.5m minimum width recommended for City Walkways.

27. An assessment of the weight loading and wind bearing on the bridge structure has been undertaken for a previous design planter design and revealed that there is no risk to the structure of the bridge. The City Surveyors team has given their consent for the proposal on the condition that a neoprene sheet membrane is placed underneath the planters to prevent any damage to the footbridge surface.
28. The Friends of City Gardens have a team of corporate volunteers standing by for installation of the planters and plants on 20th April 2018. The FCOG has comprehensive public liability insurance and will produce a method statement and risk assessment that will be signed off by the City Gardens team prior to commencement.
29. The total cost of the installation is expected to cost approximately £5,000 with all costs funded by the LEN Mayor's Air Quality Grant.

Financial Implications

30. The City Corporation has been awarded £900,000 over three years to for the Low Emission Neighbourhood programme. This is an external funding grant from the Greater London Authority and is considered a capital cost. All ongoing maintenance, management and removal costs over the lifetime of the different projects has been considered and covered by this capital grant and there are no ongoing financial implications.

Corporate & Strategic Implications

31. The LEN project supports the aims and objectives of the City of London Air Quality Strategy 2015–2020, in addition to a number of other corporate policies and strategies. It also goes towards addressing air quality, which has been identified as a corporate risk.

Conclusion

32. Two locations have been identified for new permanent or temporary green infrastructure in the Low Emission Neighbourhood area to help mitigate against the impacts of air pollution and improve the public realm. The LEN project is fully funding both projects and all ongoing maintenance, management and removal costs have been factored in.
33. Both of these projects have been developed in partnership with local stakeholders including community groups, residents and businesses. They also have the approval and support of the relevant internal City Corporation departments.

Appendices:

Appendix A: LEN Greening Proposals Images and Plans

Further information

Ben Kennedy
Low Emission Neighbourhood Project Manager
T 020 7332 3483
E ben.kennedy@cityoflondon.gov.uk

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Appendix A

Low Emission Neighbourhood Greening Proposals 2018/19

Streets & Walkways Committee 10th April 2018

1. Moor Lane pop up garden (2017)
2. City in Bloom Clean Air Gardens (2017)
3. 45 Beech Street columns (Proposed)
4. Barbican Station, Aldersgate Footbridge (Proposed)

A1) Previous LEN & FCOG scheme: Moor Lane – Air Quality Pop Up Garden

Moor Lane Pop Up Garden was built and project managed by the Friends of City Gardens, and commissioned and funded by the LEN project. It was conceived and designed by landscape designers Studio Xmpl who were a team of student designers working pro-bono on the project. Friends of City Gardens and local residents volunteered more than 500 hours of their time to install the garden, with the help of local businesses and workers from nearby building sites.

The garden is made up of plants with hairy leaves or stems designed to capture and mitigate particulate air pollution and improve biodiversity. The pop-up garden was launched on the 15th June as part of National Clean Air Day events in the City of London.



Plants and trees with banner telling people about the Pop Up Garden



What the site looked like before



What the site looked like after installation



Residents & stakeholders gathered at the launch event

A2) City in Bloom – Air Quality Challenge 2017



Clean and green for seventeen

Air Quality Challenge

Page 117

Plants to capture and mitigate particulate air pollution



Lauderdale Place planter
(Credit: Friends of City Gardens)

The LEN project supported the Friends of City Gardens (FoCG) in their City in Bloom, Clean and Green for Seventeen challenge - part of the Royal Horticultural Society's (RHS) Greening Grey Britain campaign.

The FoCG installed a number of pop up air quality gardens in the public realm, including two completely new gardens – one on the Cross Rail site on the corner of Charterhouse Street and Farringdon Road, and the other in the LEN project area on Moor Lane. A dozen other street level gardens have also been replanted by City businesses (Nomura, Eversheds Sutherland, UBS), residents and community groups to raise awareness of air quality.

A celebration and presentation event was held in November 2017 to mark the achievements of all volunteers and businesses who were involved in the challenge.



Crossrail site pop up garden
(Credit: Friends of City Gardens)



Clean Air Gardens celebration event

A3) Greening the columns outside 45 Beech Street



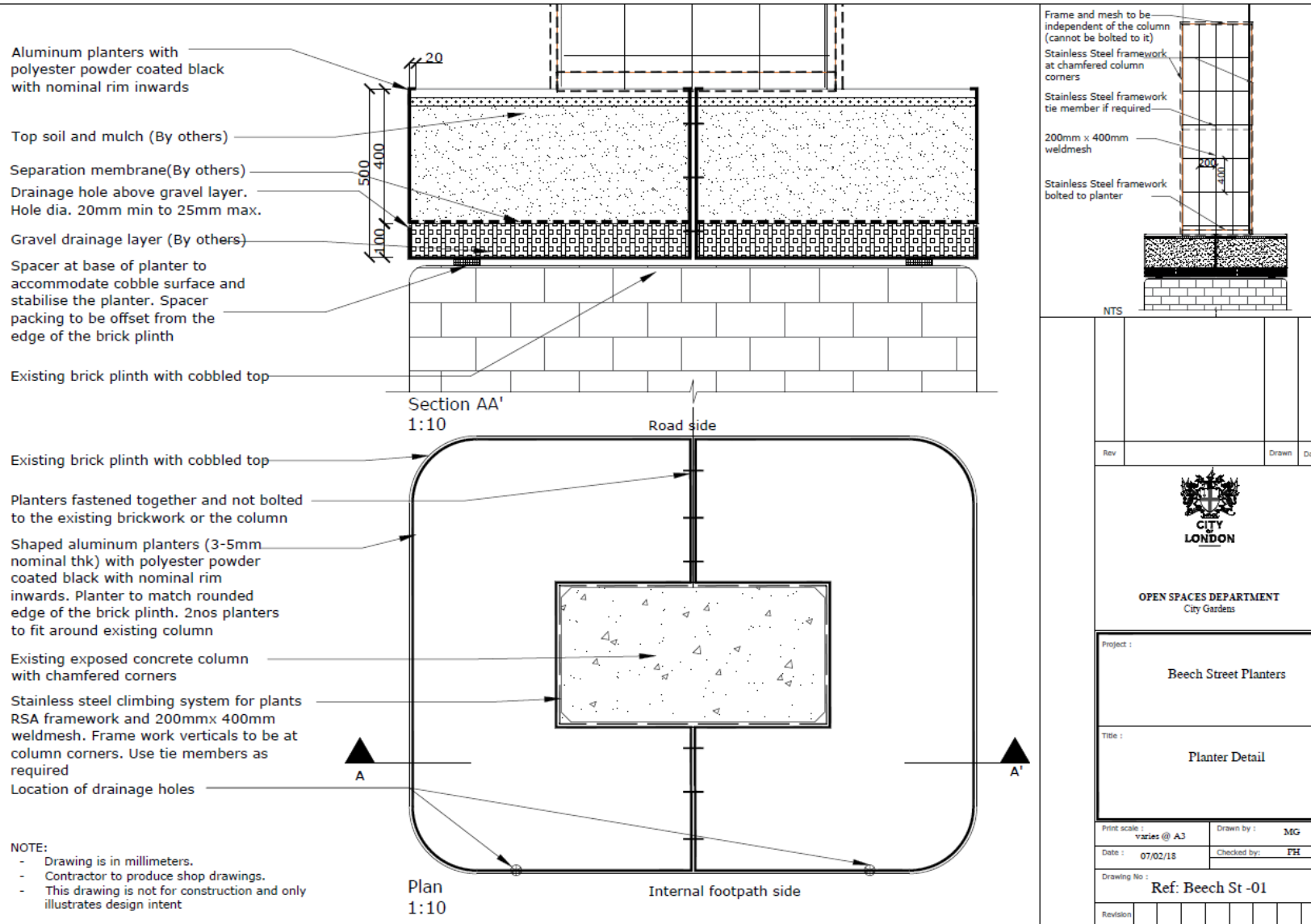
Current view of columns outside 45 Beech Street
(Central Point)



Visualisation of proposal for planters and climbers on columns. Note that the image shows Ivy plants however final recommended plant will be Jasmine (Trachelospermum)



A3) Greening the columns outside 45 Beech Street



Rev		Drawn	Date
 CITY OF LONDON OPEN SPACES DEPARTMENT City Gardens			
Project :			
Beech Street Planters			
Title :			
Planter Detail			
Print scale :	Drawn by :		MG
varies @ A3	Date :		07/02/18
	Checked by :		PH
Drawing No :			
Ref: Beech St -01			
Revision			

A4) Aldersgate Street, Barbican Station footbridge



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Existing view of the footbridge above Aldersgate



Visualisation of the footbridge with the planters in place

Committees:	Dates:	
Streets and Walkways	10/04/2018	
Projects Sub	16/05/2018	
Resource Allocation Sub	03/05/2018	
Subject: Issue Report #11 – Aldgate Highway Changes and Public Realm Improvements	Issue Report: Complex	Public
Report of: Director of the Built Environment Report Author: Steve Presland	For Decision	

Summary

Dashboard

- Project status: Red (practical completion of the project extended to May 2018)
- Timeline: Construction Phase
- Approved Spend: £23.4M (excluding ongoing revenue implications)
- Spend to Date: £19.6M spend and £1.87M commitments = £21.57M
- External funding secured: £20.4M
- Underwriting fund agreed: £10M [£7.0M returned, £3.0M remaining]
- Overall Project Risk: Red (cost: risk of pavilion cost increase and delay)

Project description

1. The scope of this project was to remove the dangerous and inefficient Aldgate gyratory system and create a new high quality public square. In doing so the intention was to support regeneration of the area and create a new 'go to' destination in the City. To help reduce vandalism and anti-social behaviour, as well as enlivening the new space, it was agreed that a new pavilion with catering facilities and publicly accessible toilets would also be introduced within the new square.

Last Gateway approved

2. Gateway five was approved under urgency by Court of Common Council on 30 June 2014. In October 2016, Court of Common Council increased the approved budget from £21,371,350 to £23,389,612 as the procurement of the pavilion cost more than estimated.
3. This is the eleventh issue and/or progress report in relation to the project.

Progress to date including resources expended

Overall Construction Progress

- i) Public Highway Work
4. Work commenced on 28 July 2014 and the public realm works were due to complete in September 2016. However, whilst the Aldgate gyratory system removal and new highway layout were completed in April 2016, delays to the completion of the pavilion have resulted in overall project delays. Therefore, the project build is now expected to complete in May 2018. Despite the delay to the public realm works, the build costs are profiled to remain within the originally approved budget.

ii) The Pavilion

5. The Pavilion is being constructed within the new public square. It will accommodate a social enterprise café and will be essential in enlivening the new public space. Once completed it will be the remit of the Department of Community and Children's Services (DCCS) to manage and DCCS have tendered for and are negotiating the lease for the social enterprise café operator.

6. The Pavilion work commenced in January 2017 and was due to complete on 15 December 2017. Due to unforeseen work and contractor delays it is currently estimated that the Pavilion work will not now be completed until April 2018.

7. The approved budget for the pavilion is currently £4.4M however there is a further risk exposure of £0.5M given unresolved early warning notices and compensation event requests made by the contractor. These claims are currently being negotiated by the City Surveyor.

8. The City Surveyor will be submitting a report for Members' consideration setting out the current position for the Pavilion project.

9. A joint Lessons Learnt report, from both the City Surveyor and Director of the Built Environment, will follow the completion of the construction. This will be provided to Members in Summer 2018. The Gateway 7 will be provided a year later as communications and monitoring conclude.

Financial implications

10. This project was approved at Gateway five under urgency provisions by the Court of Common Council on 30 June 2014. The cost of the project as set out in this report, as follows (see Appendix 1):

Scheme costs

Project spend to Gateway five	£3.3M
Construction cap	£18.35M*
Five year maintenance costs	£1.26M**
Total	£22.91M

Notes:

*Since Gateway five approval the construction budget has increased to meet the additional pavilion costs and the total approved costs for construction, as agreed by Members in October 2016, have increased from £18.35M to £20.1M. With the project spend to Gateway five of £3.3M, this provided a total approved budget of £23.4M.

**The maintenance costs have always sat outside, and been additional to, the main project design and construction costs.

11. The Gateway five report identified potential funding streams totalling £25M which exceeded the total estimated design, build and maintenance costs of the project. These funding streams were as follows.

Scheme funding

Received funds to date (from TfL and s106)	£10.85M
Additional TfL funding expected	£2.75M [†]

S106 deemed 'easier' to deliver	£5.00M
Potential s106 funds waiting to trigger	£6.40M
Total	£25.00M

Notes:

‡Of the anticipated TfL funding of £2.75M, £1.4M was secured.

12. Within the figures above Members were advised that officers would have to renegotiate with developers to allow certain s106 funding to be used to fund the Aldgate project. In recognition of the time delay associated with such negotiations Members approved a sum of £10M from the On-Street Parking Reserve (OSPR) to provide cash flow for the project. The understanding was that this sum would be repaid through renegotiated s106s and the external funding as set out above.

13. Further, in the Gateway five report to Committees, officers highlighted the risks around securing the funding:

"Whilst Officers consider it likely that the bulk of the S106 funds will come forward in a timely manner, it is possible that in some instances S106 funds will not be available in time for them to be used on the project. It is proposed, therefore, that the On-Street Parking Reserve should be made available as an underwriting fund to temporarily fund the project until the appropriate S106 funds become available, or, as a fall-back, to fund permanently in the event of a shortfall".

14. The Court of Common Council approved the use of OSPR as a 'short term loan', however made no specific consideration in the event of a shortfall.

15. To date £7.0M has been identified to repay the OSPR. It is considered the remaining sum of £3.0M is unlikely to be fully achievable within the life of the project. There are a number of reasons for this and they include:

- TfL did not fund the project to the level that had been indicated;
- an anticipated major development did not commence therefore the anticipated s106 contribution will not be available within the life of the project; and
- Unsuccessful negotiations with developers to allocate s106 funding to Aldgate.

16. However, the project has in total successfully secured £20.4M of S106 and other external funding. There are also a number of s106 negotiations with developers being finalised which might enable the £3.0M to be further reduced.

17. The following table sets out the details referred to above.

Table 1. Summary of success of the various funding sources.

Source / Element	Amount Not secured	Amount secured
Successful TfL funding		£9.46M
Anticipated TfL funding that was not forthcoming	£1.35M	
Secured S106 not requiring negotiation		£8.04M
Secured S106 through negotiation		£2.94M
Negotiation of S106 in progress	£2.71M	
Unsuccessful negotiation for S106	£5.51M	
Amount not triggered	£2.06M	
Total unsecured amount	£11.63M	

Total secured amount**£20.44M**Summary of Issues

18. There are now three issues in relation to this project which require Member decision. The first two relate to funding and the third relates to the Streets and Walkways Sub Committee decision on 14 October 2013 to develop Option 1 which included gating the church gardens to prevent access at night. This was in order to protect the amenity created and to design out (with gates) anti-social behaviour from this area during the hours of darkness.

Proposed way forward

19. It is proposed that OSPR be used to fund any shortfall in secured funding for the capital project. The final sum will not be known until all s106 negotiations have been completed and there is a resolution of the City Surveyor's claim negotiations for the pavilion. It is intended that all s106 negotiations are concluded within a deadline of 6 months from build completion. The maximum expected shortfall will be £3M. The final sum that needs to be met from the OSPR would be met from a reduction in the All Change Bank Scheme.

20. It is proposed that the estimated revenue costs for Open Spaces of £40k pa and Highways of £75K are met from the OSPR.

21. It is proposed that the City use its powers under S.115B Highways Act 1980, to enclose the amenity provided on the highway within the area referred to as the 'church gardens'.

Total estimated cost

22. It is not expected that the capital cost of the project will increase from the current £23.4M (subject to City Surveyor pavilion negotiations). Until negotiations conclude it is unknown whether the current project budget can cover this.

Recommendations

23. It is recommended that Streets and Walkways and Projects Sub Committees approve the following:

- i. Note the overall project update, and be advised that the City Surveyor's Department will be submitting a report associated with the Pavilion;
- ii. Approve that any remaining funding shortfall, which is not expected to exceed £3M, be met from the OSPR, off set from the provision set aside for the All Change Bank project;
- iii. Approve the increase of annual departmental base budgets for Highways (£75k) and Open Spaces (£40k), from the OSPR, to provide for the revenue implication of the Aldgate project;
- iv. Note that a joint Lessons Learnt report will follow in Summer 2018 and the Gateway seven report will be provided a year later, as communications and monitoring conclude; and
- v. Agree that the gates, provided in the enclosure around the extended church garden area, would be closed at night time using the City's powers under S.115B of the Highways Act 1980.

24. Resource Allocation Sub Committee approve:

- | |
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| <p>i. the use of OSPR to fund up to £3.0M of the project's construction, to be off set from the provision set aside for the All Change Bank project; and</p> <p>ii. that the revenue implications of the scheme are met by an increase to the the annual departmental local risk budgets of Highways (£75k) and Open Spaces (£40k) from the OSPR.</p> |
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Main Report

<p>1. Issue description</p>	<p><u>Issue one: Funding of the capital project</u></p> <p>25. With construction scheduled to complete in May 2018, there is still £3.0M of OSPR within the project. It is considered unlikely to be able to repay this sum within the life of the project and Members are therefore requested to authorise that a sum up to a maximum of this amount, from the OSPR, be made permanent. If agreed, it is proposed that this allocation is offset from the OSPR provision that has been set aside for All Change Bank project.</p> <p><u>Issue two: Revenue implications of the capital project</u></p> <p>26. The authority to proceed with construction was agreed at Gateway five by the Court of Common Council under urgency (see appendix one). The Court report set out the project costs as per paragraph 10 above.</p> <p>27. The Gateway five report set out estimates of revenue cost increases, by department, that would result from the scheme. It was estimated that revenue costs would increase by £157k pa. It is also important to note that Open Spaces Committee only agreed to the scheme on the basis that the revenue implications for 20 years were allocated to the Open Spaces Department.</p> <p>28. Officers have been working with the impacted departments and revenue costs associated with the scheme have been driven down significantly across the life of the maintenance period. The revised annual additional cost, by department, is as follows:</p> <ul style="list-style-type: none"> • DBE [Highways]: £75k pa • Open Spaces: £40k pa • Community and Children's Services (DCSS): Building maintenance, management of the Café Operator and/or activation of the space, to be met from the pavilion rent. <p>29. It is proposed that the annual departmental base budgets for Open Spaces and Highways are increased accordingly, utilising funding from the OSPR.</p> <p><u>Issue three: Access to the Church Gardens</u></p> <p>30. The extended area around St Botolph's Churchyard and associated gardens has been designed to ensure the reconfigured spaces provide a range of amenities which can be enjoyed by all sections of the local community, including those</p>
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	<p>seeking quieter spaces with seating and planting. As previously reported, the extended garden area is enclosed with railings and gates, which it has been agreed by Streets and Walkways Sub-Committee, shall be closed during night time. This is to enhance the amenity, help identify it as an area for less active recreation, and safeguard the facilities. It is proposed that the City may close the gates within the enclosure during the night time under its powers to provide services and amenities on the highway (S.115B Highways Act 1980).</p>
<p>2. Last approved limit</p>	<p>31. The last approved limit for the project is £23.4M.</p>
<p>3. Options</p>	<p><u>Issue one: Funding of the capital project</u></p> <p>32. Options to fund the capital project include:</p> <ul style="list-style-type: none"> A. Approving a maximum of £3.0M of OSPR to fund the capital project; and/or B. Instructing officers to seek further s106 negotiations and funding sources. Whilst this may prove possible, this is unlikely and would require other additional legal and staff costs. If this approach is agreed it is suggested that a cut-off date, of six months from the completion of the build, be agreed. <p><u>Issue two: Revenue Implications</u></p> <p>33. Options, in regard to the revenue implications generated by this project, include:</p> <ul style="list-style-type: none"> A. Approving the increase of annual departmental local risk budgets for Highways (£75k) and Open Spaces (£40k), from the On-street Parking Reserve, to provide for the revenue implication of this scheme; or B. Approving a variation to option A. above, where the water features are not activated. This would reduce the annual revenue implication for Highways from £75k to £52k; or C. Making no allowance for the known revenue implications. If funding is not allocated now or in the future, it is likely that elements of the new space at Aldgate Square will not be maintained to the expected quality, or that local risk revenue funding will need to be found from existing budgets that are already fully committed. This could mean the maintenance of other locations within the City would be affected. <p><u>Issue three: Access to the Church Gardens</u></p> <p>34. The Gateway five report suggested restricting access to the church gardens to daytime only using a Public Space Protection Order (PSPO) which has now been discounted. A PSPO requires a statutory consultation. Whilst the Home Office agreed this would have been an appropriate use of the then developing legislation, it would incur costs and has attracted negative</p>

	<p>publicity across the Country. Therefore, officers have looked at a different approach. The options include:</p> <ul style="list-style-type: none"> A. Members agreeing to use of the City's powers under S115B of the Highway Act 1980 to gate the church gardens during night time; or B. Deciding to not gate the space, leaving it at risk of vandalism and other anti-social behaviour.
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Appendices

Appendix 1	Court of Common Council (urgency) report June 2014
Appendix 2	(Non-public) Funding sources detail

Contact

Report Author	Steve Presland
Email Address	Steve.presland@cityoflondon.gov.uk
Telephone Number	020 7332 4999

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Town Clerk

City of London
PO Box 270, Guildhall
London EC2P 2EJ
Facsimile 020-7796 2621
Telex 265608 London G

Exchange 020-7606 3030

Extension
3685

Memorandum

To

Roger Chadwick (Resource Allocation)
→ Deputy Doug Barrow (Resource Allocation) ←
Jeremy Mayhew (Policy)
Deputy Catherine McGuinness (Policy)
The Rt Hon. The Lord Mayor (Court)
Alderman Sir David Wootton (Court)
Deputy John Bennett (Court)
Deputy Michael Welbank (Court)

Our Reference
AR/PAR/GEN

Date
26 June 2014

From

Angela Roach

URGENT DECISION - STANDING ORDER NO. 41(a)

RESOURCES ALLOCATION SUB-COMMITTEE POLICY AND RESOURCES COMMITTEE

URGENT DECISION - STANDING ORDER NO. 19

COURT OF COMMON COUNCIL

SUBJECT: Aldgate Highway Changes and Public Realm Improvement Project

BACKGROUND: The Aldgate Highway Project is an ambitious project aimed at transforming the Aldgate area by the removal of the existing gyratory system and creating new vibrant public spaces. The Court of Common Council approved the scheme (Gateway 4 of the Projects procedure) in November 2013. At that time it was explained that whilst the estimated cost of construction was £14m there were a number of pricing uncertainties that would need to be resolved as the project moved to detailed design. The total estimated cost of the project was £16.3m - £17.1m.

Through the detailed design process, the costs of all elements of the project have been refined and whilst value engineering has been rigorously applied there is a significant increase in the estimated construction cost. A subsequent Gateway 4/5 report (options appraisal, detailed design and authority to start work) has been considered and approved by the Open Spaces and Community and Children's Services Committees and also by the Streets and Walkways and Projects Sub-Committees. Given the importance of the area these committees were of the view that the design/construction of the Scheme should proceed on the basis of the higher specification estimated to cost £19.5m. However the Projects Sub-Committee at its meeting on 17 June 2014 was of the view that rather than committing to a set specification more flexibility should be built in by the Resource Allocation Sub-Committee recommending a cap within which officers should work as there are elements within the scheme which could be achieved at a lower cost.

The Project is to be funded by a combination of TfL and section 106 monies. The Director of the Built Environment advises that the City has £10.85m of funding secured to date with other earmarked s106 monies in our receipt which will be negotiated with the aim of having City-wide application which could then be used to prioritise Aldgate. In addition other s106 money for use in the Aldgate Area has already been negotiated but payment can only be made once building starts.,

Given the risk of these monies not being received it has been suggested that any shortfall in the cap should be underwritten by the On-Street Parking Reserves (OSPR) on the basis of a short-term loan.

The Projects Sub-Committee has suggested that a funding cap in the region of £18m might be appropriate. The Director of the Built Environment has since considered how best to balance the desires for the delivery of a high specification project requested by the Open Spaces and Community and Children's Services Committees and the Streets and Walkways Sub-Committee with the suggestion of a funding cap. The high specification scheme is priced at £19.5m and officers have reviewed costs and consider that by removing the Rill water feature, negotiating a reduced annual uplift in the term contractor rates from those currently assumed some £650,000 can be taken out of the project. Based on experience over recent years officers also believe that utility estimates are likely to be excessive and it is felt reasonable to assume a further £500,000 reduction against utility costs. Together these sums would deliver a £1.15m reduction reducing the project costs to £18.35m and the Director of the Built Environment and the Chamberlain are proposing a funding cap set at this figure. There are of course risks associated with this approach. In particular utility costs may come in nearer their estimated figures although given experience officers consider this to be an acceptable risk. It will, of course, be necessary to review the scope of the project if the anticipated utility or contract negotiation savings are not delivered.

Assuming the £18.35m cap is agreed the cost of the project and funding proposal is as follows:-

Cost of scheme

Project spend to Gateway 5	£3.3m
Construction cap	£18.35m
Five year maintenance costs	£1.26m
Total	£22.91m

This will be funded as follows:-

Received funds to date (from TfL and s106 monies allocated to Aldgate)	£10.85m
Additional TfL funding expected TfL have advised that it will be given favourable consideration. s106s deemed 'easier' to deliver are available to be negotiated in the report is £7.581m)	£ 2.75m (this has been formally requested and £5.00m (the total figure for received funds that
Potential s106 funds waiting to be triggered*	£ 6.40m
Total	£25.00m

*Please note all the potential funds waiting to be triggered are prioritised for Aldgate and if not needed would be used elsewhere local to Aldgate.

In addition to the above, the committee report identified another £3.16m of potential s106 funds awaiting building commencement before payments are triggered but these also require negotiation to use at Aldgate. Whilst officers suspect these monies could be made available for the Aldgate project they have erred on the side of caution and not included these in the assumptions above.

ACTION PROPOSED:- it is recommended that:-

1. the Resource Allocation Sub-Committee approve a funding cap of £18.35m for the construction of the Aldgate Highway Changes and Public Realm Improvement Project, with any shortfall in the cap being underwritten by the OSPR on the basis of a short-term loan as recommended by the Director of the Built Environment and the Chamberlain for the construction. This is subject to the concurrence of the Policy and Resources Committee; and
2. authority be given by the Court of Common Council for work to commence on the Aldgate Highway Changes and Public Realm Project on the basis of it being delivered within a funding cap for construction of £18.35m i.e. subject to the approval of (1) above.

REASON FOR URGENCY: Urgent action is being sort for 3 reasons:-

Firstly the funding being made available by TfL requires a sum of £6m to be spent in the current financial year this will also apply to the £2.75m additional TfL funding currently applied for. To achieve this level of spend the Director requires authority to commence works urgently and certainly before the end of July. If this were to wait for the Court meeting on 24 July, there would be no provision for some lead-in time for the contractor to deploy resources and commence the ordering of materials and plant etc.

Secondly, TfL have confirmed their intention to construct a cycle super highway running in part through the City. To facilitate their works it is essential that the first phase of Aldgate is completed. This will facilitate two-way traffic in Minories which is seen as essential by TfL to minimise congestion. Should this not be delivered on time there is a real risk that TfL would require a significant delay in the Aldgate project whilst the cycle super highway works are completed. In addition to this there is a risk of losing the TfL funding which would make the project undeliverable.

Lastly, the introduction of the Corporate Infrastructure Levy (CIL), which takes place from the 1 July 2014 in the City would have a major impact as after that date the City Corporation will not be permitted to amalgamate more than five s106 agreements on any one project. Therefore it is crucial to formally agree that those s106 agreements listed in the report (attached) can be used for Aldgate prior to the 1 July.

PAPERS ATTACHED: Report of the Director of the Built Environment.

Please indicate whether in your view I should approve or not on the enclosed copy, etc, for which a reply paid envelope is enclosed.

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Committees:	Dates:	
Streets and Walkways Sub-Committee Projects Sub	10 April 2018 Urgency	
Subject: Culture Mile Pop Ups budget 2018/19	Gateway 6 Progress Report Choose an item.	Public
Report of: Director of the Built Environment		For Decision

Summary

This report relates to the agreed Culture Mile programme of activity, which has recently been approved by Policy and Resources Committee. It sets out the proposed budget for the public realm artistic installations in Culture Mile, titled 'Culture Mile Pop Ups'. The Policy and Resources report 'Culture Mile Revenue Report' proposed that the Culture Mile Pop Up programme be funded through the Culture Mile Look and Feel Implementation Budget. In addition, RA Sub Committee approved use of this budget for Culture Mile Pop Ups on 15th March. This report recommends the approval of Projects Sub and Streets and Walkways Sub to release the budget for 2018/19.

Dashboard

- **Project Status:** Green
- **Timeline:** Culture Mile Pop Ups is an ongoing art programme. This report relates to the 2018/19 year of the programme, to be delivered between April 2018 and March 2019
- **Last Gateway Approved:** Gateway 6
- **Progress to date:** The Pop Ups programme started in 2017 and has delivered a major art installation, an events pavilion and week of concerts, 3 different light/ sound installations, and a temporary performance venue. In addition planning and design for the next set of Pop Ups has taken place.
- **Resources expended:** £784,000 has been expended to date with a further £151,000 allocated within the 2017/18 programme.
- **Total Estimated Cost:** The programme cost for 2018/19 is £750,000.
- **Overall Project Risk:** Low

Recommendations

It is recommended that Members approve the budget for 2018/19 for the Culture Mile Pop Ups programme of £750,000, to be funded by the £5m capital allocation for the implementation of the Look and Feel Strategy.

Main Report

1. Reporting period	2018/18 financial year
2. Progress to date	<ol style="list-style-type: none"> 1. In February 2018, Members of the Policy and Resources committee approved a report for the 'Culture Mile Revenue Budget' that set out an approach to governance, management and funding of the Culture Mile initiative for the financial years 2018/19 and 2019/20. 2. That report outlined a series of workstreams that make up the project, two of which are Programming; and Public Realm. The public realm workstream is being led by the City's Department of the Built Environment. 3. That report also indicated the importance of programming in Culture Mile, specifically in the spaces 'in-between' the venues: "Programming of activity in the spaces in-between venues is major contributor to the transforming of an area from somewhere which has a concentration of cultural venues into a vibrant and welcoming destination for people who want to work, visit and live in the area." 4. Culture Mile Pop Ups is the artistic programme that has been set up to 'animate the spaces in between within Culture Mile', and was referenced as such in that report. The report also stated that the Pop Ups programme was funded by the £5m allocated for implementation of the Look and Feel Strategy. 5. In addition, a 'Project Funding Update' report to RA Sub Committee and Policy and Resources Committee was approved on 15th March 2018. This report recommended a provision of £750,000 from the Look and Feel Strategy Implementation budget for the 2018/19 budget for the Culture Mile Pop Ups programme. 6. This report now recommends the release of £750,000 for 2018/19 for the Pop Ups programme be approved to allow officers to deliver artistic projects in line with the agreed Culture Mile objectives. 7. The Culture Mile Pop Ups programme was launched

last year, and since then has delivered a series of artworks that have had a visible impact across the area and have begun the process of engaging new communities with the project. Phase 1 included artworks on Silk Street and in Smithfield Rotunda, as well as a series of lighting installations, which were positively received. Phase 2 is underway now and includes a temporary lighting projection artwork; a wall-mounted artwork in Beech Street; and a colourful crossing. It also includes a pilot of Legible London wayfinding signage.

3. Next steps

- 8. The next phase (phase 3) – for the 2018/19 year – is in its early planning stages, and it is currently proposed to include: artwork installed at the existing Museum of London site, on the underpass beneath the rotunda; poetry, film and opera projects; street furniture; a family-focused explorer’s activity trail; further roll-out of Legible London in Culture Mile; support for community-led projects where appropriate; and Low Emissions Neighbourhood greening projects. Activity will also take place to support the Smithfield 150 event, which celebrates the Smithfield Market anniversary and is being produced by Culture Mile partners led by the Museum of London. It will also include projects that are agreed as ‘priority projects’ in the Culture Mile Look and Feel Strategy which is due to be finalised in the next 2-3 months.
- 9. Members approval is sought for the overall cost and indicative programme proposals outlined for 2018/19. The final details of each installation will be considered through the required regulatory process. This will include the Culture Mile governing processes, and well as the City Arts Initiative approvals where appropriate.
- 10. Each project within the Pop Ups programme will be subject to all necessary permits and permissions.

Financial Implications

11. The proposed 2018/19 Pop Ups programme budget would be allocated as follows:

Item	Cost (£000)
<u>Staff Cost</u> Including: 2x PM/producer, 1x support; installation engineer; event staff	150

	<u>Fees</u>	
	Research and design development fees	100
	<u>Works</u>	
	Including fabrication, purchases, installation and running costs for: art/ public realm installations; events and projects to accompany the installations, and as part of Culture Mile programming; supporting community-led projects; extension of Legible London; and a lighting installation.	500
	TOTAL	750
	 <u>Recommendation</u>	
	12. This report recommends approval of £750,000 for the annual budget for the Culture Mile Pop Ups artistic programme for 2018/19.	

Appendix

Indicative Draft Programme for Culture Mile Pop Ups 2018/19

Contact

Report Author	Helen Kearney
Email Address	Helen.kearney@cityoflondon.gov.uk
Telephone Number	020 7332 3526

Appendix: Indicative Draft Programme for Culture Mile Pop Ups 2018/19

Culture Mile Pop Ups: Indicative Working Programme 2018/19												
Project	April	May	June	July	August	Sep	Oct	Nov	Dec	Jan	Feb	Mar
Legible London (pilot/ possible permanent)												
Phase 1												
Design												
Fabrication												
Installation												
Phase 2												
Design												
Consents												
Fabrication												
Installation												
In Place												
Wood Street Walls (semi-permanent artwork installation)												
Design												
Fabrication												
Installation												
In place												
Jason Bruges Studio: Beech Street (semi-permanent artwork installation)												
Design												
Fabrication												
Permits												
Installation												
In Place												
Colourful Crossing (temporary installation)												
Permits												
Installation												
In Place												
Pop Up Parks (summertime family activities)												
Design												
Fabrication												
In place												
Poet in the City (live poetry events)												
Research												
Events												
Street Furniture (summeritme, with possible longer-term installation)												
Design												
Fabrication												
Installation/ in place												
Smithfield 150 (one-off event)												
Future Pop Ups Planning												

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A of the Local Government Act 1972.

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