



Streets and Walkways Sub (Planning and Transportation) Committee

Date: TUESDAY, 3 JULY 2018

Time: 10.30 am

Venue: COMMITTEE ROOMS, 2ND FLOOR, WEST WING, GUILDHALL

Members: Christopher Hayward (Chairman) Jamie Ingham Clark
Oliver Sells QC (Deputy Chairman) Alderman Gregory Jones QC
Randall Anderson Paul Martinelli
Keith Bottomley Deputy Alastair Moss
Marianne Fredericks Graham Packham
Alderman Alison Gowman (Ex-Officio Member) Jeremy Simons (Ex-Officio Member)

Enquiries: John Cater
tel. no.: 020 7332 1407
amanda.thompson@cityoflondon.gov.uk

Lunch will be served in Guildhall Club at 1pm
N.B. Part of this meeting could be the subject of audio 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 from the meeting held on 21st May 2018.

For Decision
(Pages 1 - 8)
4. **OUTSTANDING REFERENCES**
Report of the Town Clerk.

For Information
(Pages 9 - 10)
5. **2-6 CANNON STREET PUBLIC REALM IMPROVEMENTS - PHASE1**
Report of the Director of the Built Environment.

For Decision
(Pages 11 - 22)
6. **BANK ON SAFETY - EXPERIMENTAL SAFETY SCHEME CONCLUSION**
Report of the Director of the Built Environment.

For Decision
(Pages 23 - 132)
7. **TEMPLE AREA TRAFFIC STUDY - BOUVERIE STREET**
Report of the Director of the Built Environment

To Follow.

For Decision
8. **BEECH STREET - TRANSPORT AND PUBLIC REALM IMPROVEMENTS**
Report of the Director of the Built Environment

For Decision
(Pages 133 - 158)
9. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**

10. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
11. **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.

Part 2 - Non-public Agenda

12. **ALDGATE (PORTSOKEN) PAVILION**
Report of the City Surveyor.

For Decision
(Pages 159 - 162)

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

Monday, 21 May 2018

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Rooms, 2nd Floor, West Wing, Guildhall on Monday, 21 May 2018 at 9.30 am

Present

Members:

Randall Anderson
Deputy Keith Bottomley
Marianne Fredericks
Alderman Alison Gowman
Christopher Hayward
Deputy Jamie Ingham Clark
Alderman Gregory Jones QC
Paul Martinelli (Ex-Officio Member)
Deputy Alastair Moss
Graham Packham
Oliver Sells QC
Jeremy Simons (Ex-Officio Member)

Officers:

Natasha Dogra	- Town Clerk's Department
Ian Schofield	- Town Clerk's Department
Sam Lee	- Department of the Built Environment
Steven Bage	- City Surveyor's Department
Mark Lowman	- Department of the Built Environment
Karen McHugh	- Principal Legal Assistant
Jon Averbs	- Director, Markets and Consumer Protection
Ben Kennedy	- Markets and Consumer Protection
Edward Jackson	- 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
Patrick Hegarty	- Open Spaces Department

1. PRESENTATION - CADENT GAS

Members received a presentation from external advisors on the subject of Cadent Gas. The Committee were informed that Cadent were split into three main departments which the overarching focus remaining on emergency responses. In relation to works on King William Street, Members noted that the works remained on track. In response to a query it was noted that 1,800 km of mains were replaced per annum along with 25,000 connections.

Members noted that a key focus at the moment was energy affordability and the ability to work with a collective process when replacing connections and gas mains replacements. The Sub-Committee was informed that safety programmes remained Cadent's largest safety driven investment programme.

Members noted an update relating to major gas pipe works in the City of London. The cadent representative stated that gas pipes replacement works starting at St Bart's towards Aldgate had recently been completed. The scope of the project covered the Capital, with the works ranging from Fulham to Tower Hamlets.

Cadent stated that collaborative working and building partnerships was key to delivering the work required in relation to gas works across the square mile. Members were in agreement that Officers must work co-operatively to deliver an effective programme for the City of London and commended the approach taken by Cadent and City Corporation Officers.

The City of London has larger pipes which must undergo a cost benefit analysis and work in relation to their replacements and risk analysis were not widely advertised. Smaller pipes replacement did not require an in-depth cost benefit analysis; however, pipes in the City tended to be of the larger sizes.

Cadent agreed to circulate the presentation to Members for their information.

RESOLVED – that the presentation be received.

2. **APOLOGIES FOR ABSENCE**

There were no apologies of absence.

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

Alderman Gowman declared an interest in Item 13 - Low Emission neighbourhood proposals for an ultra-low emission street in Moor Lane & Beech Street, given that she resided on Beech Street.

4. **ELECTION OF CHAIRMAN SCHEME.**

The Committee moved to elect a Chairman pursuant to Standing Order 29. A list of Members eligible to serve was read by the Town Clerk.

RESOLVED – that Christopher Hayward be elected to serve as Chairman for the year ensuing. On being elected, the Chairman expressed thanks to the Sub-Committee for its support.

5. **ELECTION OF DEPUTY CHAIRMAN**

The Committee moved to elect a Deputy Chairman pursuant to Standing Order 30. A list of Members eligible to serve was read by the Town Clerk.

Resolved – that Oliver Sells be elected to serve as Deputy Chairman for the year ensuing. On being elected the Deputy Chairman expressed thanks to the Sub-Committee for its support.

6. **MINUTES**

RESOLVED - that the Minutes of the meeting held on the 10th of April be agreed as an accurate record.

7. **OUTSTANDING REFERENCES**

In relation to Swan Pier Members noted that an update would be submitted to the next Committee meeting.

Members noted that a report regarding ATTRO would be submitted to this Sub-Committee prior to recess and to Policy and Resources Committee after recess.

RESOLVED – that the list of outstanding references be noted.

8. **BANK ON SAFETY: UPDATE ON MONITORING AND PERFORMANCE**

This item was withdrawn by the Director of the Built Environment due to Officers receiving updating statistics which could affect the conclusion of the exercise. The Chairman informed Members that the report would be considered at a subsequent committee meeting.

Officers informed Members that data in relating to casualties in and around Bank junction had been reviewed and updated following the publication of this report. Members agreed that the report should be withdrawn to allow for the data to be verified to maximise the accuracy of the statistics.

RESOLVED – that the report be withdrawn to be considered at the July meeting of this Sub-Committee, and the Policy and Resources Committee in September.

9. **REPLACEMENT OF EXISTING STREET FURNITURE TO SUPPORT CITY OF LONDON WIRELESS CONCESSION.**

Members considered a report of the Director of the Built environment on the replacing the existing 3 metre nonelectrified street furniture columns with taller columns between 6-8 metres, to support the wireless concession agreement signed between the city corporation and the city's wireless delivery partner cornerstone technology infrastructure ltd to deliver 4g "small cells" to improve mobile coverage at street level.

Members agreed that a photograph or presentation displaying the columns would be helpful – the principle of the replacement was not being refuted, however, the appearance and exact location of the columns required further scrutiny. Members agreed that the issue was a priority for the sub committee and although a decision must be taken promptly it must be an adequately informed decision. The sub committee also agreed that an Equalities Act Assessment must also be included in the report.

RESOLVED - that Members agreed to the need for a protocol in principle; however, the Sub-Committee requested that Officers submit a clear location map and report with the proposed details and information relating to the

location and appearance of the pole replacements at the July meeting of the Sub-Committee.

10. DOCKLESS CYCLE HIRE REVIEW

Members considered a report from the Director of the Built Environment on the Dockless Cycle review. The report outlined the proposal to extend the trial for a further 12 months following the adoption of additional measures to achieve more effective management of the operations. The measures include the identification of preferred locations for parking dockless bikes, and the consideration of making space available on a commercial basis in City Corporation car parks to facilitate the management of the operations.

Members noted that there had been frequent occurrences of bikes being left strewn on the pedestrian walkways. Officers were asked whether any complaints had been received and confirmed that no public complaints had been received but this was a growing problem. The operators were responsible for moving the bike causing obstruction. Officers advised that they would take advice as to whether if an accident occurred the City would be held liable if it was found that no action had been taken to clear the walkway from obstructing bikes. Members expressed their concerns over the obstructions being left on an already crowded pathway.

Members queried whether the method by which complaints could be made was clear to the public. The Sub-Committee agreed that the City Corporation had a responsibility to ensure that any scheme permitted by the Corporation in the square mile was operating in a sensible and safe manner. Members discussed the concept that a charge should be incurred by the operating business in any instance of a cycle not being cleared from the public walkway. The Sub-Committee agreed that a collaborative approach should be taken, and Officers should take a strong stance in relation to applying the City Corporation's Street Trading Policy.

The Sub-Committee queried the data included in the report and whether Officers had properly verified the information. The Deputy Chairman requested sight of the advice obtained in relation to:

1. That these bikes could not be banned from entering into the City and being left on City highways
2. That this business was not street trading

It was also discussed that any bicycle left on footways should be treated as an obstruction and immediately removed. Officers explained that such a process would be resource intensive but also that this would require the current policy on obstructions on the footway to be amended. Members asked officers to bring back a report considering this matter.

It was noted that a pan-London scheme was being investigated by the London Assembly to better manage the current arrangements. If a London-wide scheme was not to be implemented the use of by-laws should also be investigated further.

Officers informed the Committee that there seemed to be a range of matters that required further investigation before a decision was made by the Planning and Transportation Committee. Officers agreed to review the Highways Obstruction Policy before submitted a reviewed report to the Sub-Committee, having taken into account the views of Members.

RESOLVED - that Officers take Members' comments and undertake to investigate fully the array of issues raised by the Sub-Committee prior to the report being considered by the Planning and Transportation Committee and a final decision being made.

11. **OVERSIGHT & COMMUNICATIONS FOR MAJOR HIGHWAY ACTIVITIES**

Members received a report of the Director of the Built Environment on the proposed strategy for Oversight & Communications relating to Major Highway Activities within the City of London.

RESOLVED - that Members agreed the introduction of the proposed framework.

12. **CLOTH FAIR NOISE DISTURBANCE**

Members considered a report of the Director of the Built Environment on the Cloth Fair Noise Disturbance. The report outlined the proposed policy designed to solve the overnight noise issue.

RESOLVED – that:

- I. Members agreed to make the experimental scheme permanent to resolve the overnight noise disturbance issue; and
- II. That the objector be informed of Members decision accordingly.

13. **LOW EMISSION NEIGHBOURHOOD (LEN): PROPOSALS FOR AN ULTRA-LOW EMISSION STREET IN MOOR LANE & BEECH STREET**

Members received a report of the Director of the Built Environment and the Director of Consumer and Markets protection on the Low Emission Neighbourhood.

A Member raised a query regarding Traffic modelling, Members were informed that traffic modelling of a full two-way ULEV only scheme demonstrated that the traffic displacement impact would be significant and wider ranging than, for example, the current Bank Junction scheme. The model identified traffic impacts on the road networks in neighbouring boroughs and on TfL managed routes. Given these issues, together with the evolving proposals for the Cultural Mile and the Centre for Music, it became clear that delivery of a ULEV only traffic restriction in Beech Street would not be deliverable within the life of the LEN programme.

In response to a query regarding the timeframe it was noted that the public realm building works were expected to take 12-18 months and this would be informed by the results of radar surveys of the highway which would be commissioned shortly.

Members queried whether time would be taken to monitor and gather data relating to the emission of particulates from vehicles along Moor Lane, as this information could be helpful when considering future projects. Officers said it might prove difficult to undertake this exercise in real-time and further resources and research would be required.

A Member commented that in the absence of detailed costings at this stage the approval for the Beech Street proposals should be 'in principle'

RESOLVED - that Members agreed the following: -

- I. The Moor Lane 'ULEV Only' scheme be delivered by April 2019 using LEN funding is agreed; and
- II. A further report be received by the Streets and Walkways Committee setting out the findings of the Moor Lane trial scheme following 12 months of its operation; and
- III. Support in principle the outline proposals set out for reducing traffic in Beech Street and improving its air quality.

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

Fann Street

A Member queried whether any work could be commenced immediately to avoid accidents at the Aldersgate Street junction. Officers stated that work had been undertaken to review the area and agreed to circulate the advice to Members via email prior to the next meeting.

125 London Wall

A Member queried whether a gap in the divider along 125 London Wall could be filled as a matter of urgency. Officers explained that the gap had been investigated and whilst it complied with Building Regulations officers were in discussion with the building owners with a view to securing closure of this gap.

Terms of Reference

Given the prioritisation of air quality pollution in the City of London, a Member queried whether an ex-officio Member of the Port Health and Environmental Services could be appointed to this Sub-Committee. Members asked the Town Clerk to submit a report relating to the proposed change to the Terms of Reference to the Grand Committee for their approval. Members also queried whether other Committees should be invited to appoint a representative in an ex-officio capacity, and asked the Town Clerk to investigate this.

Ex-Officio Member of the Open Spaces Committee

Jeremy Simons informed Members that this would be his final meeting following a tenure of 10 years and thanked the Sub-Committee for their support over the years. The Sub-Committee thanked the Member for his 10 years of service and valuable input to the work of the Committee.

15. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

There were no items of urgent business.

16. **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.

17. **TUDOR STREET**

With the agreement of the Chairman and Deputy Chairman the report relating to Tudor Street was considered by the Sub-Committee under Part 1 and in public domain of the meeting.

Members considered the report of the Director of the Built Environment on the current status of the Tudor Street development. The report detailed the security and transport requirements of the new development.

Members noted that part of the agreed design for the Tudor Street/New Bridge Street scheme requires the closure of Bridewell Place (at its junction with New Bridge Street) together with a new bus stop positioned opposite. If the scheme was implemented, it would therefore impact the Fleet House development both during construction and when it is in occupation thereafter.

Discussions ensued regarding the publication of the report. Members conveyed their disappointment over the mistake in making the report originally 'non public' and explained that this could be interpreted as seeking to bury information. The Chairman advised that in future to his committee no report should be 'non public' unless agreed by the City Solicitor's department.

The Sub-Committee declined to accept the recommendation of the Officers as the deferred proposal was without limit of time, without sufficient consultation and was improperly withheld from the public notice. Members were mindful of the decision of the Common Council and it was suggested that a report considering works to declutter Bouverie Street should be brought back to the Sub-Committee.

The proposal was put the Sub Committee and upon being seconded it was moved to a vote with Members 6 voting for and 0 Members voting against the proposal, with 3 Members abstaining.

RESOLVED – That

The full implementation of the agreed scheme remain a matter of urgency;

A report be brought to the Sub-Committee in July reporting on the recent independent consultants review of the operation of the Whitefriars streets. Such report to set out proposals for Bouverie street and the latest position in relation to improving access to the Embankment; and

A further report be brought back after recess setting out clear timelines in relation to implementing the revised scheme at Tudor Street.

18. **DOCKLESS CYCLE HIRE REVIEW - APPENDIX 3**

Members noted a non-public appendix in relation to the Dockless Cycle Hire Review.

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

There were no questions.

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

There was no urgent business.

The meeting ended at 12:20pm.

Chairman

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

Officer:

Amanda

Thompson

<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 9 April 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. The City Surveyor reported that the first tender exercise had resulted in very little interest and a second exercise was scheduled for June.
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 and around the 22 Bishopsgate development (formerly known as 'The Pinnacle').	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 discuss security and public realm improvements and a report back was expected May 2018. <u>To receive any update.</u>
23 January 2018 27 February 2018 9 April 2018	<u>Dockless Bikes</u> In response to a question concerning the dumping of yellow bikes in the City,	Director of the Built Environment		Meetings are being held with both cycle operators who currently have agreements to operate in the City. Officers are further reviewing the legal

	<p>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>			<p>position in relation to obstruction and options to remove bicycles left on City footways.</p> <p>In addition, London Councils are exploring a byelaw to enable operators to be licensed.</p> <p>A further report on these matters is proposed immediately following recess.</p>
9 April 2018	<p><u>ATTRO</u></p> <p>In response to a question concerning the undertaking that a full report back to the Sub-Committee on the ATTRO would be provided, officers agreed to do this.</p>	<p>Director of the Built Environment</p>		<p>The original ATTRO approval went through P&T Committee rather than S&W, so the Year One Review report will now be going to P&T Committee rather than S&W. (It will also go to Police and P&R Committees.)</p>

Agenda Item 5

Committees:	Dates:	
Streets and Walkways Sub-Committee Projects Sub	03 July 2018 18 July 2018	
Subject: 2-6 Cannon Street Public Realm Improvements - Phase1	Gateway 5 Authority to Start Work Regular	Public
Report of: Director of the Built Environment Report Author: Emmanuel Ojugo	For Decision	

Summary

Dashboard

- **Project Status:** Green
- **Timeline:**
Issue report – October 2017
Authority to start works (Gateway 5) July 2018
Implementation programmed for August 2018
- **Total Estimated Cost:** £1,287,998
- **Total Estimated Cost at the last gateway:** £1,133,048 - £1,287,998
- **Spend to Date:** £90,126 (as of 15 May 2018)
- **Total Estimated Delivery costs of Phase 1:** £296,000
- **Overall Project Risk:** Low

Purpose of this Report

This report seeks Member approval for authority to commence work on the first phase of this scheme, specifically works to Distaff Lane, with a separate report on subsequent phases to follow.

Background

City of London officers have worked closely with the developer of 2-6 Cannon Street to develop proposals for public realm enhancements within close proximity of the new development. These proposals include enhancements to public highway around the new development including enhanced planted amenity spaces to improve green coverage in the area. (Please see Appendix A and B for a site location plan and project phase plan). Proposals include:

- Creation of a new planted area in the highway adjacent to the new 2-6 Cannon Street Development. This amenity area is known as the On-Site Garden.
- A railing/gate mechanism is to be installed when the On-Site Garden has been completed.
- Resurfacing of Distaff Lane footways and carriageway area.
- Creation of an enhanced garden space between Old Change House and Nicholas Cole Abbey Church. This is known as the Off-Site Garden.
- Re-landscaping a small parcel of land to the south of Nicholas Cole Abbey on Queen Victoria Street.

- Other project proposals include improved lighting, seating, wayfinding and the installation of a public drinking fountain subject to site conditions.

The On-Site Garden amenity adjacent to the new development is currently being landscaped by the developer of 2-6 Cannon Street as a condition of their planning permission. As part of this undertaking a bronze statue of Icarus III by Michael Ayrton, belonging to the City of London, was installed in the On-Site Garden on 4 May 2018. This parcel of land will remain public highway when the works are completed.

The project is currently progressing towards Authority to Start Work (Gateway 5) and is to be wholly funded from the 2-6 Cannon Street development, Section 106 contribution, which is limited in geography and scope to the development.

Progress to Date

In March 2018, the Developer notified the City of changes to their works programme, and to accommodate these changes, the works in the areas surrounding the new building need to be completed earlier to meet the revised target date for practical completion in August 2018. An internal fit out schedule will follow practical completion.

Proposed Way Forward

It is proposed that the project be delivered in phases to accommodate the Developer's revised programme as follows:

Phase 1: Resurfacing of Distaff Lane footways and carriageway area, including the installation of a railing/gate mechanism to the On-Site Garden amenity accessible from Distaff Lane.

Phase 2: Creation of an enhanced garden space between Old Change House and Nicholas Cole Abbey Church (the Off-Site Garden). The design will also include new seating, wayfinding, improved lighting and a new drinking fountain (subject to site conditions).

Phase 3: Re-landscaping a small parcel of land to the south of Nicholas Cole Abbey on Queen Victoria Street. Enhancements will include a new planting scheme, retention of existing trees and the refurbishment of existing planters in the space.

Approval is sought to begin the necessary works to Distaff Lane (which for the avoidance of doubt is Phase 1) to tie in with the August milestone. Proposals for subsequent phases will be subject to a separate Gateway 5 report. See Appendix A and B for a plan of the area and proposed work phases.

Members are requested to note that as part of the delivery of Phase 1 works, part of the amenities to be introduced will include: a gate structure to the entrance of the garden at Distaff Lane. This will ensure that the amenity of this area can be safeguarded as agreed with the Open Spaces Department. The On-Site Garden is currently public highway, and in order to restrict access it is recommended that the City utilise the Highways Act 1980 (Section 115B) to support this action. The Comptroller and City Solicitor Department's advice is that this restriction on the public highway is agreed by Members. A specific recommendation has been prepared.

This will not involve interference with any existing access, as the area was previously at a higher level and not accessible from Distaff Lane. There is power to place structures on the highway to enhance amenity under S.115B Highways Act 1980, and there is power to change levels of the highway under S.77 Highways Act 1980.

The costs associated with delivering Phase 1 are summarised in Table 1 of this report.

Subsequent Work Phases

Phase 2 will include works to re-landscape the existing square between Old Change House and Nicholas Cole Abbey Church. Phase 3 will include the landscaping of a small parcel of land to the south of Nicholas Cole Abbey Church, on Queen Victoria Street. These elements will be subject to a subsequent Gateway 5 report. (See Appendix A and B for a plan of the area and proposed work phases).

Recommendations

It is recommended that Members of Streets & Walkways and Projects Sub-Committees:

- Agree that authorisation of Phases 2 and 3 be delegated to Chief Officer, provided costs are not exceeded.
- Authorise the delivery of public realm enhancement works in phases to meet the Developer's revised programme.

It is recommended that Members of Streets & Walkways Sub-Committee:

- Authorise expenditure of £296,000 to implement works to Distaff Lane (Phase 1) to meet the Developer's revised work programme, to be fully funded from the 2-6 Cannon Street Section S106 agreement contribution of £1,287,998 (inclusive of interest accrued to date).
- Agree the public realm enhancements including the proposed gate structure at Distaff lane, to be closed at night time.

Main Report

1. Design summary	<p>This project is to be delivered in phases and are as follows. (See plan in Appendix B):</p> <p><u>Phase 1</u></p> <ul style="list-style-type: none">• Resurfacing of Distaff Lane to include a new raised area of carriageway in granite setts with York Stone footway to provide continuity between the On-Site Garden and the proposed garden space to the south adjacent to St Nicholas Cole Abbey Church. See Appendix C (General Arrangement Plan) showing the extent of the raised carriageway area.• Tactile paving will be introduced in this area of raised carriageway as a standard part of the construction design. The majority of Distaff Lane will be reinstated in standard carriageway material. Note: Resurfacing of the Distaff Lane carriageway is dependent on the City gaining access to the site in light of possible further delays to the Developer's programme.• Installation of railing/gate structure at the entrance of the new On-Site Garden (currently under construction) to safeguard the garden amenity and reduce the risk of potential anti-social behaviour in what is a partially secluded space. <p><u>Phase 2</u></p> <ul style="list-style-type: none">• New York stone paving, high quality planting and planting beds, new seating, refurbished steps to St Nicholas Cole Abbey Church (Distaff Lane location) and improved lighting to the City
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	<p>Walkway area off Distaff Lane adjoining St Nicolas Cole Abbey and Old Change House.</p> <p><u>Phase 3</u></p> <ul style="list-style-type: none"> • New York stone paving to the length of Distaff Lane and adjoining land fronting Bracken House. • Improvement of the small parcel of land between Queen Victoria Street and St Nicolas Cole Abbey to include: refurbishment of planters/planting and paving. 														
<p>2. Delivery team</p>	<ul style="list-style-type: none"> • The Developer is currently implementing the On-Site Garden adjacent to the new development in accordance with the conditions of their planning permission. They have also worked with the Open Spaces Department to agree the planting schedule. See Appendix D for images. • The works to Phase 1 (Distaff Lane) will be carried out by the City's Term Contractor and any nominated sub-contractor or utilities provider as necessary. If approved this work will also include installation of the railing/gate structure at the entrance to the mouth of the on-site garden adjacent to the new 2-6 Cannon Street development. • Subsequent implementation phases (Phases 2 and 3) will be delivered by the City of London's Term Contractor and any nominated sub-contractor or utilities provider as necessary, under the supervision of the Department of the Built Environment and Department of Open Spaces. 														
<p>3. Programme and key dates</p>	<table border="1" data-bbox="507 1249 1461 1753"> <thead> <tr> <th data-bbox="507 1249 1193 1317">Activity</th> <th data-bbox="1193 1249 1461 1317">Date</th> </tr> </thead> <tbody> <tr> <td data-bbox="507 1317 1193 1384">Finalise Design of Phase 1 works for Distaff Lane.</td> <td data-bbox="1193 1317 1461 1384">May – June 2018</td> </tr> <tr> <td data-bbox="507 1384 1193 1451">Procurement of materials for Distaff Lane</td> <td data-bbox="1193 1384 1461 1451">July – Aug 2018</td> </tr> <tr> <td data-bbox="507 1451 1193 1552">Practical Completion of 2-6 Cannon Street (redevelopment).</td> <td data-bbox="1193 1451 1461 1552">Mid - Aug 2018</td> </tr> <tr> <td data-bbox="507 1552 1193 1619">Implementation of Distaff Lane Works.</td> <td data-bbox="1193 1552 1461 1619">Aug – Oct 2018</td> </tr> <tr> <td data-bbox="507 1619 1193 1686">Finalise Design for Phases 2 and 3 Works.</td> <td data-bbox="1193 1619 1461 1686">Oct 2018</td> </tr> <tr> <td data-bbox="507 1686 1193 1753">Delivery of Phases 2 and 3</td> <td data-bbox="1193 1686 1461 1753">Feb - June 2019</td> </tr> </tbody> </table> <p>Notes: These dates are subject to changes in the Developer's programme.</p>	Activity	Date	Finalise Design of Phase 1 works for Distaff Lane.	May – June 2018	Procurement of materials for Distaff Lane	July – Aug 2018	Practical Completion of 2-6 Cannon Street (redevelopment).	Mid - Aug 2018	Implementation of Distaff Lane Works.	Aug – Oct 2018	Finalise Design for Phases 2 and 3 Works.	Oct 2018	Delivery of Phases 2 and 3	Feb - June 2019
Activity	Date														
Finalise Design of Phase 1 works for Distaff Lane.	May – June 2018														
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Delivery of Phases 2 and 3	Feb - June 2019														
<p>4. Outstanding risks</p>	<ul style="list-style-type: none"> • <u>Potential for adverse amenity impacts</u> Due to the partially secluded and heavily planted nature of the On-Site Garden, it is considered that introducing 24/7 access from Distaff Lane would create potential for damage and misuse during the night. 														

	<p>Mitigation: This is mitigated by the proposed gate structure and night time closure arrangements.</p> <ul style="list-style-type: none"> • <u>Delays to the Developer’s programme</u> Likely to impact the City’s ability to access sections of public highway. Mitigation: maintain regular contact with the Developer, local stakeholders and disseminate updates as required. 																						
<p>5. Budget</p>	<p>Table 1 – Phase 1 Estimate</p> <table border="1" data-bbox="507 537 1484 1025"> <thead> <tr> <th>Items</th> <th>Costs (£)</th> </tr> </thead> <tbody> <tr> <td>Staff Costs P&T</td> <td>24,250</td> </tr> <tr> <td>Staff Costs Env Servs</td> <td>18,750</td> </tr> <tr> <td>Staff Costs Open Spaces</td> <td>8,000</td> </tr> <tr> <td style="text-align: right;">Staff Costs - Sub-total</td> <td>51,000</td> </tr> <tr> <td>Fees (inclusive of permits and road closures, structural design, landscape design, C2s,C3s, etc..requests for utilities, site surveys, relocation of traffic signals and re-instatement of bus stop removed to facilitate development)</td> <td>40,000</td> </tr> <tr> <td style="text-align: right;">Fees Sub-total</td> <td>40,000</td> </tr> <tr> <td>Utilities Works</td> <td>30,000</td> </tr> <tr> <td>Highway Works</td> <td>175,000</td> </tr> <tr> <td style="text-align: right;">Works Sub-total</td> <td>205,000</td> </tr> <tr> <td style="text-align: right;">Total</td> <td>296,000*</td> </tr> </tbody> </table> <p>*These costs are related to the proposed Phase 1 works. Costs for other project phases will be the subject of a subsequent Gateway 5 Committee report. Any underspends from Phase 1 works will be carried forward to implement subsequent phases.</p>	Items	Costs (£)	Staff Costs P&T	24,250	Staff Costs Env Servs	18,750	Staff Costs Open Spaces	8,000	Staff Costs - Sub-total	51,000	Fees (inclusive of permits and road closures, structural design, landscape design, C2s,C3s, etc..requests for utilities, site surveys, relocation of traffic signals and re-instatement of bus stop removed to facilitate development)	40,000	Fees Sub-total	40,000	Utilities Works	30,000	Highway Works	175,000	Works Sub-total	205,000	Total	296,000*
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<p>6. Success criteria</p>	<ul style="list-style-type: none"> • Phase 1 works are carried out in a timely manner to tie in with the Developer’s programme for practical completion in August 2018. • Improved planting design to provide a more inviting environment and improved greening in an area that currently has a limited planting palette. • Increased provision of opportunities for formal seating with the furniture provided in line with City’s access requirements and incorporating anti-skating measures. • Improved lighting provision to illuminate vertical surfaces, improve legibility and heighten the sense of security, in keeping with aims in the City Lighting Strategy 2018. • Better pedestrian experience by delivering high quality enhancements that improve legibility and tie in with the On-Site Garden adjacent to the new development. 																						
<p>7. Progress reporting</p>	<p>Monthly updates to be provided via Project Vision and any project changes will be sought by exception via Issue Report to Spending and Projects Sub Committees</p>																						

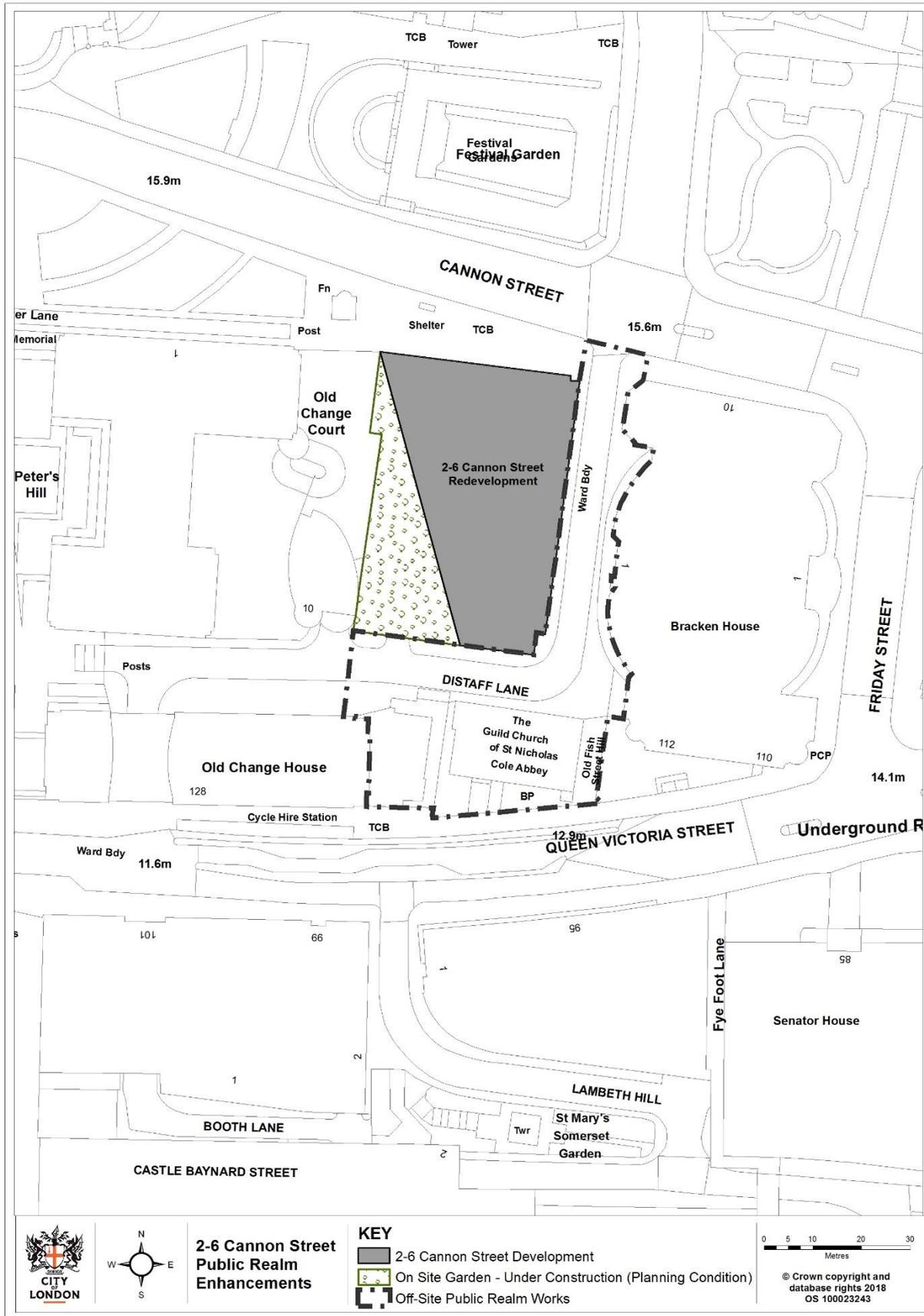
Appendices

Appendix A	Site Location Plan
Appendix B	Project Phase Plan
Appendix C	General Arrangement Plan
Appendix D	Images

Contact

Report Author	Emmanuel Ojugo
Email Address	emmanuel.ojugo@cityoflondon.gov.uk
Telephone Number	0207 332 1158

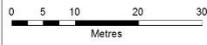
Appendix A: Site Location Plan



**2-6 Cannon Street
Public Realm
Enhancements**

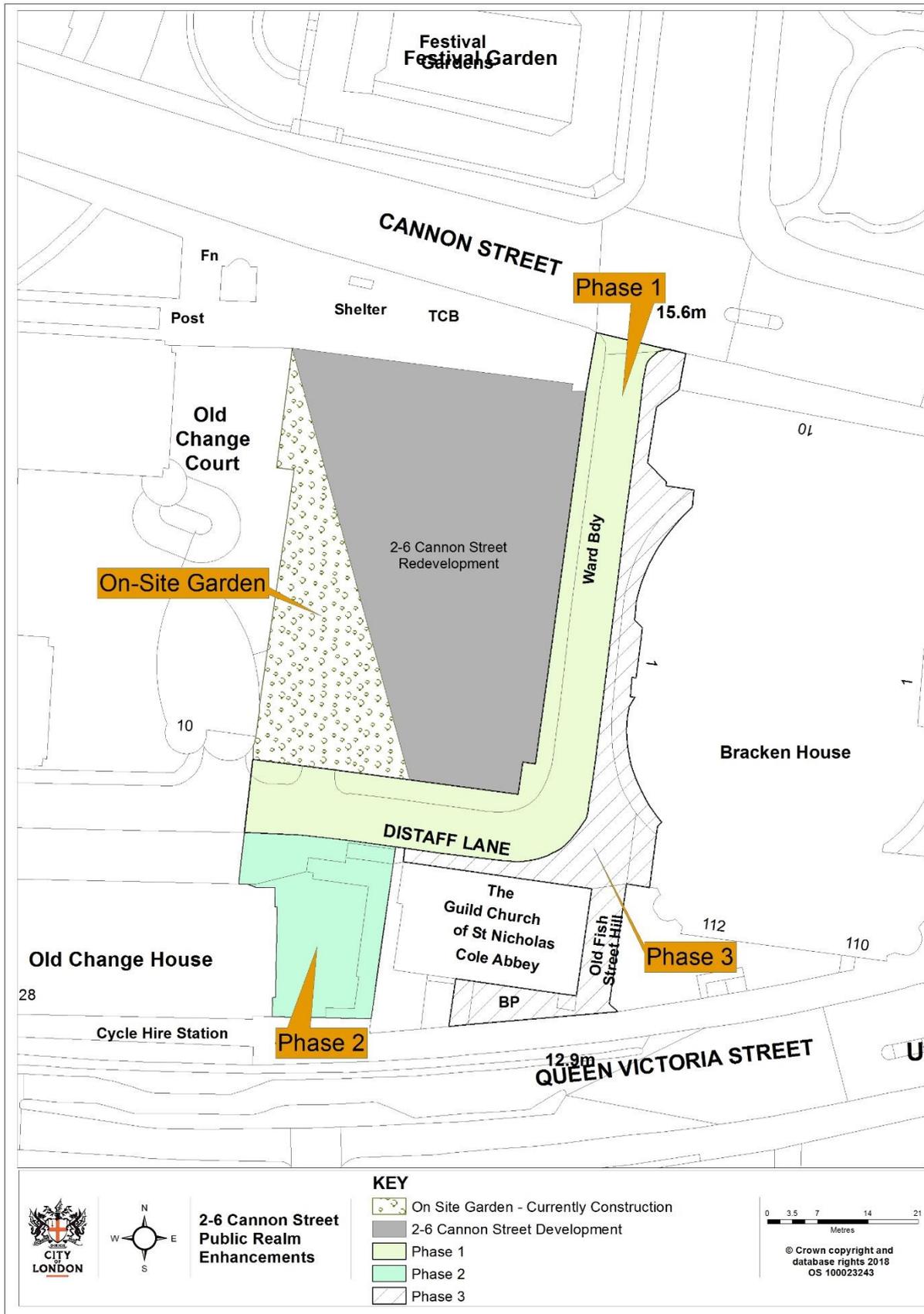
KEY

-  2-6 Cannon Street Development
-  On Site Garden - Under Construction (Planning Condition)
-  Off-Site Public Realm Works

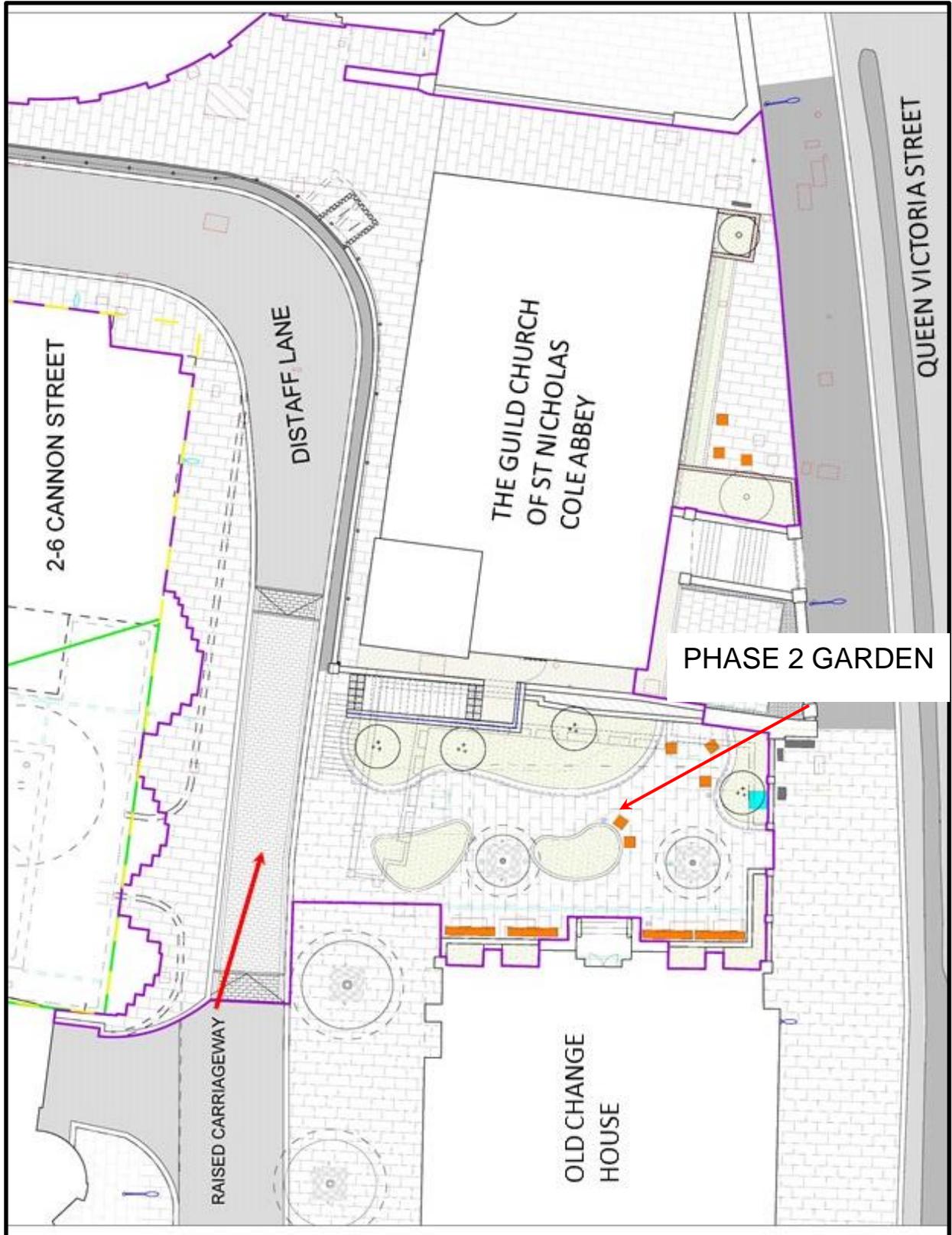


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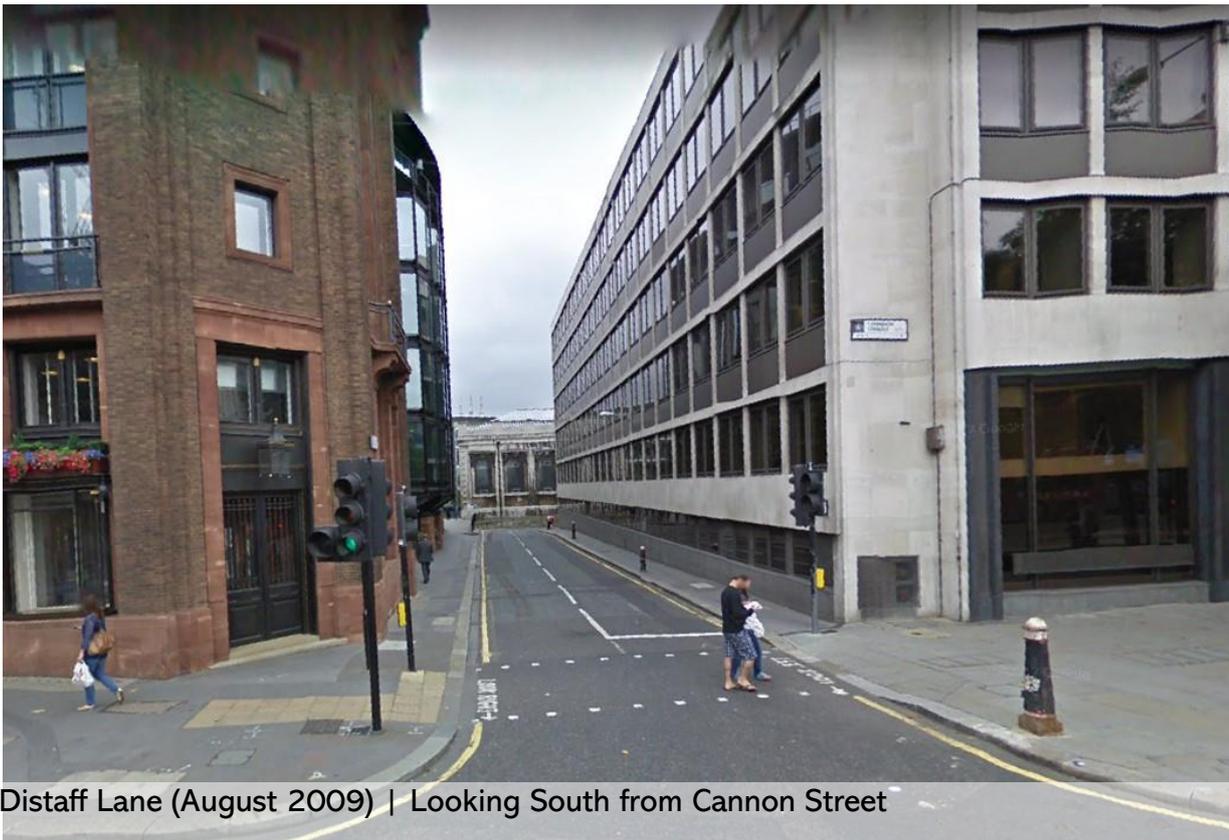
Appendix B: Project Phase Plan



Appendix C: General Arrangement Plan Snapshot



Appendix D: Images





On-site Garden - Before



On-site Garden – After (artistic impression), currently under construction



Existing Garden | adjacent to Nicholas Cole Abbey Church



Photomontage | Garden adjacent to Nicholas Cole Abbey Church (artistic impression)

Committees:	Dates:	
Streets and Walkways Sub-Committee	03/07/2018	
Planning and Transportation Committee	10/07/2018	
Projects Sub-Committee	18/07/2018	
Policy and Resources Committee	06/09/2018	
Court of Common Council	13/09/2018	
Resource Allocation Sub-Committee	04/10/2018	
Subject: Bank on Safety: experimental safety scheme conclusion	Issue Report: Regular	Public
Report of: Director of the Built Environment Report Author: Gillian Howard	For Decision	
<u>Summary</u>		
<p>Project Status: Green Total estimated Project Cost: £1,437,207. Spend to date: £ 1,347,504 Overall Project Risk: Green Approved Budget: £1,401,207.</p> <p>• Last Gateway approved: Gateway 4/5 December 2016</p> <p><u>Summary:</u> This report seeks a decision on the future of the current Bank on Safety experimental scheme.</p> <p>This is a scheme which was designed to meet the Court of Common Councils concerns to see road danger reduced at Bank following the fatality of June 2015.</p> <p>The experimental scheme was approved for implementation by the Policy and Resources Committee in December 2016. The agreed success criteria were:</p> <ol style="list-style-type: none"> 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. <p>Performance monitoring against the success criteria was previously reported and confirmed that, to date, each of the success criteria had been met. Further updates to some of this information is included in this report.</p> <p>In addition, a consultation exercise was carried out which was responded to by almost 4,300 people.</p>		

Of the consultation survey responses, 45% of respondents supported the experiment as implemented. A further 29% generally supported the scheme but would like to see changes (see paragraphs 34-35) and 25% of people did not support the experiment. In total 75% of respondents support or generally support the experiment.

Other considerations resulting from the consultation exercise and the equality analysis include:

- Disabled access;
- Traffic in the surrounding area;
- Enforcement and signage;
- Pollution in the surrounding area; and
- Taxi passenger impacts.

Commentary on the above is set out later in the report.

• Proposed way forward

The experimental scheme be made permanent, and that complementary measures to further improve the performance of the scheme be investigated.

Because of the use of experimental traffic orders, the decision can only be whether to keep the experiment as a permanent traffic order, or not. If Members are minded to keep the experiment then the next stage will be to optimise performance of the scheme and then look towards the All Change at Bank longer term project.

Total Estimated Cost:

£1,437,207. (£1,401,207 approved)

Recommendations

The following recommendations are subject to the outcome of the Court of Common Council meeting in September 2018:

Streets and Walkways

1. To note the content of this report for information and make comment.
2. To agree that if the experiment is approved to be made permanent, officers be instructed to investigate additional measures to further improve compliance, behaviour and performance within the vicinity of the junction. (explained in paragraphs 80-84)
3. Agree the addition of £36,000 to the budget for the investigation proposed in recommendation 2, above.

Planning and Transportation

4. To agree to make the experimental traffic orders at Bank Junction (to restrict traffic to bus and cycle only, Monday to Friday 0700-1900) permanent and to delegate authority to the Director of the Built Environment to take all steps necessary to put the relevant orders into effect.

Project Sub Committee

5. To note the contents of this report for information.
6. Agree the addition of £36,000 to the budget to undertake recommendation 2.

Policy and Resources

7. To agree to make the experimental traffic orders at Bank Junction (to restrict traffic to bus and cycle only, Monday to Friday 0700-1900) permanent.

Resource Allocation Sub

8. If recommendations 2, 6 and 7 are approved, then additional funding of £36,000 be approved from the On-Street Parking Reserve.

Main Report

1. Issue description	The experiment is reaching conclusion, and the evidence for a decision to be made is set out in this report. A decision is now required to make the scheme permanent and consider any further measures, or plan to revoke the experimental order and return to the previous operation of the junction.
2. Last approved limit	£1,401,207
3. Background	<p>Why was this project commenced?</p> <ol style="list-style-type: none"> 1. Bank junction was highlighted as an issue of concern in the Bank Area Strategy which was adopted by the Court of Common Council in May 2013. Shortly after in November/December 2013 the Bank Junction improvements project (All Change at Bank) was initiated by the Planning and Transportation and Projects Sub committees. Work on this longer-term project was already underway when a fatality occurred at Bank in June 2015. 2. The Court of Common Council discussed (25/06/15) the need to bring forward safety measures at Bank. The Chairman of Planning and Transportation of the time committed to presenting options to Members in that Autumn. 3. Road Safety was recorded as a corporate red risk, with Bank junction a key focus following the fatality. Officers were tasked with proposing options to deliver safety improvements more quickly than the existing All Change at Bank project. A report was submitted for final consideration to the Policy and Resources Committee in December 2015, where approval was given to investigate the feasibility of making Bank bus and cycle, possibly taxi, only, Monday to Friday 7am to 7pm. This was the time when 75% of the collisions were occurring. 4. The Coroner's investigation in July 2016 into the 2015 fatality considered written evidence from the City around the work that was being done to

make changes at Bank (including developing the experimental scheme). On this basis the Coroner concluded that nothing constructive could be added by way of a preventative death report on this occasion. There was however an expectation that measures to improve safety in this complex location would be brought forward.

5. Final approval to implement the experiment as bus and cycle only, Monday to Friday 7am to 7pm, was given on 15 December 2016 by the Policy and Resources Committee.

What is the experiment?

6. The Bank on Safety scheme focuses on restricting the number of vehicles that cross Bank Junction during the working day to significantly reduce the risk of collisions. The top causation factors for accidents in the area were pedestrians walking into/in front of motor vehicles and vehicles making turns. This scheme reduces the probability of both.
7. Between the hours of 7am-7pm Monday to Friday, only buses and pedal cycles are permitted to cross the junction and travel westbound from Leadenhall Street into Cornhill. The scheme was implemented on 22 May 2017 using experimental traffic orders.
8. The experiment also saw the addition of two new taxi ranks close to the junction, on Princes Street and Queen Victoria Street (adjacent to the Magistrates Court). An extension of hours of the existing taxi rank on Cornhill was also made so that there were nine taxi spaces available close to the junction during operational hours of the scheme. Previously there were no daytime ranks in the vicinity.
9. In addition, there were some changes to loading and disabled parking bays in the vicinity of the junction (see maps in Appendix 1) to help ease the traffic flow on the alternative routes away from Bank.

Has it been successful?

10. The four agreed key success criteria areas 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

These criteria reflect considerations relating to the traffic authority's statutory duties. See Appendix 2

11. The success criteria have been met based on the current data available. The results were reported to the Streets and Walkways Sub, Projects Sub and Planning and Transportation Committees in April/May 2018.

12. This report summarises the previous report and, where appropriate, updates information. Following a significant update in casualty information from the City of London Police and Transport for London (TfL) since the

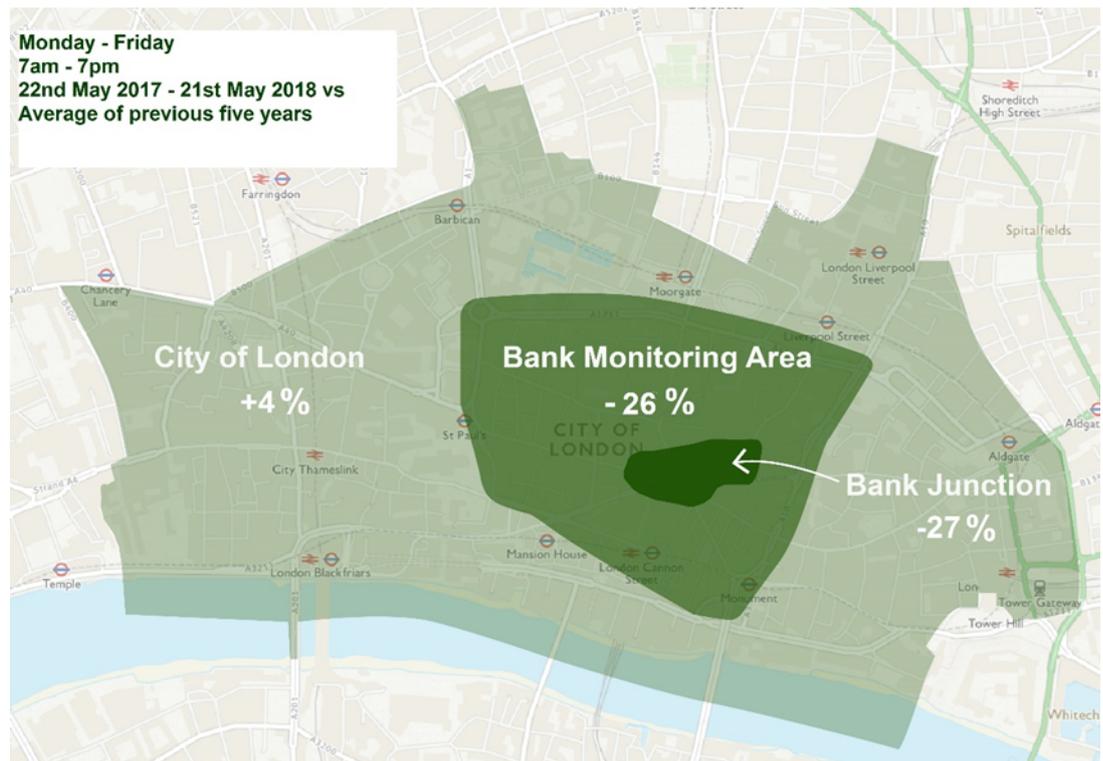
last performance report, casualty information has been updated accordingly. An explanation of this is included in Appendix 11.

Criteria 1: A significant safety improvement at Bank

13. As detailed in Appendix 11, one year of post-scheme data is now available comprising of provisionally verified STATS19 data (3 months) and provisional (not verified) City of London Police data (9 months). The provisionally verified STATS19 data (the national collision recording format) is not expected to change significantly when it is formally verified, which is expected to be in early 2019. The City of London Police data used in this report may change; this is also explained in Appendix 11.

14. Figure 1 below uses this data to show the provisional change in the number of casualties following one year of operation of the experiment, in comparison to the average of the previous five years.

Figure 1: Provisional percentage casualty change during scheme operating hours (Each area is excluded from the other areas) (one year of post-scheme data in comparison to the average of the previous five years).

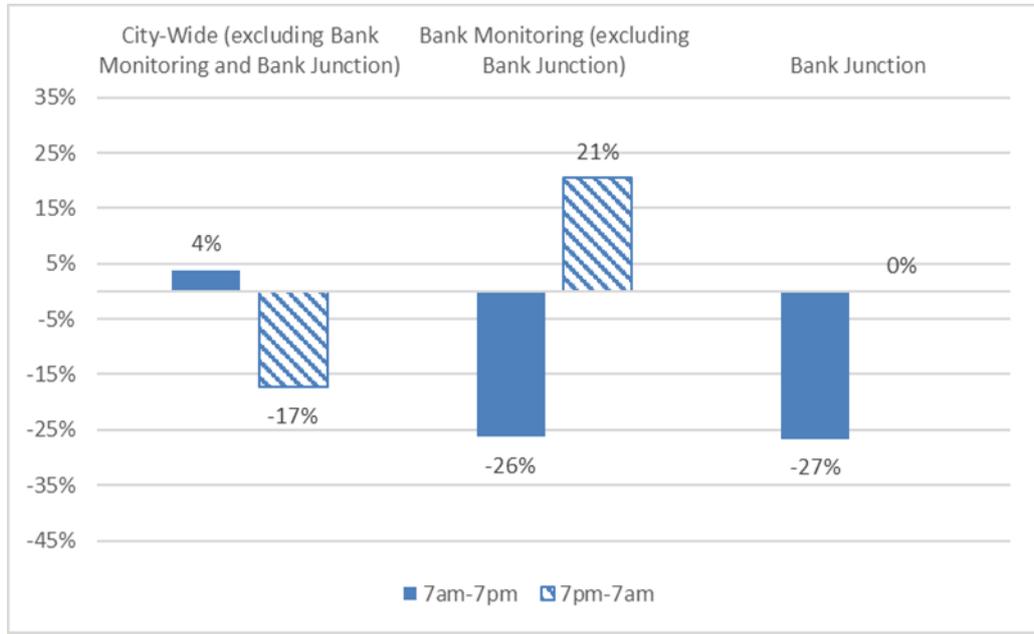


15. For completeness, the previous reports have also shown the changes to casualties in the wider City area (outside the Bank monitoring area). This indicates that there has been a provisional increase of 4% during this time (161 vs 155 average).

16. As shown in Figure 2, it should be noted that both the Bank monitoring area and 'Bank junction' see casualty savings during operational hours of the scheme. Outside of operating hours, the current data indicates that there

has been no change to casualty numbers at Bank Junction. There has however been an increase in casualties out of hours within the Bank Monitoring area (27 vs 22 average). Further detail is available in Appendix 11.

Figure 2: Provisional casualty change during operational hours over 12 months (7am to 7pm Monday to Friday) and outside of scheme hours (7pm to 7am Monday to Friday).



Figures provided in Appendix 11

17. Whilst the casualty data is provisional, indications are that at the junction the minimum success criteria of a 25% reduction has so far been met (11 casualties vs 15 average) and that the Bank monitoring area is exceeding its target reduction of 5% during the operation of the scheme (59 casualties vs 80 average). It is not possible to use verified casualty data to conclude the experimental scheme within the permitted 18 months; therefore, despite the above percentages being subject to change in the coming months, this is the most up to date information available for a decision on the experiment.

Criteria 2: Maintain access for deliveries.

18. As previously reported, officers had engaged with 46 businesses regarding their ability to service and deliver to develop the design for the restrictions. In the Autumn of 2017 officers contacted the same businesses again to ensure that they were satisfied that they continued to be able to service their premises conveniently. Following some clarifications on loading changes in the area, all businesses were content. This exceeded the success criteria of 75%.

Criteria 3: Improve Air Quality

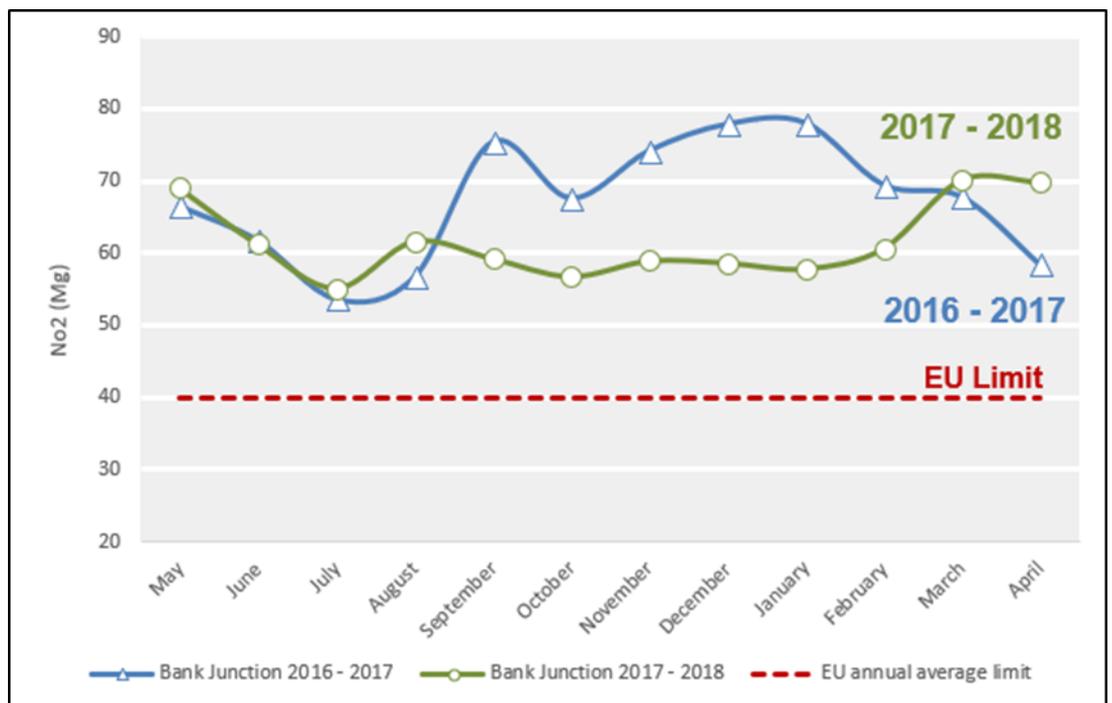
19. The first six months of data post scheme was published in the latest performance report and showed that on average NO₂ had decreased at Bank and in the surrounding area compared to the 2016 readings. It should

be noted that this data cannot be split between scheme and non-operational hours.

20. There have been significant street diversions in place since the end of January 2018 due to the emergency gas works at Monument. These unexpected diversions have skewed the traffic patterns and therefore influenced the monitoring results. This traffic pattern change includes an additional nine bus routes through bank junction on diversion (in one direction). Whilst the scheme was operating as intended between May and December 2017 the results indicated that there had not been a worsening of air quality at Bank or in the monitoring area.

21. Data for this monitoring criteria has recently been updated and covers the period to the end of April 2018. The 2018 data has not yet been bias adjusted. As can be seen in Figure 3, NO₂ has increased since January 2018. Whilst we cannot be certain, this increase is in line with the emergency gas work at Monument closing Cannon Street eastbound and Gracechurch Street northbound. There has been an increase in NO₂ above the 2016/17 baseline in March 2018 which coincides with the formal opening of Queen Victoria Street to traffic across the junction (on a temporary basis), which is currently ongoing.

Figure 3: Changes in No₂ between 2016 - 2017 and 2017-2018 at Bank Junction



22. In consultation with the Air Quality team in Markets and Consumer Protection, they have said:

“Air quality monitoring continues in and around Bank. The data currently being collected provides monthly averages. There are a number of variables that impact on levels of air pollution at roadside in City streets such as the weather, local topography and traffic diversions. This means it

is difficult to draw firm conclusions about the impact of the Bank scheme itself on local pollution levels. Overall, air quality post-scheme implementation is better than pre-scheme; although at this stage we are not able to say how much of this improvement is due to the Bank scheme. More detailed hourly average monitoring is planned in the area to enable a better understanding of the impact of the scheme”

23. The success criteria for this element was to see a measured reduction at Bank and not to make the wider monitoring area worse overall. This appears to have been achieved whilst the experimental scheme has operated as intended. Further detail on air quality readings in the surrounding areas can be found in Appendix 3.

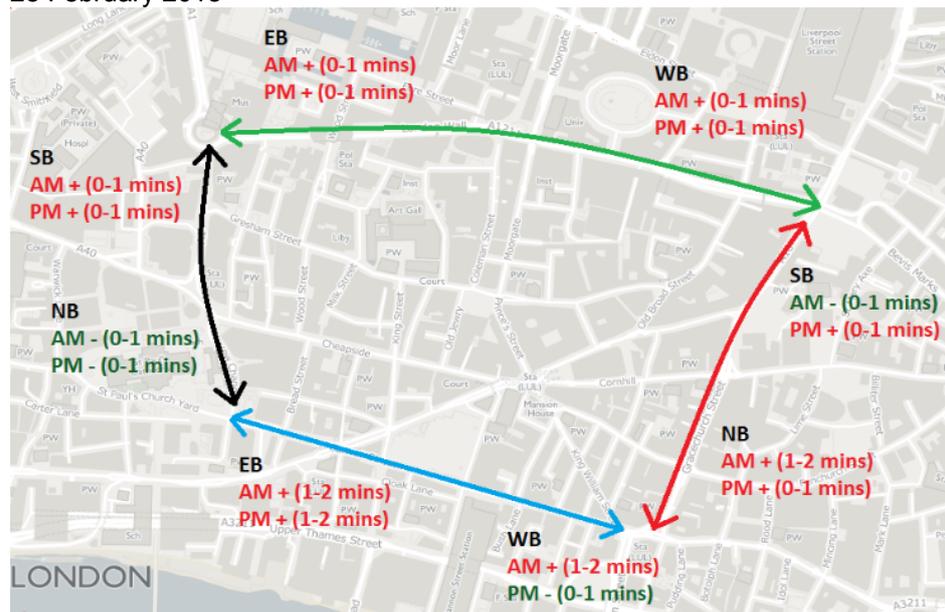
Criteria 4: Not unreasonably impact on traffic flow, whilst preferably improving bus journey times

24. The City has numerous statutory duties which it must comply with in the exercise of its traffic authority functions. These are set out in more detail in Appendix 2 and include duties under the Road Traffic Regulation Act 1984 such as relating to traffic movement. This criteria is relevant to considerations regarding expeditious, safe and convenient traffic movements.

General traffic

25. Journey times are shown below in Figure 4 and have, on average, increased slightly on the four key corridors (London Wall, Bishopsgate/Gracechurch Street, Cannon Street, New Change/St Martin Le Grand).

Figure 4: Average peak period journey time differences for general traffic 22 May 2017 to 28 February 2018



Please note: The above excludes the Bishopsgate southbound closure September to November 2017.

26. Journey times in Figure 4 have been assessed for general traffic by using IBus data (collated by TfL using GPS data). This is a reliable proxy for general traffic and an approach agreed with TfL. The IBus data for this purpose excludes time spent at bus stops and there are no bus lanes on these corridors. These IBus results have since been verified using the outputs of the Traffic Master data (derived from satellite navigation data) for the first four months of operation of the scheme. The results are broadly aligned indicating that the methodology adopted for the using the IBus data is robust for this purpose as a proxy.

27. The data collected suggests that the success criteria has been achieved for general traffic.

Bus Journey times

28. All 21 bus routes that pass through the traffic modelled area have been monitored. Table 1 shows the average journey time savings for the groups of buses that serve Bank, and those which do not but pass through the modelled area, for different times of the day. This is compared to their previous recorded average journey times.

Table 1: Average bus journey time savings between 7am to 7pm Monday to Friday (22 May 2017 to 28 February 2018 vs 1st October 2015 – 21st May 2017)

	AM peak hour	PM peak hour	During the hours of scheme operation
	8am-9am	5pm-6pm	7am to 7pm
Bank Services (9)	-(3-5 mins)	-(1-2 mins)	-(3-5 mins)
Non-Bank Services (12)	-(0-1 mins)	-(0-1 mins)	-(0-1 mins)

29. It should be noted that bus journey times are analysed across the larger traffic modelled area unlike the key corridor information which is a specific length of corridor (Figure 4 above). This is why the journey times in Table 1 are different to the times shown in Figure 4.

30. It should also be noted that the data paints something of a worst-case scenario as the traffic modelling work identified the journey time forecasts on the presumption that the four key corridors for reassignment were fully operational. There has been very little of the experimental period where both directions of all the key corridors have been fully open. Therefore, the viability of the experiment has been tested to its fullest in terms of network resilience and the impacts of having Bank restricted as well as other key corridors closed, both for planned and emergency work.

Scheme success criteria summary

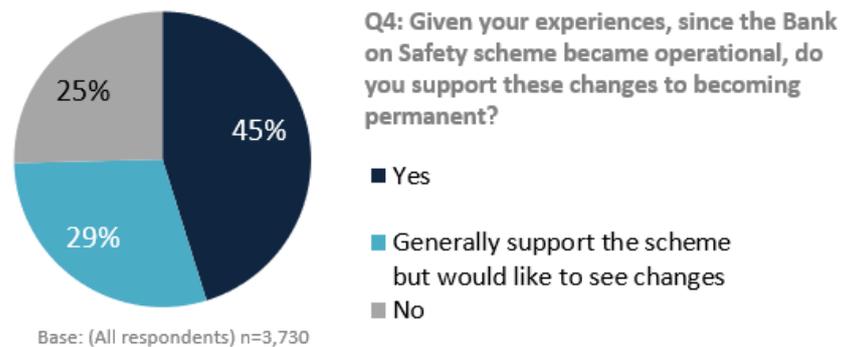
31. With regard to the four key success criteria, all of the data so far indicates that the experiment has been successful and that these criteria are being met.

What do people think?

32. There was a large consultation response with almost 4,300 responses received, as reported to Planning and Transportation, Streets and Walkways and Projects Sub Committee during April and May 2018. The online consultation survey accounted for 90% of all respondents to the consultation, with the remainder being letters and emails. Of the online consultation survey respondents, 75% supported or generally supported the experiment when directly asked the question.

Figure 5: Consultation survey respondents support split.

3 IN 4 ARE SUPPORTIVE OF THE SCHEME



33. In particular, there was strong support from pedestrians and cyclists (over 90%); these groups made up over 75% of the people passing through the junction in the am peak hour prior to the experiment and were involved in a large number of the collisions.

34. As can be seen in Figure 5, 29% of respondents generally supported the scheme but wanted to see a variation. The variations were a mixture of both progressive responses of people who wanted to see the scheme introduce greater restrictions and those who wanted to see the scheme operate in a less restrictive way. For example, increasing the operational hours or allowing more types of motor vehicles through. Respondents also suggested enhancements that would not change the technical detail of the traffic order but would improve the look and feel of the junction; such as better enforcement and wider pavements.

35. The most cited variation of those who 'generally support' the scheme was to allow black cabs into the junction; supported by 41% of respondents (451 responses). This equates to 12% of all survey respondents. Of the 12% supporting this variation, 70% identified themselves as a taxi or private hire driver.

36. In addition to the consultation survey respondents, there were also groups and representative organisations that responded to the consultation; which were largely in support of the scheme (see Appendix 4). These, along with the other emailed comments received, were reviewed as part of the previous consultation report.

37. Overall the consultation showed lower levels of support for removing the experiment and stronger levels of support for continuing the scheme as trialled.

Statutory consultation responses

38. There were also statutory consultations undertaken on both of the experimental traffic orders, as explained in the previous consultations findings report. There were 23 representations received to the main restriction experimental traffic order (Order 1) which closed on 24 November 2017.

39. Of these 23 representations, 16 were messages of support, 3 made comment but were not classed as objections and 4 were objections. Of those responses which do not constitute an objection, their responses were included in the analysis in the previous public consultation report.

40. The objections and the City's response are set out in full in Appendix 5 but in summary, the four objections focus on:

- traffic displacement,
- the penalty charge notices and publicity,
- the operation of a specific property (new business in the area – the Ned Hotel); and
- servicing premises within the zone from a maintenance perspective.

The City's response covers these areas by explaining:

- what can be undertaken in terms of loading and servicing and accessing properties in the area;
- the work done when assessing planned road closures and whether or not the scheme should be relaxed in such circumstances;
- the publicity work undertaken prior to the scheme; and
- the warning letters that were issued in the early weeks of the scheme.

41. The issues raised within the objections should be considered alongside the requirement to comply with the City's statutory duties and in context of the mitigation work already undertaken.

42. With reference to the Ned hotel, a separate work stream outside of the project has been established following several meeting with Officers to assist the Ned in overcoming some of their operational difficulties, which were not necessarily related to the experiment. This workstream is ongoing.

43. There were no representations received for the second experimental traffic order; which was associated with the loading changes in the area.

Other issues raised informally

Finch Lane access

44. A concern raised informally was whether Finch Lane could be accessed by motor vehicles travelling westbound from Leadenhall Street. The retention of this restriction is strongly recommended to avoid large vehicles attempting to u-turn in Cornhill, which could be dangerous, particularly if they overhang the footway. Finch Lane is very narrow and heavily used by pedestrians and has previously been agreed to be enhanced as an accessible walking route. It is therefore not appropriate to encourage the use of this lane as a rat run for westbound traffic from Leadenhall Street. The banned right turn from Leadenhall Street into Bishopsgate has already been revoked as part of the experiment to ease the flow of traffic from Leadenhall Street. This provides an alternative route westbound via Threadneedle Street. Access to Finch Lane is maintained via Threadneedle Street and then the left turn into Cornhill.

Taxi access through the junction

45. Officers were asked to conduct preliminary investigations into the journey time impact across the modelled area, of permitting the limited access to the junction by taxis. A total of nine scenarios have been considered as part of this assessment. Each scenario permits taxi movements on specific approaches through the junction, in addition to the buses and cyclists already moving through. The scenario routings can be found in Appendix 6.

46. Officers were also asked to consider the idea of straight ahead movements just for taxis, with cycle and bus movements permitted as now. However, this is something which is highly complex, if not impossible, to clearly sign and enforce. For this piece of work the focus has been on restricting entry to the junction by taxis only during the PM peak (when taxi numbers are at their highest).

47. Of the nine scenarios that were evaluated, bus and general traffic journey times have provisionally been forecast. There were found to be winners and losers with some journey time savings indicated on some routes, but which often resulted in losses in other areas. One scenario indicated the possibility of neutral to positive benefits more holistically which could warrant further investigation should Members wish to pursue this matter. This scenario would provide access from one east and west arm to taxis.

48. However, any increase in traffic could increase the risks of road danger and may also make it difficult to achieve full compliance (due to the possibilities of other vehicles following the taxis through). One particular movement of concern is a probable increase in vehicles along Lombard Street (see Figure 21 in Appendix 6), particularly during the peak hours, when there are high levels of pedestrians and cyclists (travelling in both directions). It is considered that the potential dis-benefits outweigh the benefits of this proposal and therefore, this report does not recommend further investigations into the reintroduction of taxis.

U-turning vehicles

49. U-turning vehicles, and taxis in particular, on Poultry and Princes Street have been raised as an issue of concern. The safety risk this poses has been assessed by external safety auditors both pre and post scheme implementation. The advice received is that the greatly reduced traffic flow during the hours of scheme operation adequately mitigates this risk. There have been no reported collisions to date (end of May 2018), during scheme operating hours, due to u-turning. However, this will continue to be monitored.

Considerations/Issues raised

50. A number of considerations and issues have been raised through the consultation and the equality analysis. These consist of:

- Disabled access;
- Traffic in the surrounding area;
- Enforcement and signage;
- Pollution in the surrounding area; and
- Taxi passenger impacts.

NB: the percentages used from the consultation survey below may refer to different base numbers as these issues may have come from different questions which not everyone would have answered. The number of respondents is shown for clarity.

51. A full Equality Analysis has been undertaken based on the operation and experience of the experiment and can be found in Appendix 7. In summary there are three protected characteristics which are deemed to have 'a neutral with possible negative impacts' as a result of the Bank on Safety Scheme. These are: Age, Disability and Pregnancy and Maternity. The possible negative impact of the scheme on these groups results from potentially increased vehicle journey time and costs, removal of one disabled parking bay and removal of the zebra pedestrian crossing on Threadneedle St. Design measures and measures to provide information have been taken to mitigate these impacts (see para 54-55).

52. There are also significant positive impacts experienced, including by persons with protected characteristics, particularly as bus passengers or pedestrians, including improved safety and air quality and reduced bus journey times. Due to emergency works, and resulting abnormal traffic patterns, it has not been possible to consider introducing further mitigation measures to date, but measures such as additional disabled parking provision will be further reviewed once traffic patterns have settled.

Disabled access:

53. Access for disabled passengers was raised as a concern under the question 'what do you think is not working well' of the consultation survey. This was raised most by taxi/private hire passengers (58 respondents) and taxi/private hire drivers (131 respondents).

- 54.** Under the scheme taxis and other private vehicles are able to pick up or drop off passengers close to the junction. The map in Appendix 8 shows:
- The doors to the buildings surrounding the junction and whether they are step free;
 - Where the existing barriers (prior to the experiment), such as guardrails are, and which would prevent the ability to pick up and set down; and
 - The location of the stop lines at the junction. (Vehicles should not in any event stop to set down and pick up within the junction)

The ability to pick up or set down safely to these locations at Bank has not been significantly changed by the scheme.

55. Some drivers may not understand where they can pick up and drop off in the area. We have provided information to try and combat this. Maps are available for download and have been distributed to local businesses. With continued experience the understanding of regular drivers will improve; mitigating this issue further. We have seen improved compliance over the experimental period. Officers will continue to monitor in the event that evidence suggests that the provision of information relating to the scheme needs to be improved.

56. It is considered that the evaluation and recommendation to continue the traffic orders has due regard to the City's public-sector equality duties (see Appendix 2) and is not discriminatory.

Traffic in the surrounding area

57. Through the consultation in answering the question 'what is not working well' (answered by 3684 people), 37% (1363 people) identified that traffic had worsened since the scheme had become operational.

58. The two routes that have often been cited by Members as being more congested are Cannon Street and Gresham Street. Cannon Street as a key corridor has been monitored closely and on average journey times are 1-2 minutes greater than before the scheme went in. Work has been undertaken, and is continuing, to better enforce parking and loading activity on the street.

59. In terms of Gresham Street, increased enforcement resources have been deployed. Discussion with TfL to improve the operation of the signalised junctions is taking place.

60. It should be noted that Gresham Street has also been affected by the development on the corner of Wood Street with the introduction of temporary traffic lights and one way working; which has recently concluded.

Enforcement and Signage

- 61.** Enforcement and signage were both cited as elements that ‘did not work well’ in the consultation survey (base of 3684 people) with 23% of respondents to that question (847 people) citing that banned vehicles were still going through the junction and 12% (442) citing signage needed improvement.
- 62.** Current signage has been independently audited for suitability and compliance and has been found to be legally fit for purpose. The current signage has delivered up to 97% compliance. However, officers have developed alternative signage and are consulting with the Department for Transport to explore whether this could be used, with a view to further improving compliance.

Pollution in the surrounding area

- 63.** Pollution increasing away from Bank was raised by 8% (295 responses) of respondents to the question ‘what is not working well’ (base of 3684 people).
- 64.** NO₂ levels have shown an average decrease across the Bank monitoring sites after the scheme was introduced compared to the 2016 values. There is therefore little evidence that this perception has been realised in practice. More detail is available in appendix 3.

Impact on taxi passengers

- 65.** In agreeing the experimental scheme, it was recognised that there would be some journey time increases as well as some savings across the area; however, overall these should not be ‘unreasonably increased’.
- 66.** Unreasonable has not been defined in this instance and is a judgement. Data was collected in two ‘after surveys’ based on 80 journeys each time. The average journey time changes in terms of time and cost are set out below in Table 2.

Table 2: 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)
Time (minutes)	12:06	13:21	15:30
Cost	£8.85	£9.80	£11.35

- 67.** In addition, the Licensed Taxi Drivers Association (LTDA) GPS journey time data has also been provided, based on a smaller sample size of approximately 100 journeys per survey over seven routes. It should be noted that other data from the LTDA has been excluded as it was not considered to be robust (given street closures in Bishopsgate and Threadneedle Street during their ‘after comparison’ survey which was considered to affect those results). In addition, the LTDA did not undertake any cost comparison exercise.

68. There is a technical note in Appendix 9 which combines the LTDA data sets with the City's, for all reasonable comparable sets. The data shows a good level of correlation. This indicates that the methodology of the mystery shopper technique was consistent for before and after and gives a reasonable indication for journey times between set destinations in each survey.

69. Overall, the information gathered on the average journey times and cost increases suggest that there has been some impact on the monitored taxi routes. However, this must be considered against the wider benefits of the scheme.

Taxicard users

70. The City has used anonymised Taxicard data to look particularly at the impact of the scheme on taxicard passengers with disabilities. A Taxicard is given to people with severe mobility or visual impairments. The journeys analysed were those starting or finishing in the City.

71. Anonymising the data is necessary but prevents like for like analysis. It is however still possible to review average journey times. The data used covered the eight months prior to the scheme and the following eight months (excludes May 2017 as the scheme started operation on the 22 May).

72. It was a concern, from some, that the number of taxi journeys, particularly for disabled passengers would reduce because of the experiment; This has not been found to be the case for Taxicard users. In fact, there has been an increase (+6%). This is based on 4,464 trips before and 4,734 post scheme.

73. Table 3 shows the changes in average journey time and cost, although it should be noted that these are indicative figures only as pre and post scheme precise journey origins and destinations will vary.

Table 3: Taxicard comparisons for journey starting or finishing within the City

	8 months prior to the scheme	8 months after the scheme
Average Journey time (minutes)	17.31	16.00
Average Cost	£12.30	£12.40
Number of trips	4,464	4,734

74. A particular concern prior to the scheme was that people with a disability might not be able to access buildings at Bank. This has been specifically monitored and it is confirmed that there has been a small increase in the number of Taxicard journeys to, or from, the buildings surrounding Bank junction. This increased from 42 to 45 trips in comparing the eight months before and after.

Whilst there has been some impact on the average journey times these need to be assessed against the overall safety and other benefits of the scheme. It should also be noted that we have provided nine new taxi rank spaces in the vicinity and a comprehensive change to traffic light signal timings to facilitate safe movement.

Conclusion of the experiment.

75. A lot has been discussed so far in this report. In summary,

- The performance of the scheme so far has to date met the agreed success criteria.
- Consultation was largely positive and showed a strong level of support for the changes at Bank, but also raised some concerns.
- These concerns have been looked into and some do not appear to be borne out by the available data, such as pollution in the surrounding areas, and to a certain degree the concerns of traffic levels in surrounding areas.
- Of those issues where improvements may be made, such as signage, enforcement and compliance some suggestions are made in the next section of the report should Members approve the first recommendation.
- The issue of potential impacts on some people with a protected characteristic around journey time and cost to disabled/taxicard users is acknowledged. This has been mitigated as far as possible and there are significant positive impacts on people with protected characteristic. Once abnormal traffic movements caused by emergency works have abated, further measures can be considered, if the recommendations are accepted.

76. In conclusion, the evaluation has had due regard to the City’s statutory duties including: maintaining reasonable access to premises, improving amenity, having regard to the national air quality strategy, facilitating bus traffic (and not unduly negatively impacting on taxis) and securing the safety and convenience of passengers and other road users. Due regard has been paid to the City’s public-sector equality duties and the interests of those with protected characteristics. This report recommends that the experiment should be made permanent as trialled.

4.

Way forward

77. If Members are minded to agree the recommendation, the following actions will be undertaken to make the scheme permanent:

- Advertising the notice to make the traffic orders permanent, including preparation and deposit of related documents such as the Statement of Reasons; and
- Signing the permanent Orders.

This will be completed within the 18 month statutory period.

78. Also, a further report on the procurement options for the enforcement cameras and likely costs will need to be prepared. In the meantime, Officers will seek to extend the existing enforcement camera contract with the procurement team within the agreed contract parameters. This is to cover the period between the existing contract expiring in November and the contract for the long-term solution being concluded. The cost of this contract extension will be met from existing departmental (DBE) resources.

79. The above work will be undertaken within the existing agreed project budget. The proposed budget line changes are in Table 7 in Appendix 10. Not all of the fees line budget has been utilised as planned. The emergency gas work at Monument left the network in a disrupted state. Therefore, the remaining surveys, such as taxi availability to hire and the junction vehicle count spot checks (to verify the traffic model forecasts for the reassignment routes), have not been undertaken. These surveys will not be required moving forward, as they would have been used in this report as additional evidence for Members. There has also been a saving of approximately £35,000 on the works budget line. It is proposed that both of these savings are moved to the staff costs budget line to cover the work required, after this report has been decided, to make the scheme permanent, or for it to be removed.

Ongoing monitoring and review

80. The scheme as designed, including mitigation measures currently in place, are considered to meet the criteria and be compliant with the City's responsibilities, and is recommended to continue indefinitely. However, the operation of the scheme will be kept under review, and as traffic settles and (particularly after ongoing emergency works are completed) additional measures to further enhance the operation of the scheme could be considered.

81. The items that could be considered include:

- a. Improving compliance (Cue's and clues)
 - Enforcement gateway build outs;
 - Lining changes at, and in, the junction (lane compliance);
 - Opportunity to extend the pedestrian crossing time;
 - Some footway build-outs (increasing formal space for pedestrians);
 - Colourful crossings/ coloured surfacing treatments.

All of the above would help to either improve compliance of the scheme by motorists or improve behaviour within the junction.

- b. Increased enforcement on alternative routes
 - This will be covered by a further report on the use of the congestion officers in the City.
- c. Taxi rank visibility
 - Improving signage to, and the visibility of, the taxi ranks.

82. As part of this work above, it would also be possible to review whether there are any further opportunities to improve disabled parking provision within the monitoring area near Bank, once the emergency works are complete and traffic patterns resume to some normality. There may be opportunities once the measures in section a) above are reviewed that are not currently viable in the existing layout.

83. It is suggested that Members agree to items a) and c) above to be investigated in more detail within the project, and report back to Streets and Walkways Sub and Projects Sub Committees outlining what could be done and how much this would cost to implement.

84. This investigative and design work is estimated to require additional funding of £36,000 for staff costs. It is recommended that this be taken from the On-Street Parking Reserve.

King Street/Cheapside banned right turn

85. The right turn from King Street into Cheapside has been in operation on a temporary basis since January 2018 to facilitate the southbound closure on Queen Street and has been monitored for performance and safety. It is intended that to provide additional westbound travel options for reassigned traffic, that this will be, subject to TfL approval, made permanent using existing delegated authority if the experiment is approved. This is not essential for the Bank on Safety scheme operation; but will provide additional routing opportunities to complement the scheme.

The future.

86. Following a decision on the experimental scheme the longer-term project, All Change at Bank, can be revitalised and look to establish how this area should change to accommodate the future growth of the area with the other competing needs of the City.

Background Documents

- Bank on Safety: Second report on the performance of the experiment (Streets and Walkways Sub-Committee 10 April 2018)
- Bank on Safety: Consultation Findings (Streets and Walkways Sub Committee 10 April 2018)

Appendices

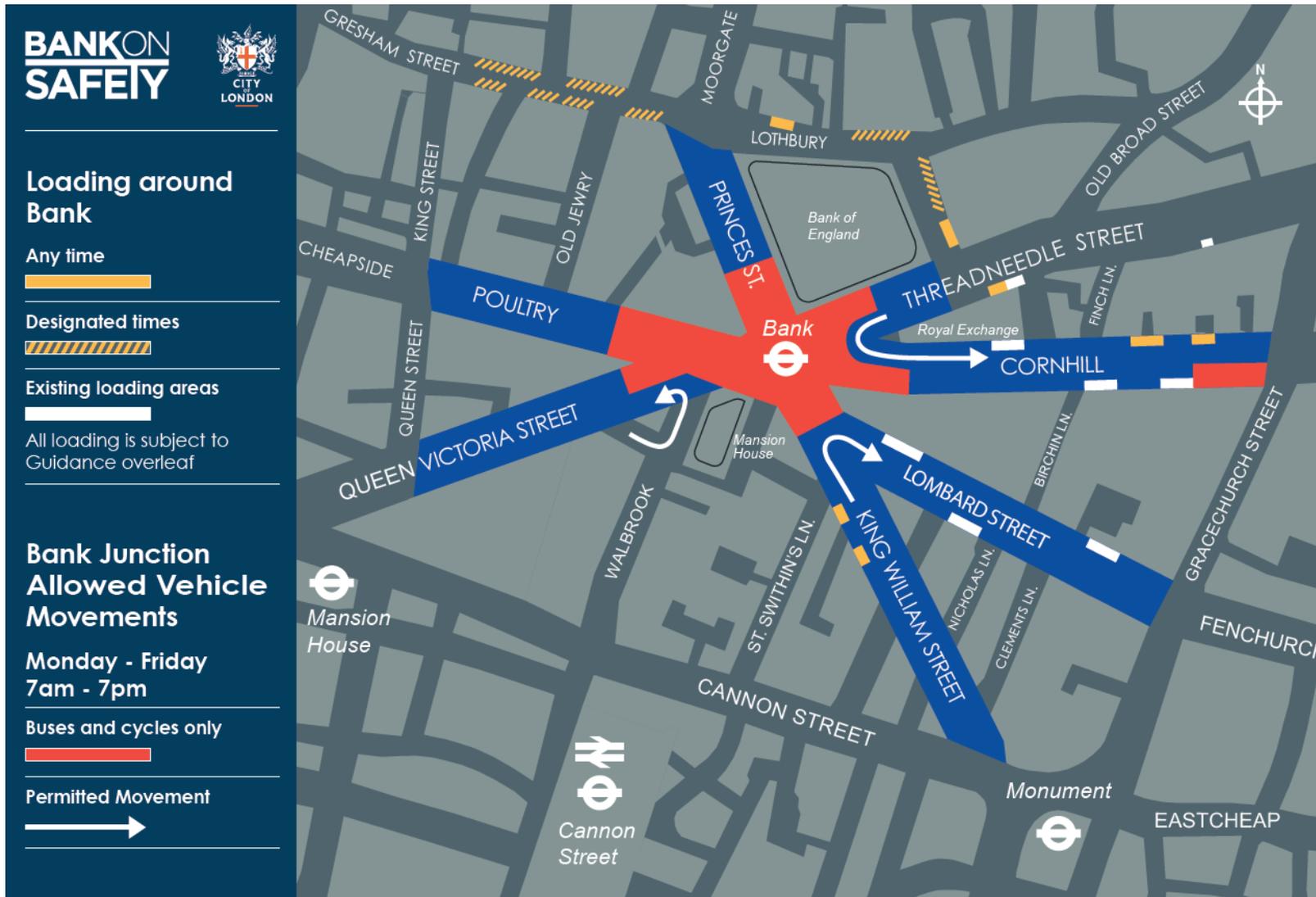
Appendix 1	Loading and disabled parking bay maps
Appendix 2	Statutory duty extracts
Appendix 3	Air Quality graphs
Appendix 4	Representative groups and businesses: summary response to consultation

Appendix 5	Statutory Objections and response to Order #1
Appendix 6	Taxi modelling: scenario routings
Appendix 7	Equality Analysis
Appendix 8	Access to the junction map
Appendix 9	Taxi journey time data
Appendix 10	Finance Table
Appendix 11	Casualty data

Contact

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

Figure 6: Map 1



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Figure 7: Map 2



Appendix 2

Statutory Duty Extracts

Road Traffic Regulation Act 1984:

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

Equalities Act 2010

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

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

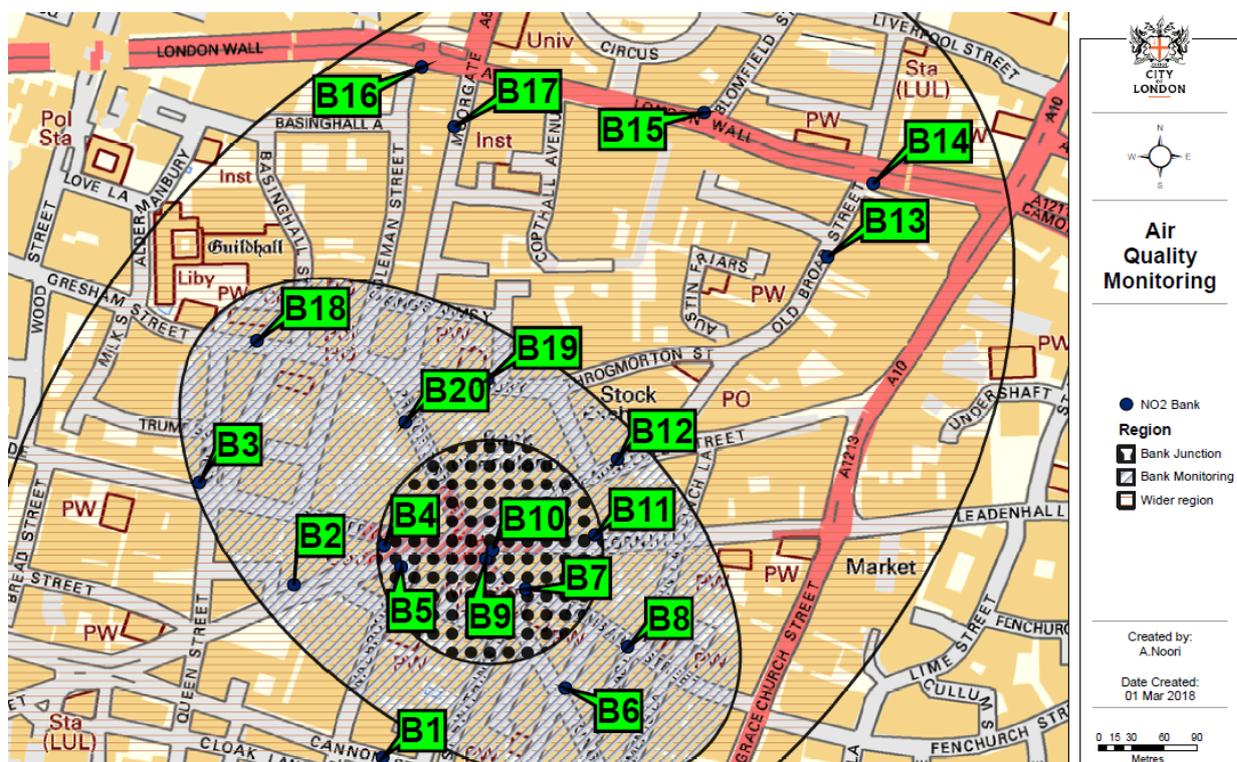
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Appendix 3

Air Quality

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

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



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

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

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

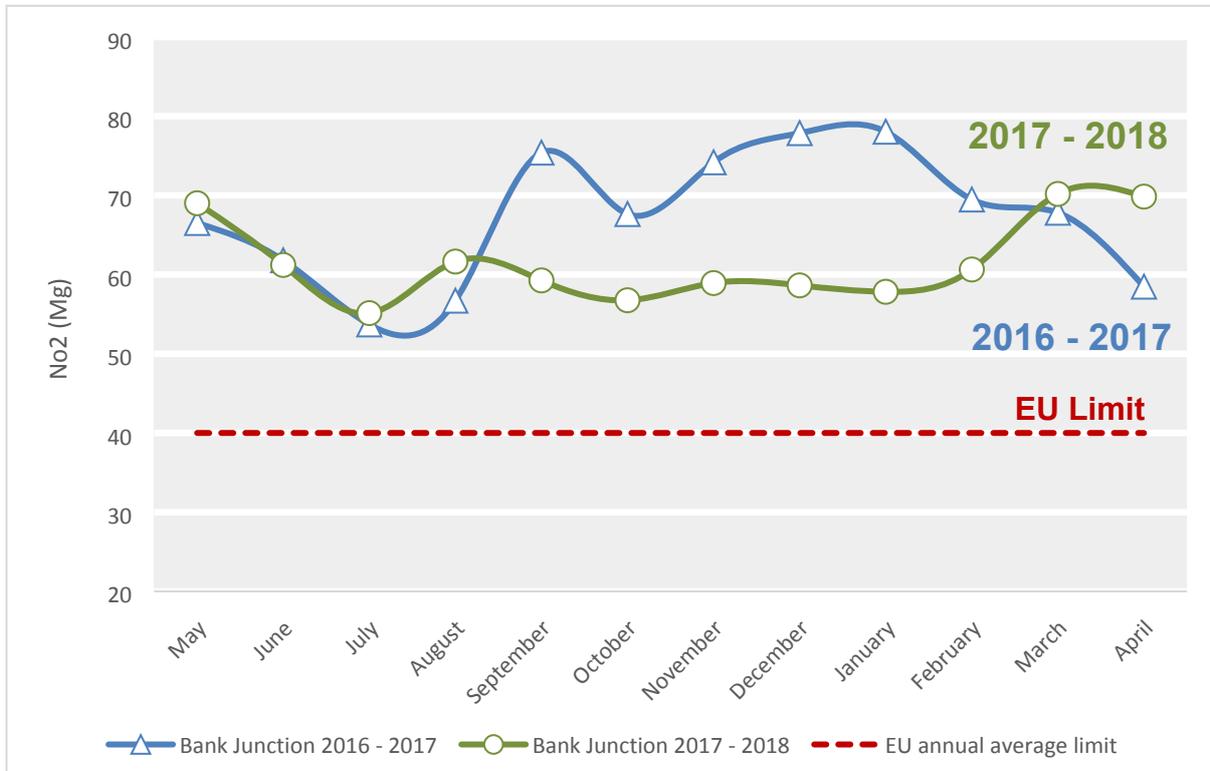


Figure 9: changes in No₂ between 2016 and 2017 in the Bank Monitoring Area

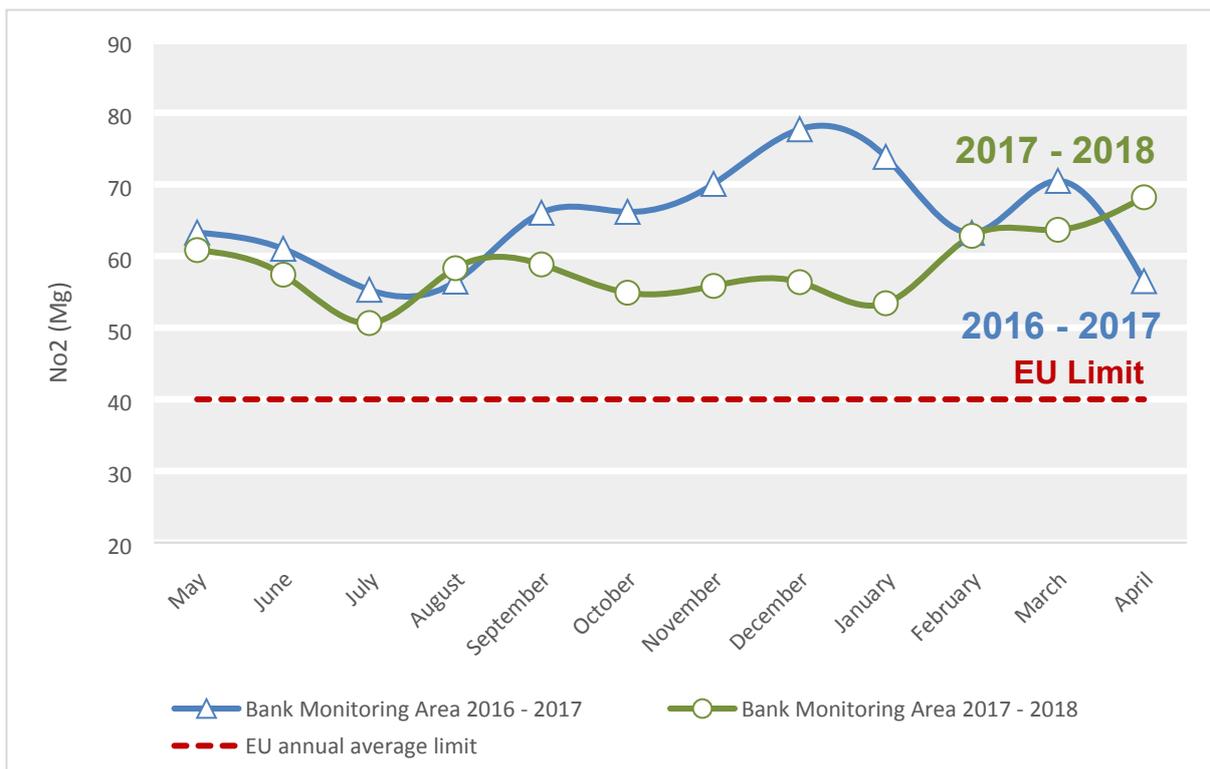


Figure 10: changes in No₂ between 2016 and 2017 in the wider area

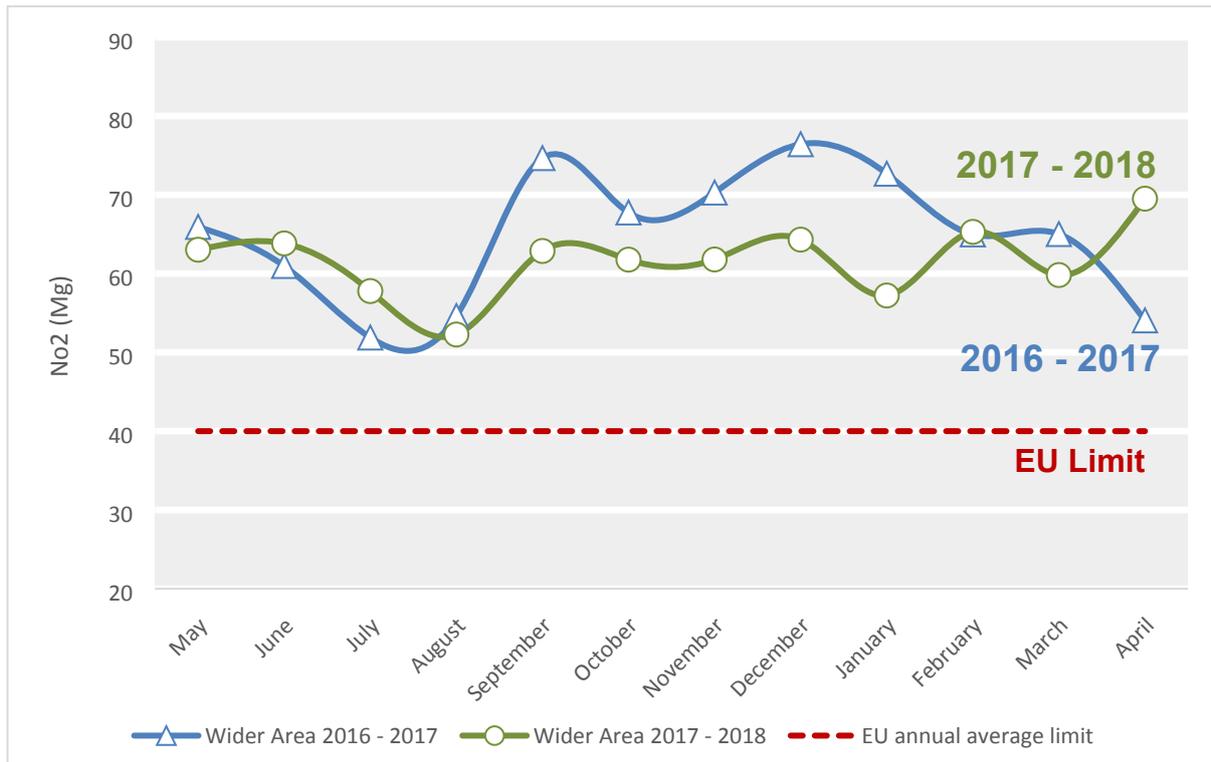
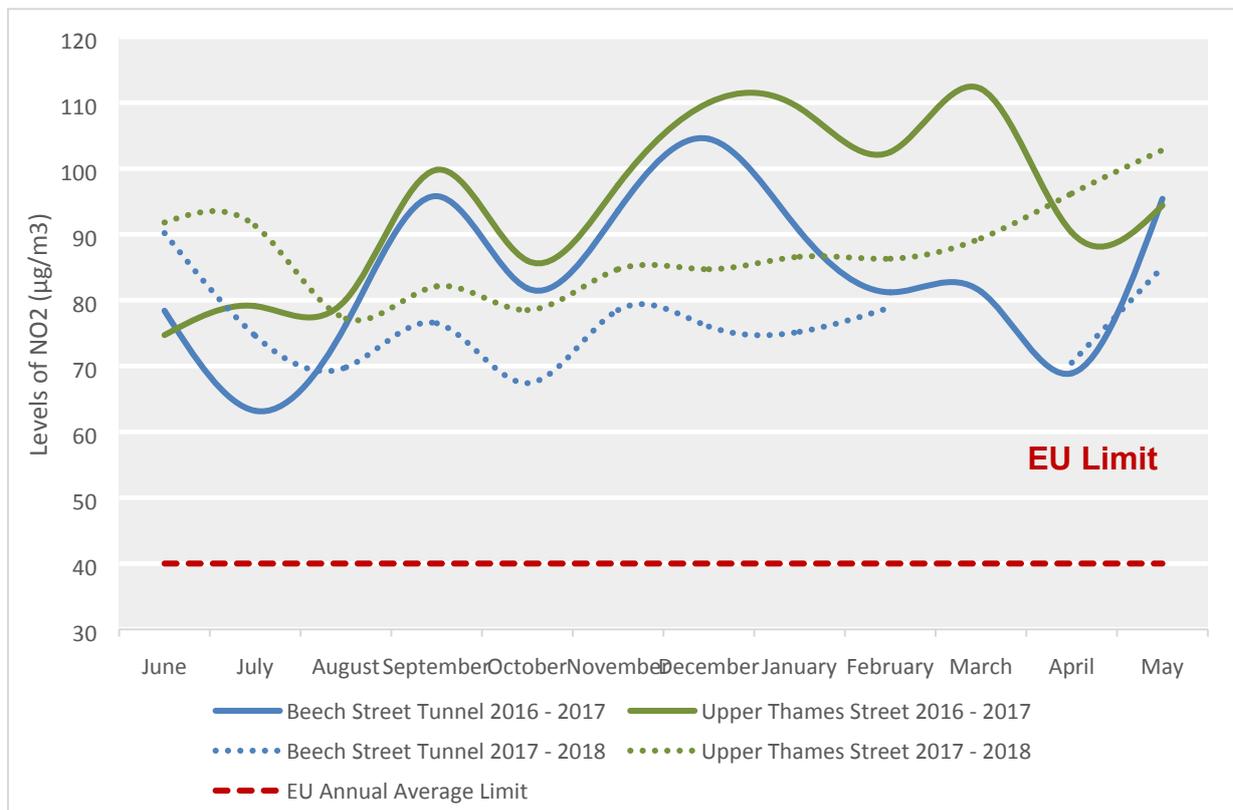


Figure 11: changes in No₂ between 2016 and 2017 at City of London continuous monitoring stations



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

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

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

Table 4

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

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

London Cycling Campaign	<p>London Cycling Campaign is London's largest cycling campaign organisation representing approximately 12,000 members and 30,000 supporters. The organisation gave its full support for the scheme stating that it had been 'positively transformative and represents not just a leap in quality of the environment at the junction, but also a step-change in the ambition and willingness of the City of London to improve its streets for people'. As part of its response the organisation made a number of requests for changes to the scheme including the following;</p> <ul style="list-style-type: none"> • 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. 				12,000 members
London Taxi Drivers Association (LTDA)	<p>The LTDA represent Licensed Taxi Drivers and have been involved in discussions on the Bank on Safety Scheme from an early stage. As part of their response to the consultation, the LTDA commissioned BWB transport consultants to undertake a review of the impacts and implications of the Bank on Safety Scheme for Licensed Taxis. Officers are in the process of verifying important technical elements of this review with BWB, which are used to arrive at its conclusions and as such the technical details are not published as part of this response summary. However, the overall sentiment of the LTDA's response to the Bank on Safety consultation can be summarised as follows;</p> <ul style="list-style-type: none"> • 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. 				Last published membership figure was for 2015, which was for 11,000 members

	<ul style="list-style-type: none"> • 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. 				7,000 members

<p>Worshipful Company of Hackney Carriage Drivers</p>	<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 That disabled users of taxis were having difficulty in accessing key locations around Bank Junction				<p>225 members</p>
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Table 5

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

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

<p>The Ned Hotel (submitted by Paul Basham Associates)</p>	<p>The Ned Hotel is situated 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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Appendix 5

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

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

RESPONSE TO OBJECTION POINTS:

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

The experiment at Bank is proving, so far, to have reduced casualties at this location (compared to the previous five- year average) and had a positive effect in the surrounding area in terms of casualty reduction. The monitoring work on NO₂ has to date not shown a specific detrimental impact and is under continuous review.

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

RESPONSE TO OBJECTION POINTS:

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

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

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

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

Additional Surveys

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

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

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

Accidents

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

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

Further Studies

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

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

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

RESPONSE TO OBJECTION POINTS:

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

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

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

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

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

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

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

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

RESPONSE TO OBJECTION POINTS:

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

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

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

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

Figure 12: Scenario 1

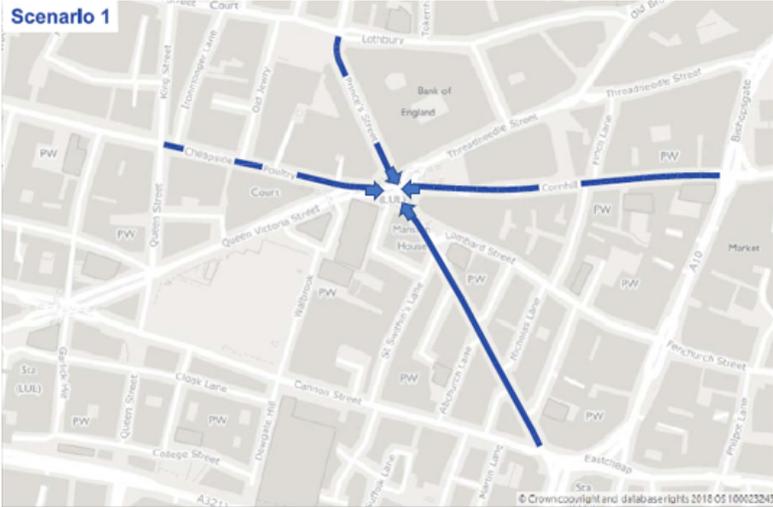


Figure 13: Scenario 2

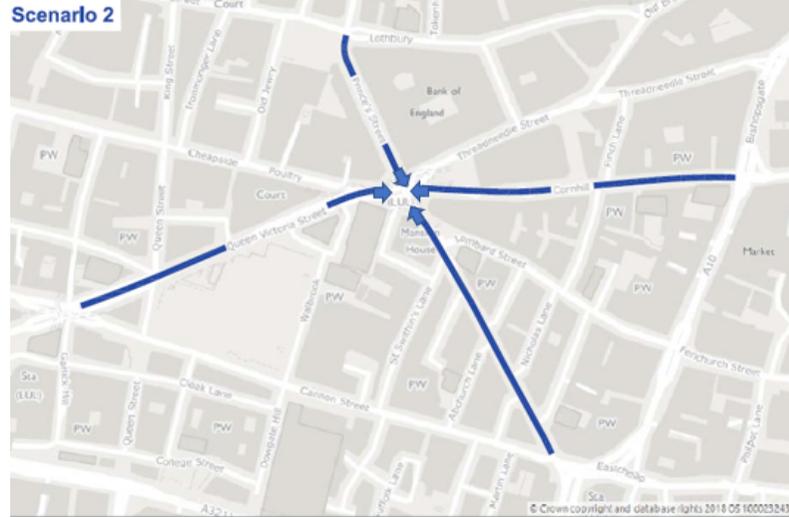


Figure 14: Scenario 3



Figure 15: Scenario 4



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

Figure 16: Scenario 5

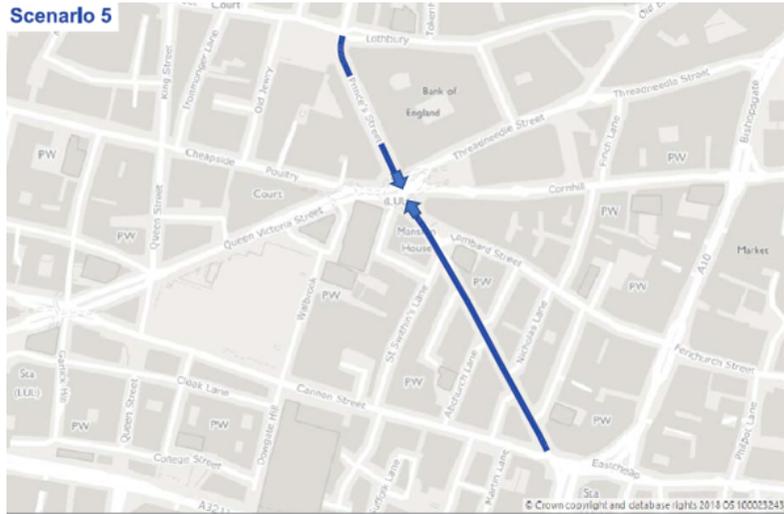


Figure 17: Scenario 6

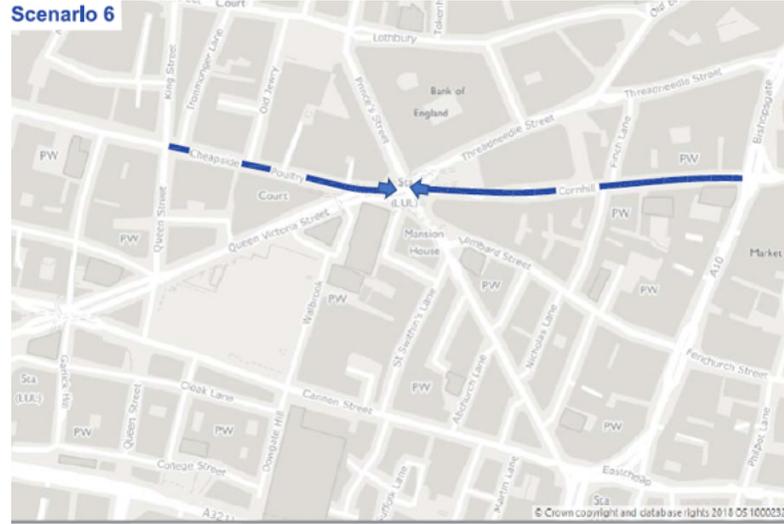


Figure 18: Scenario 7

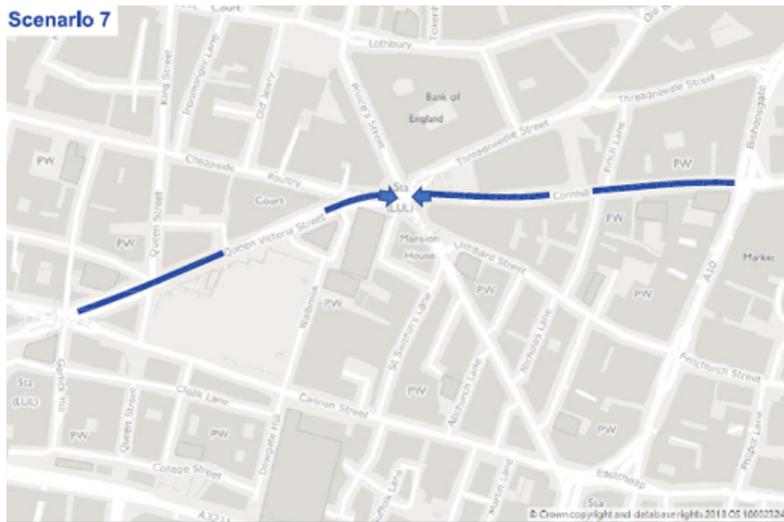


Figure 19: Scenario 8

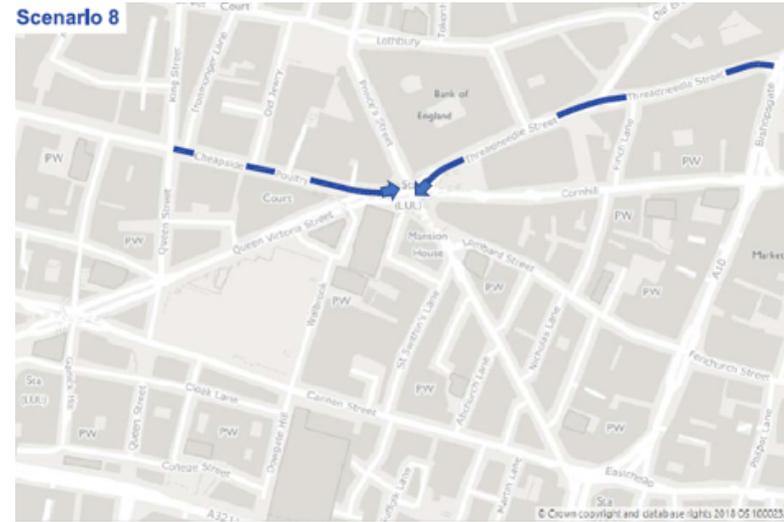
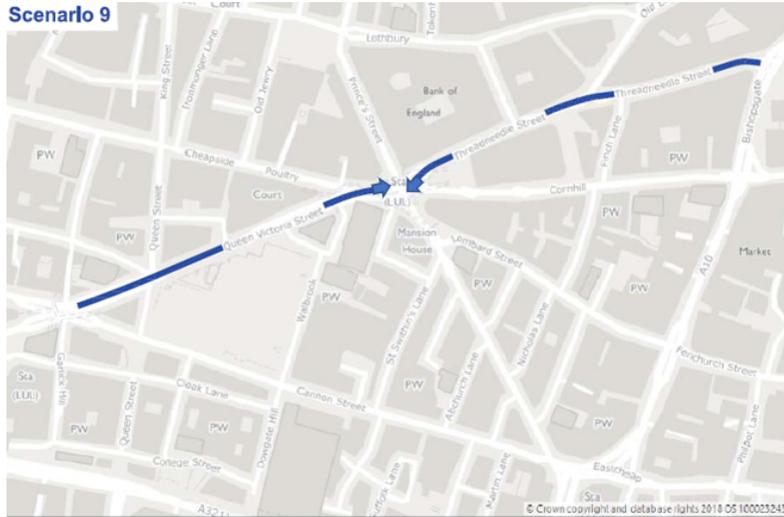


Figure 20: Scenario 9

Scenario 9

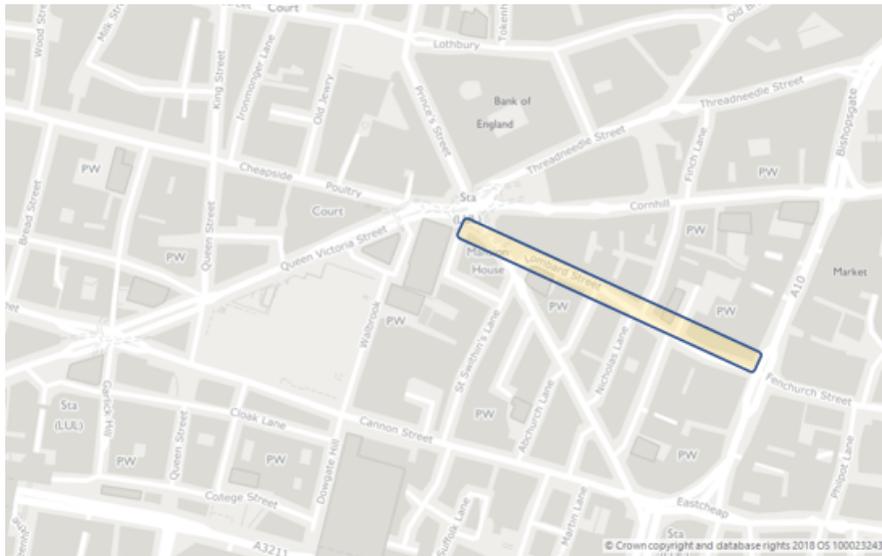


- Once within the Junction, all vehicles would be able to undertake any currently permitted turn.
- The images above depict the arm of entry to the junction available.

Lombard Street

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

Figure 21: Location of Lombard Street.



Appendix 7

Bank on Safety

Equalities Analysis



Prepared by: Gillian Howard (Programme Manager)

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

Date 09 May 2018

Section One: The Proposal

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

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

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

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

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

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

Section Two: Who is affected by the proposal?

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

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

It should be noted that a Test of Relevance¹ was undertaken in November 2016 in order to understand whether an Equality Assessment (formally an Equalities Impact Assessment – EQIA) was necessary for the scheme. The Test of Relevance anticipated that there would be ‘no impact’ on protected groups, apart from those with a disability characteristic. Those with a disability were expected to be both positively and negatively impacted by the scheme.

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

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

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

Section Three: Have you consulted on this project?

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

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

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

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

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

Section Four: Impacts on those with Protected Characteristics

The characteristics protected by the Equality Act 2010 are;

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

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

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

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

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

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

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

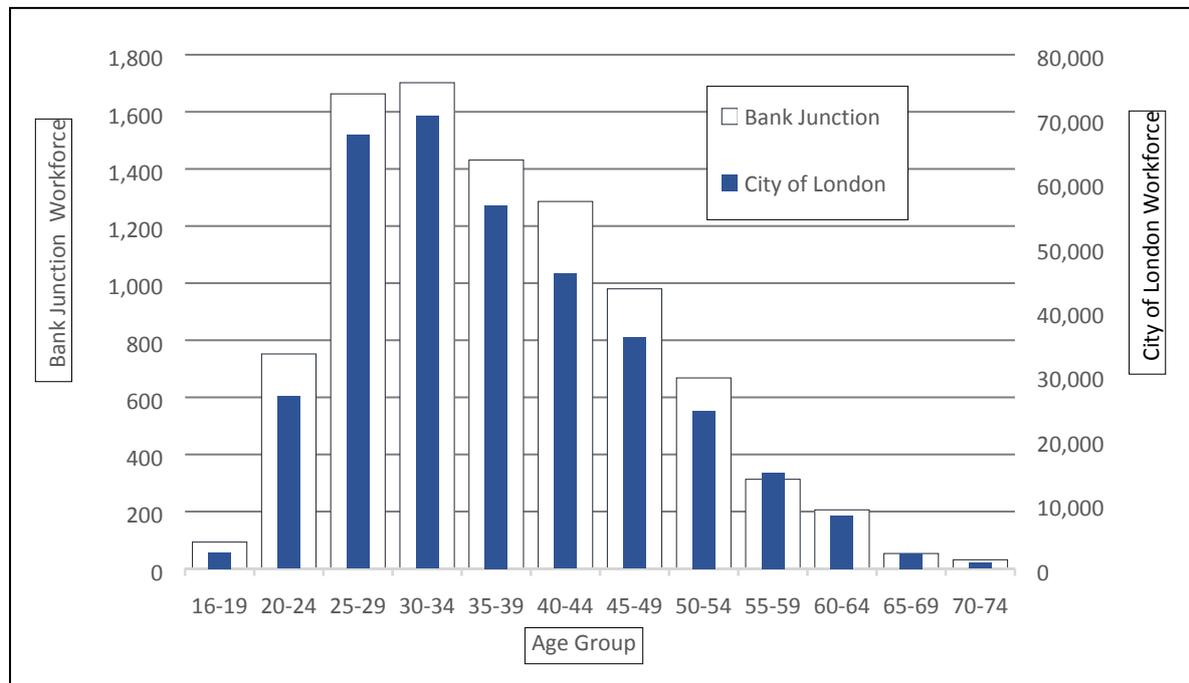
Each of the nine characteristics is assessed in the remainder of this report in the following structure:

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

Protected Characteristic: Age

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

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



Source: Office for National Statistics © Crown Copyright 2014

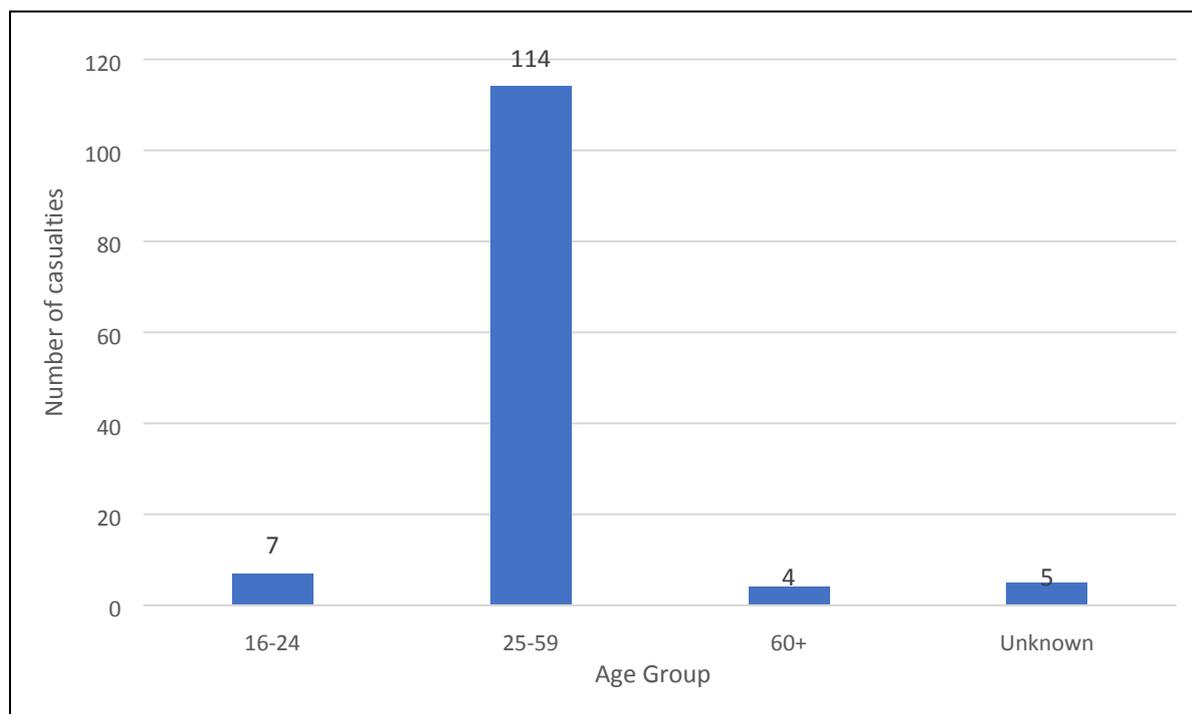
Within the City of London, the Census of Population Workforce for the City of London was 357,000 of which 9,100 was located within the Bank Junction zone.

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

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

Scheme-Specific Data

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



Assessment of impact on those with protected characteristic

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

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

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

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

Protected Characteristic: Disability

City of London Level Data

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

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

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

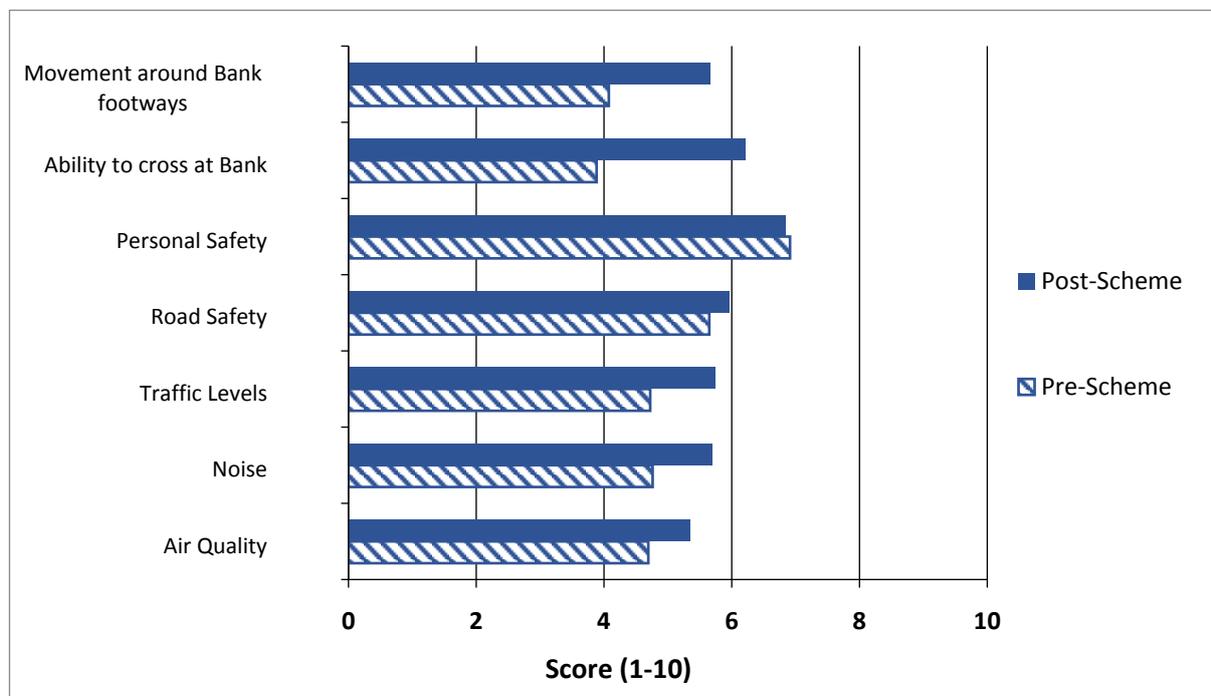
Bank Junction Level Data

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

Scheme-Specific data

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

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



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

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

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

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

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

Assessment of impact to the protected characteristic

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

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

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

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

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

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

Communications

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

Summary of impact on the Protected Characteristic: Disability

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

Protected Characteristic: Pregnancy and Maternity

City of London Level Data

Conception

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

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

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

Bank Junction Level Data

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

Scheme-Specific Data

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

Assessment of impact to the protected characteristic

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

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

Physical Changes

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

Data

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

Communications

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

Summary of impact on the Protected Characteristic: Pregnancy and Maternity

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

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

Protected Characteristic: Race

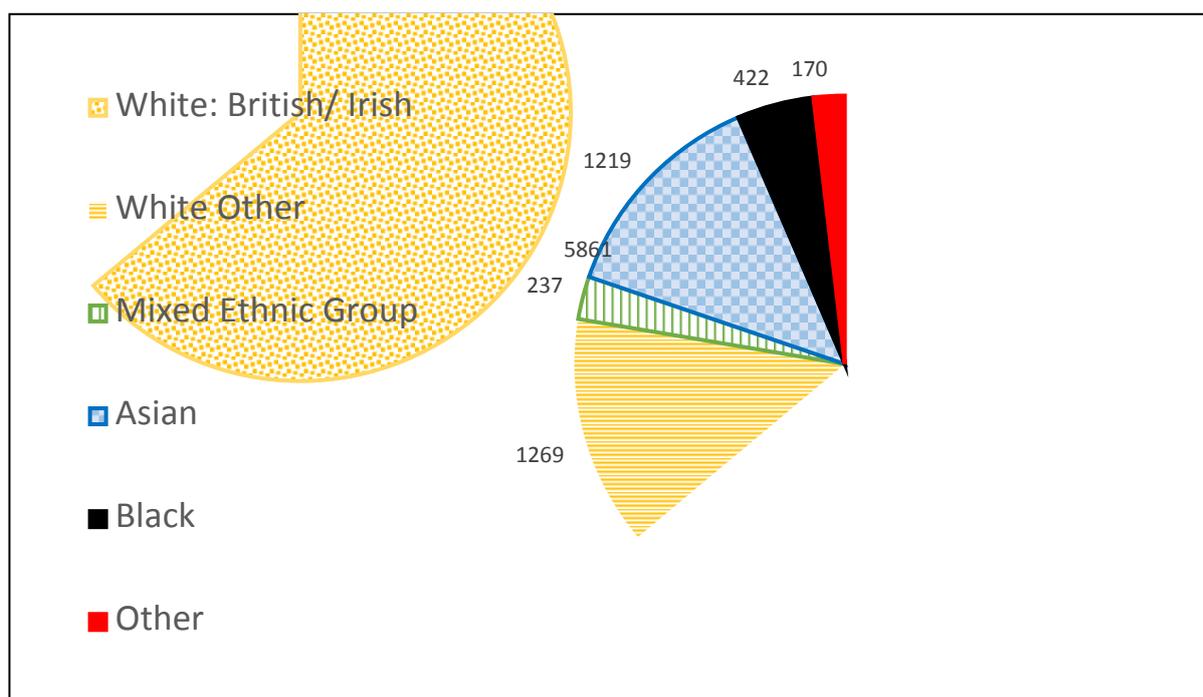
City of London Level Data

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

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

Bank Junction Level Data

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



Source: Office for National Statistics © Crown Copyright 2014

Scheme-Specific Data

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

Assessment of impact to the protected characteristic

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

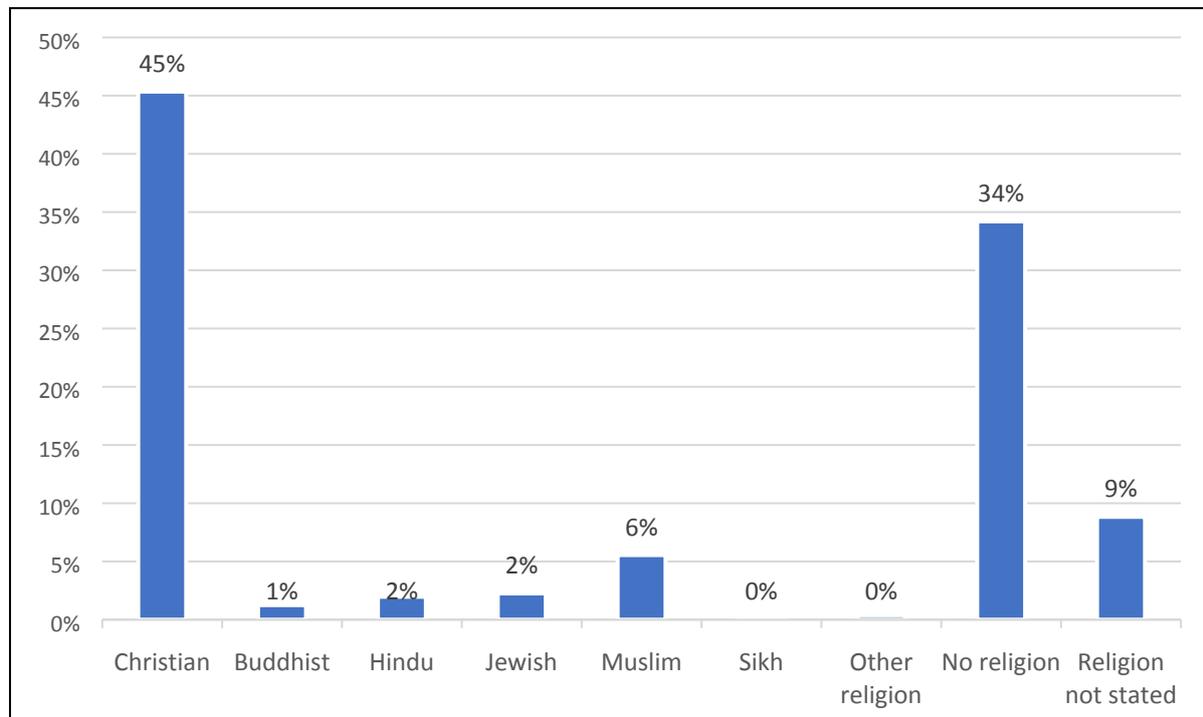
Summary of impact on the Protected Characteristic: Race

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

Protected Characteristic: Religion or Belief

City of London Level Data

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



Bank Junction Level Data

Scheme-Specific Data

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

Assessment of impact to the protected characteristic

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

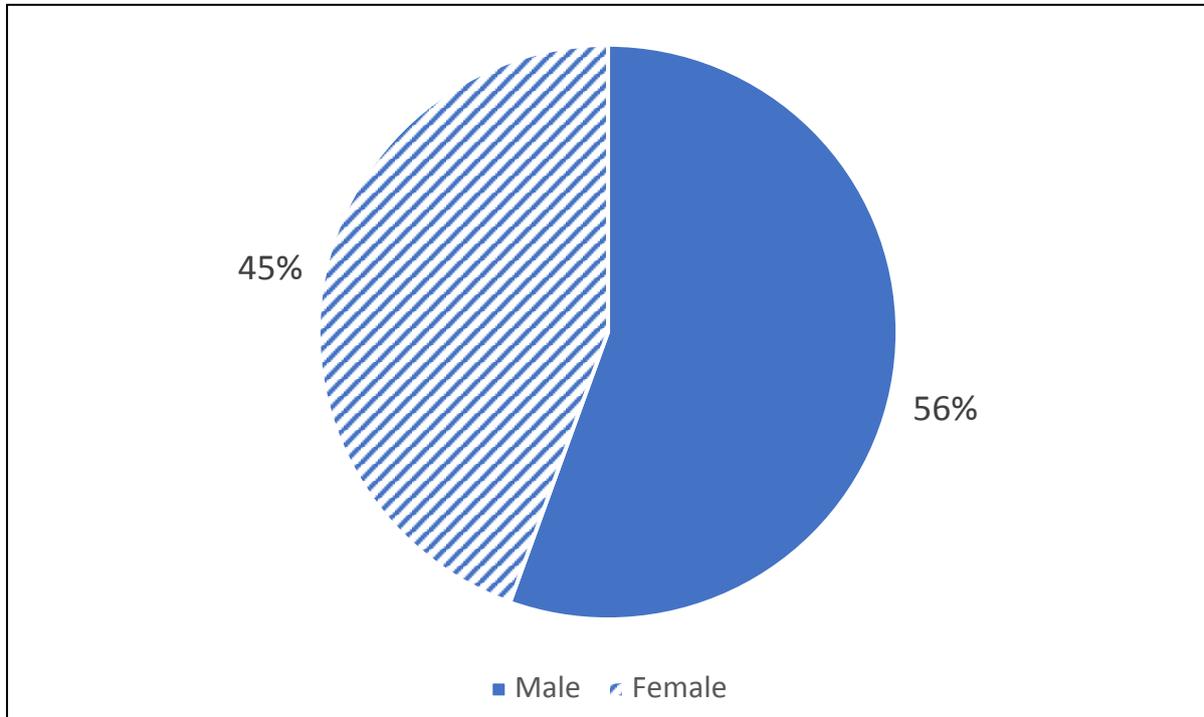
Summary of impact on the Protected Characteristic: Religion or Belief

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

Protected Characteristic: Sex

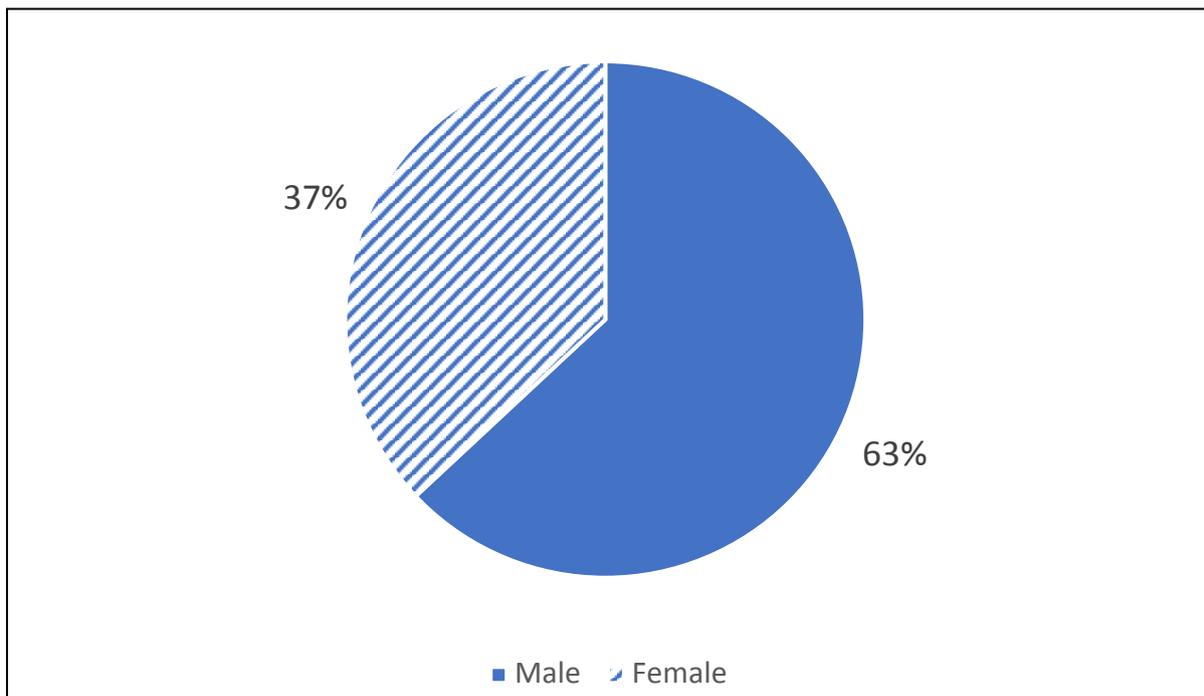
City of London Level Data

Figure 6: Census 2011 Split of Residents by Sex



Bank Junction Level Data

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



Scheme-Specific Data

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

Assessment of impact to the protected characteristic

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

Summary of impact on the Protected Characteristic: Sex

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

Protected Characteristic: Sexual Orientation and Gender Reassignment

City of London Level Data

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

Bank Junction Level Data

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

Scheme-Specific Data

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

Assessment of impact to the protected characteristic

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

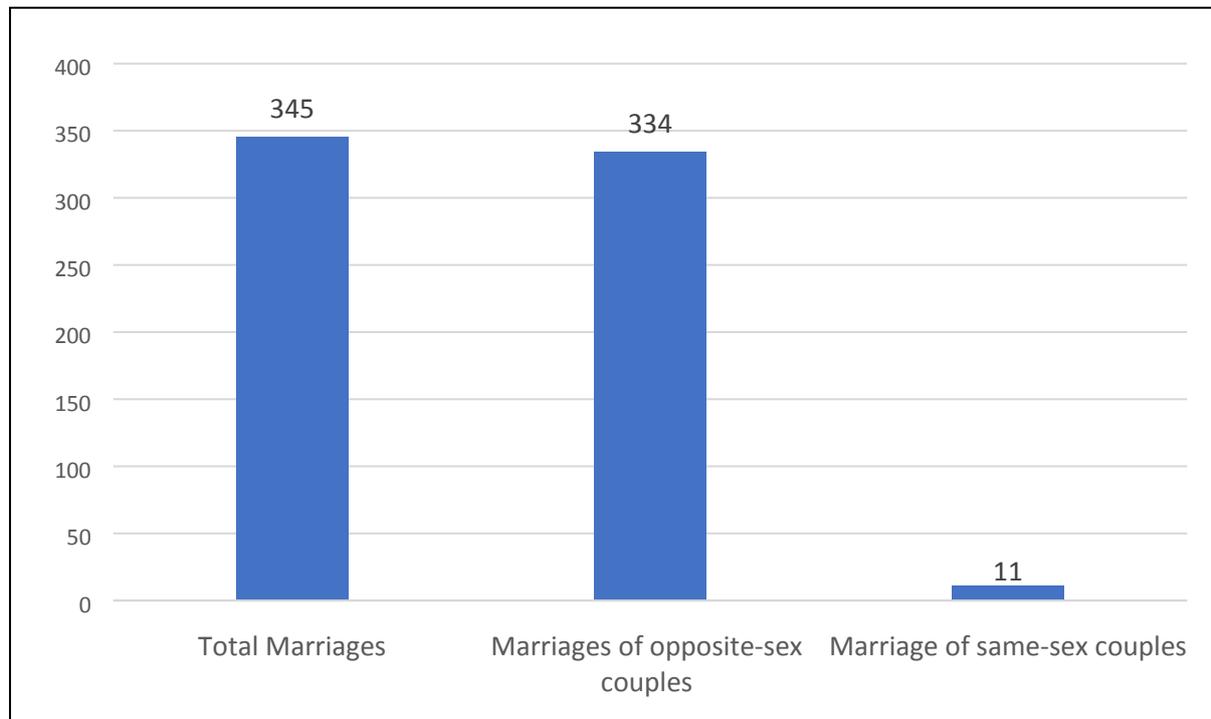
Summary of impact on the Protected Characteristic: Sexual Orientation and Gender Reassignment

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

Protected Characteristic: Marriage and Civil Partnership

City of London Level Data

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



Bank Junction Level Data

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

Scheme-Specific Data

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

Assessment of impact to the protected characteristic

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

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

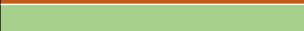
The overall impact on this protected characteristic within the modelling area is deemed to be neutral.

Section Six: Summary of Impacts to the Protected Characteristics

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

Table 3: Summary of impacts to protected characteristics

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

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

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

Table 4: Summary of mitigations to protected characteristics

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

Section Seven: Next Steps

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

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

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

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

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

The purpose of the equality analysis process is to:

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

The objectives of this equality analysis are to:

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

However, there is no requirement to:

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

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

By undertaking an equality analysis officers will be able to:

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

Annex Two: Statutory Consultation

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

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

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

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

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

Public Consultation

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

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

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

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

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

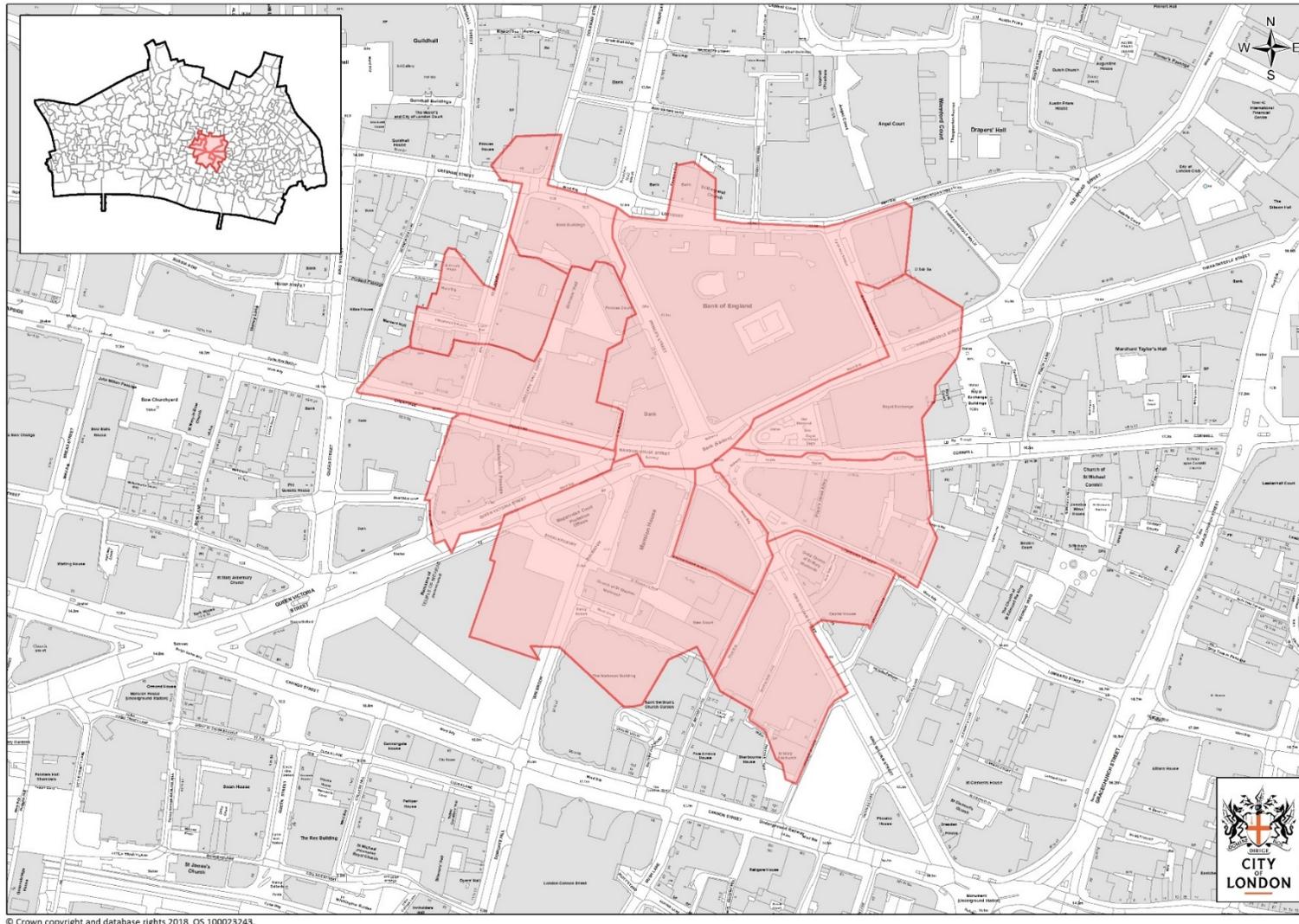
November 2017: Public consultation survey closes with 3730 completed responses.



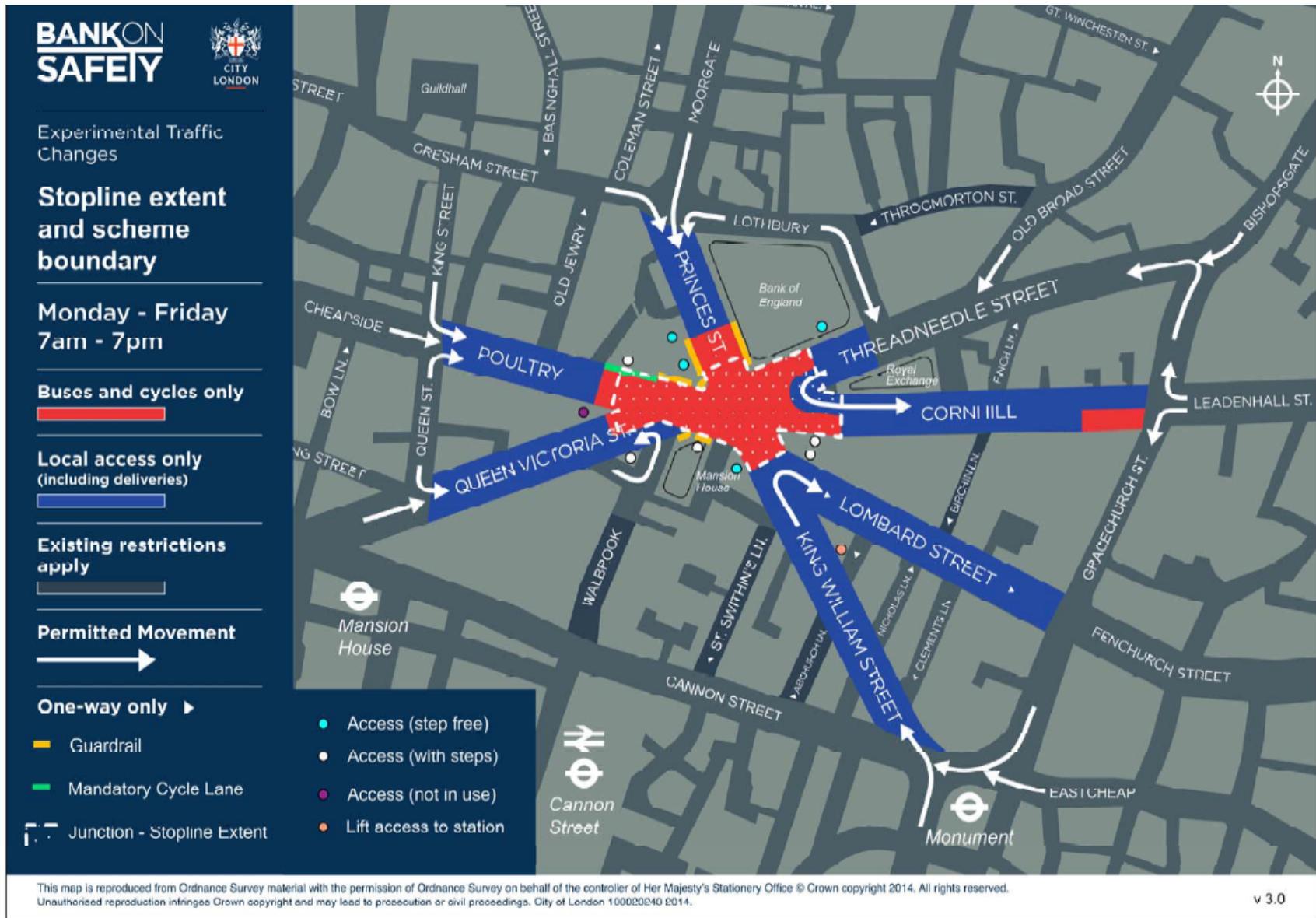
Figure 9: Bank on Safety public engagement event

Section Eight: Appendices

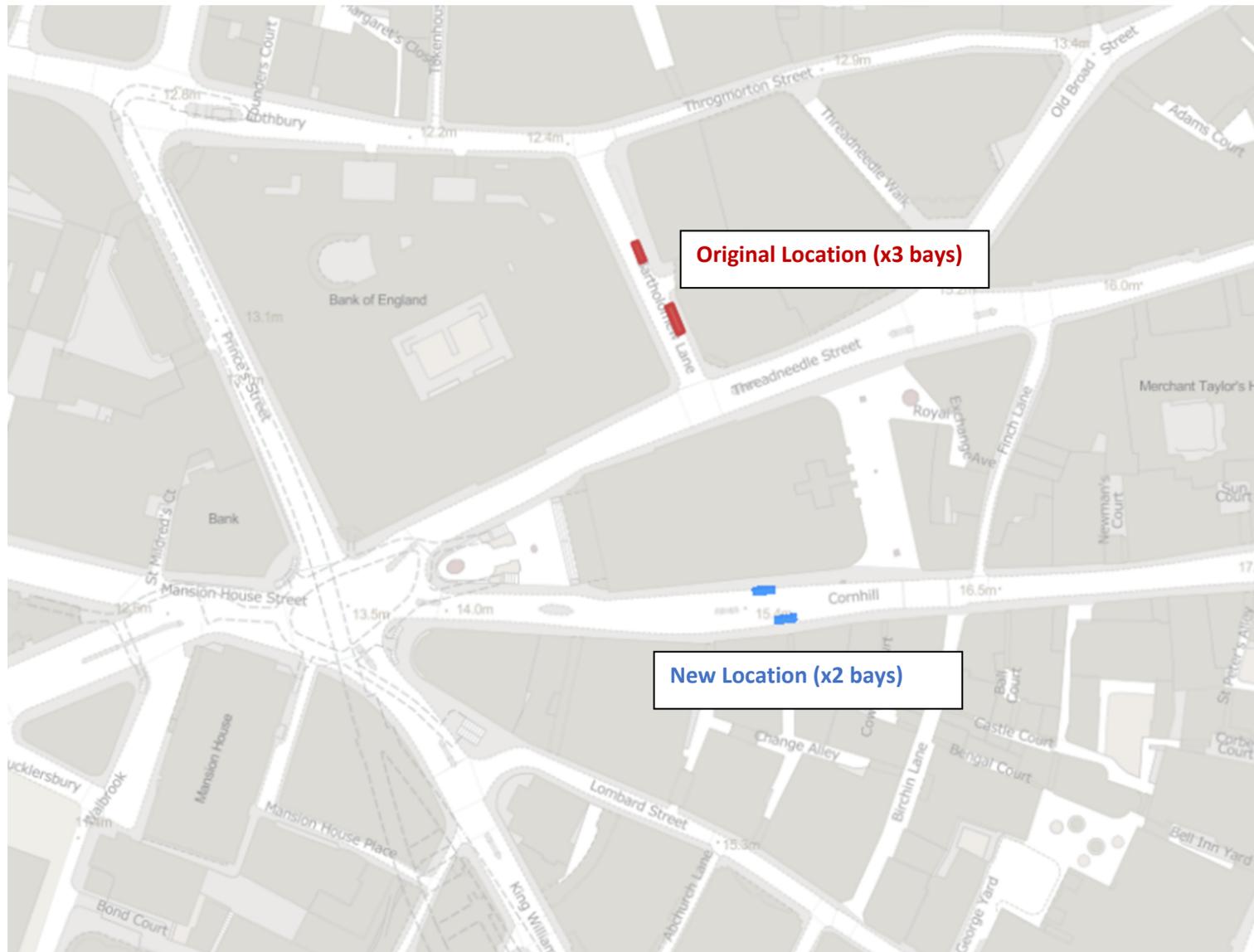
Appendix 1 – Area Defined as ‘Bank Workplace Zone’ for data analysis purposes



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



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



Appendix 4 - Licensed Taxi availability

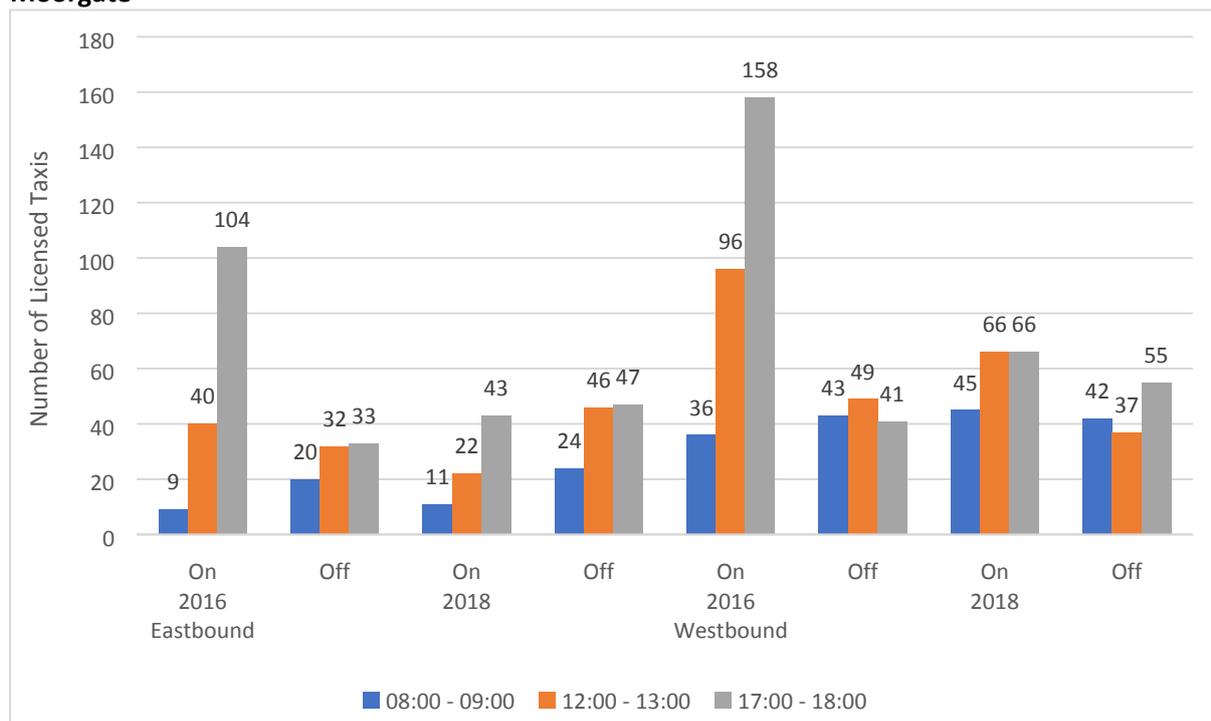
As part of the City of London’s ongoing monitoring of the changes brought about by the Bank on Safety Scheme, the April 2017 Monitoring Strategy stated that the ability to hail a taxi should not be unreasonably worsened by the implementation of the scheme. Access to Licensed Taxis and private hire vehicles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

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

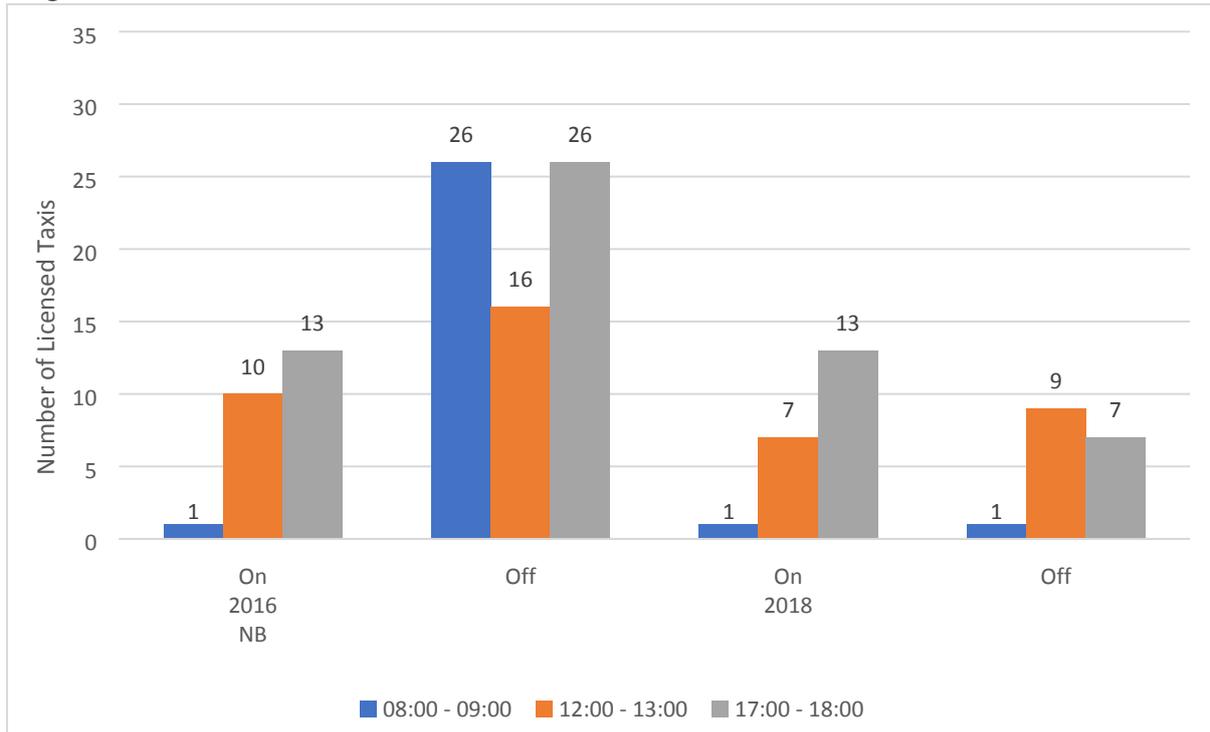
Pre-Scheme Surveys were undertaken in March 2016 by Nationwide Data Collection across a total of 17 sites at Bank Junction and in the surrounding area. The surveys were due to be repeated in March of 2018 in the same locations, however in late January 2018 Cannon Street was closed to traffic due to emergency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

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

Moorgate

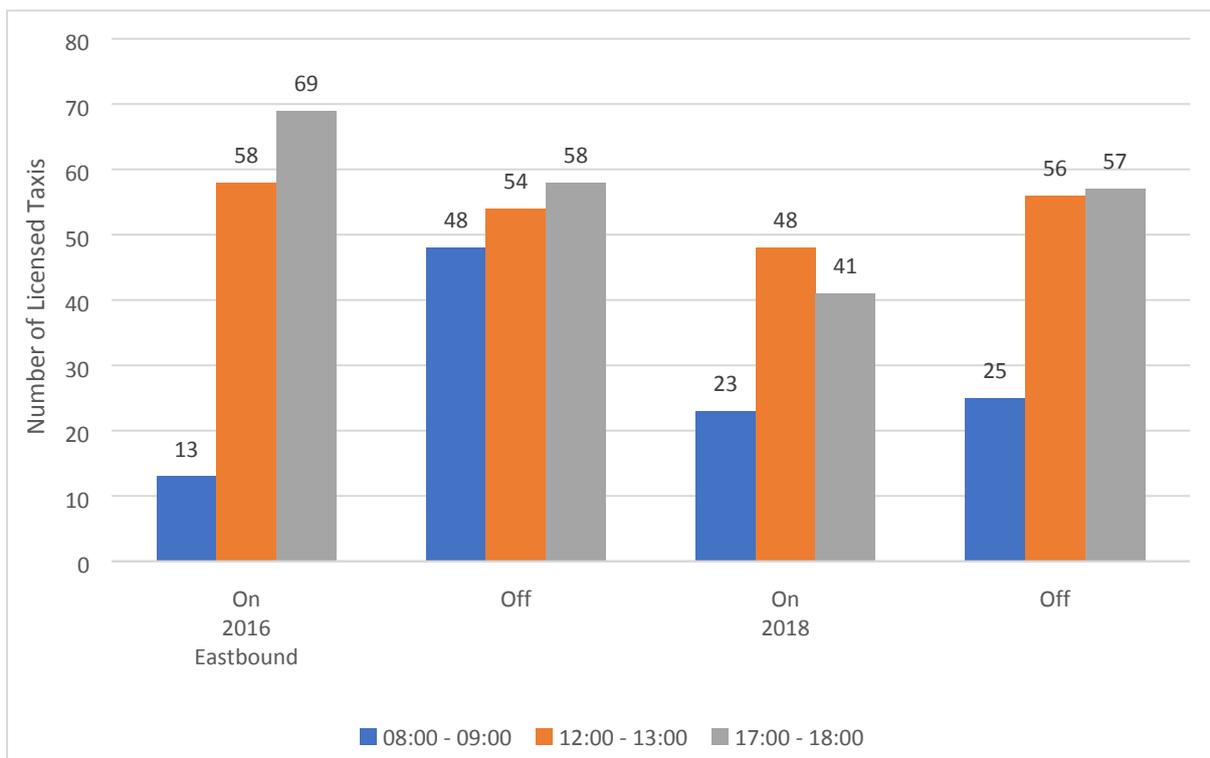


King William Street



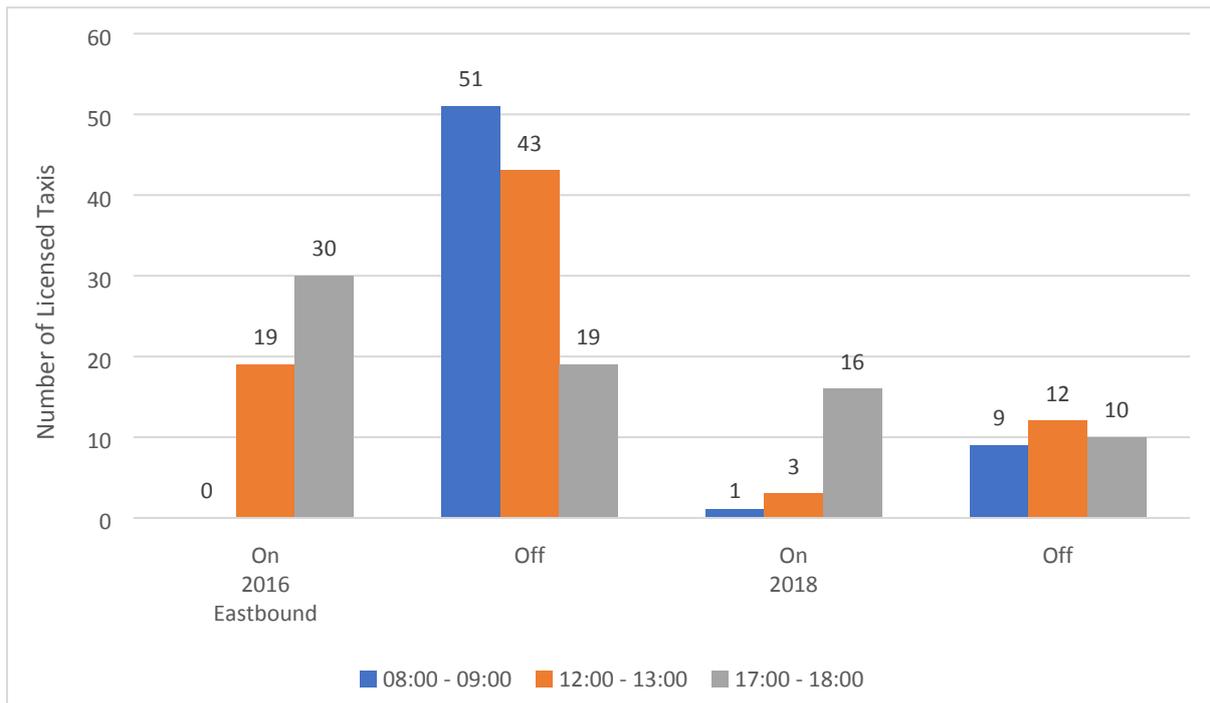
King William Street southbound is not included as this movement is no longer possible

Poultry



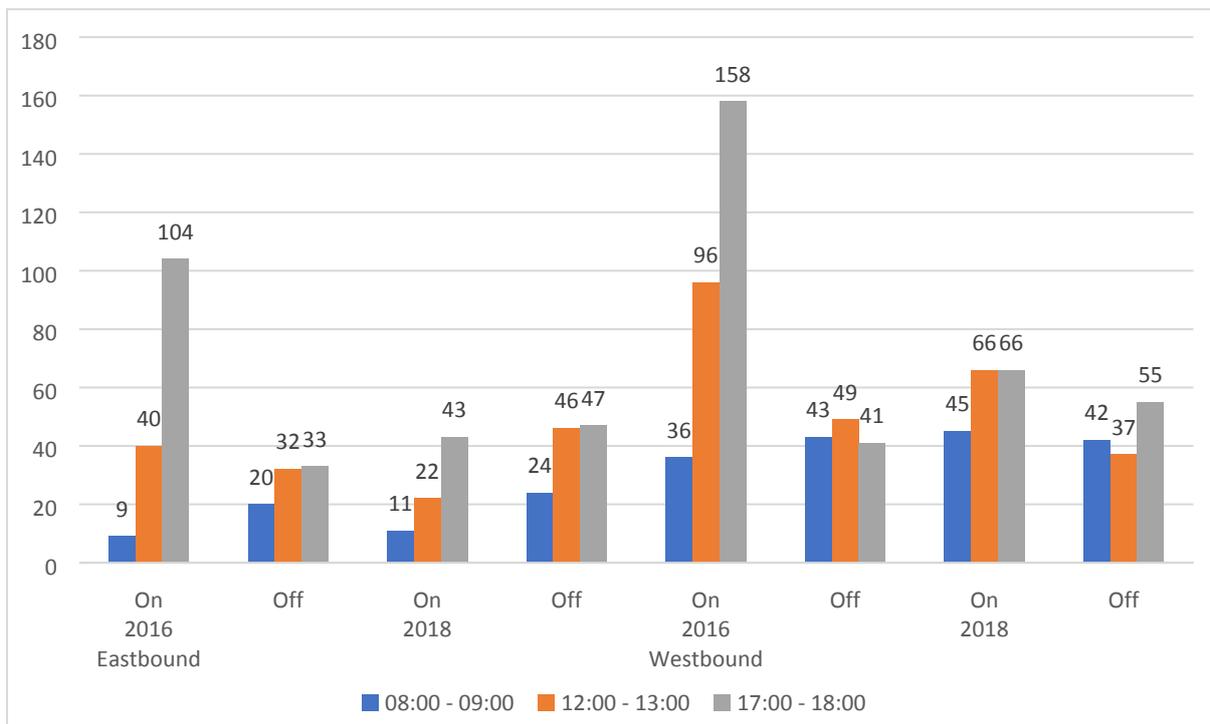
Poultry Westbound is not included as this movement is no longer possible

Threadneedle Street



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

Gresham Street



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

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

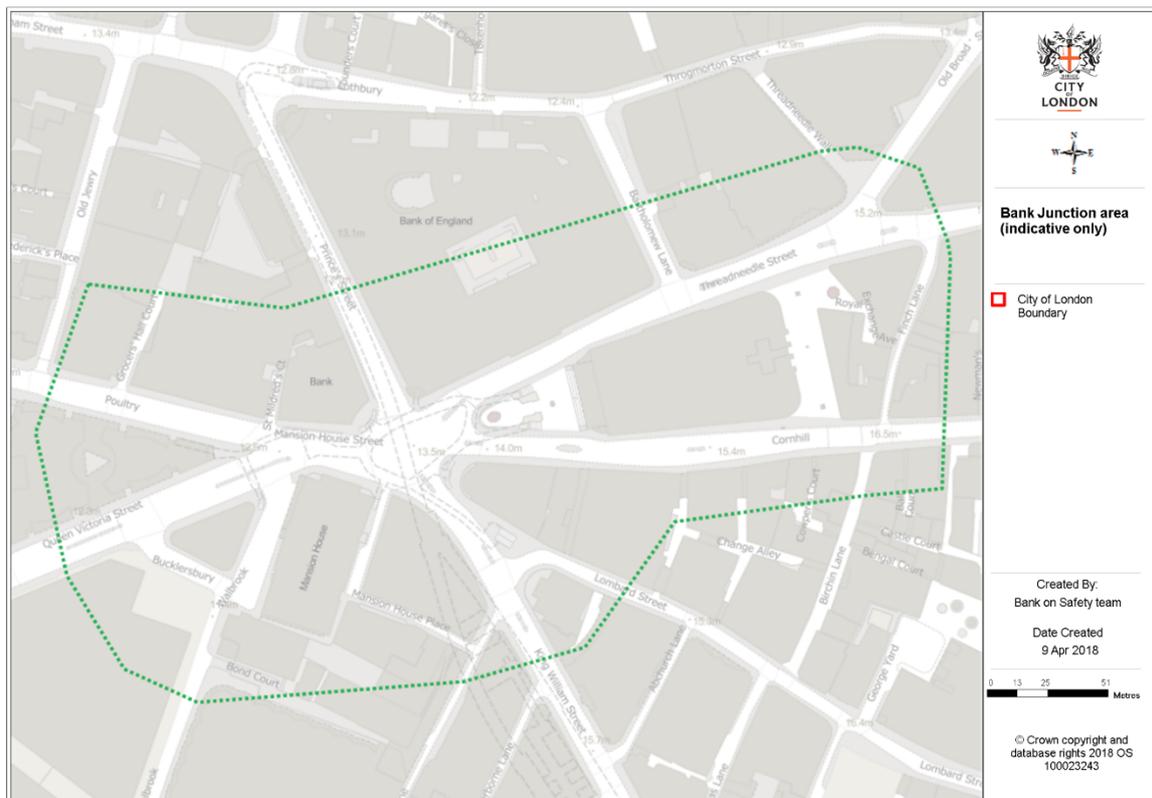
Whilst there are limitations in the current operation of the junction and the surveys have been undertaken on a provisional basis, it is acknowledged that the Bank on Safety Scheme may have resulted in a reduction in taxi availability in the vicinity of Bank Junction. However, it is also observed that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

Appendix 5 – Taxicard

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

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

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



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

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

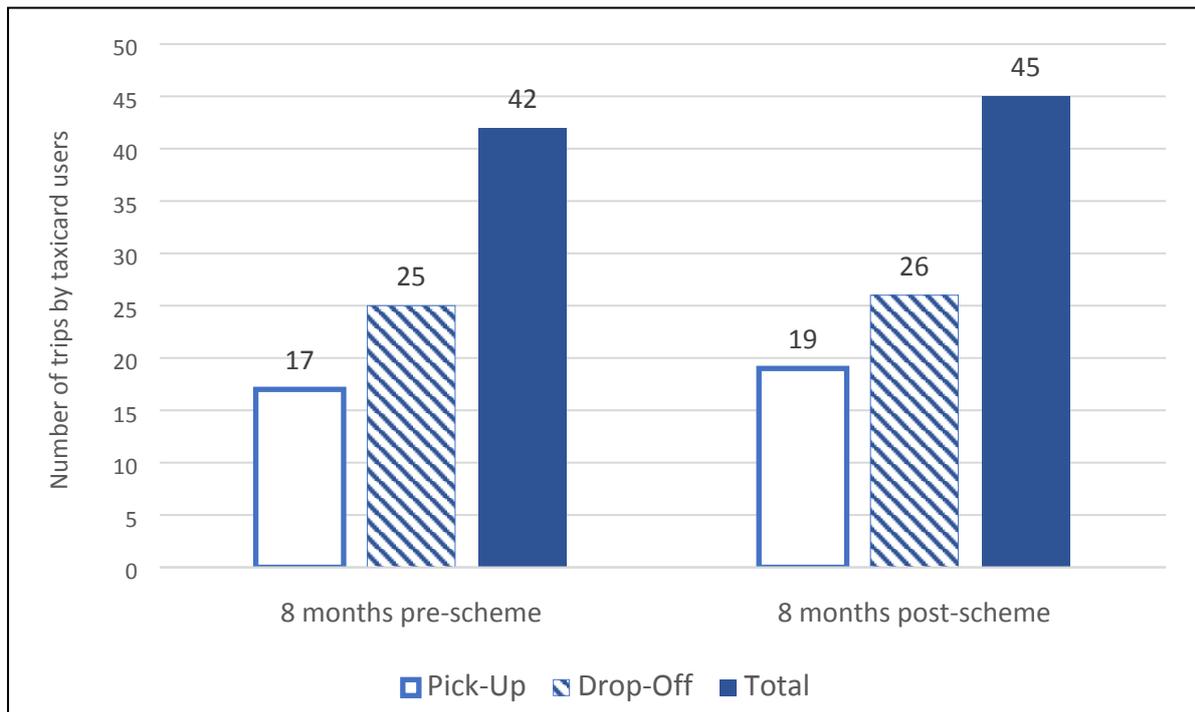


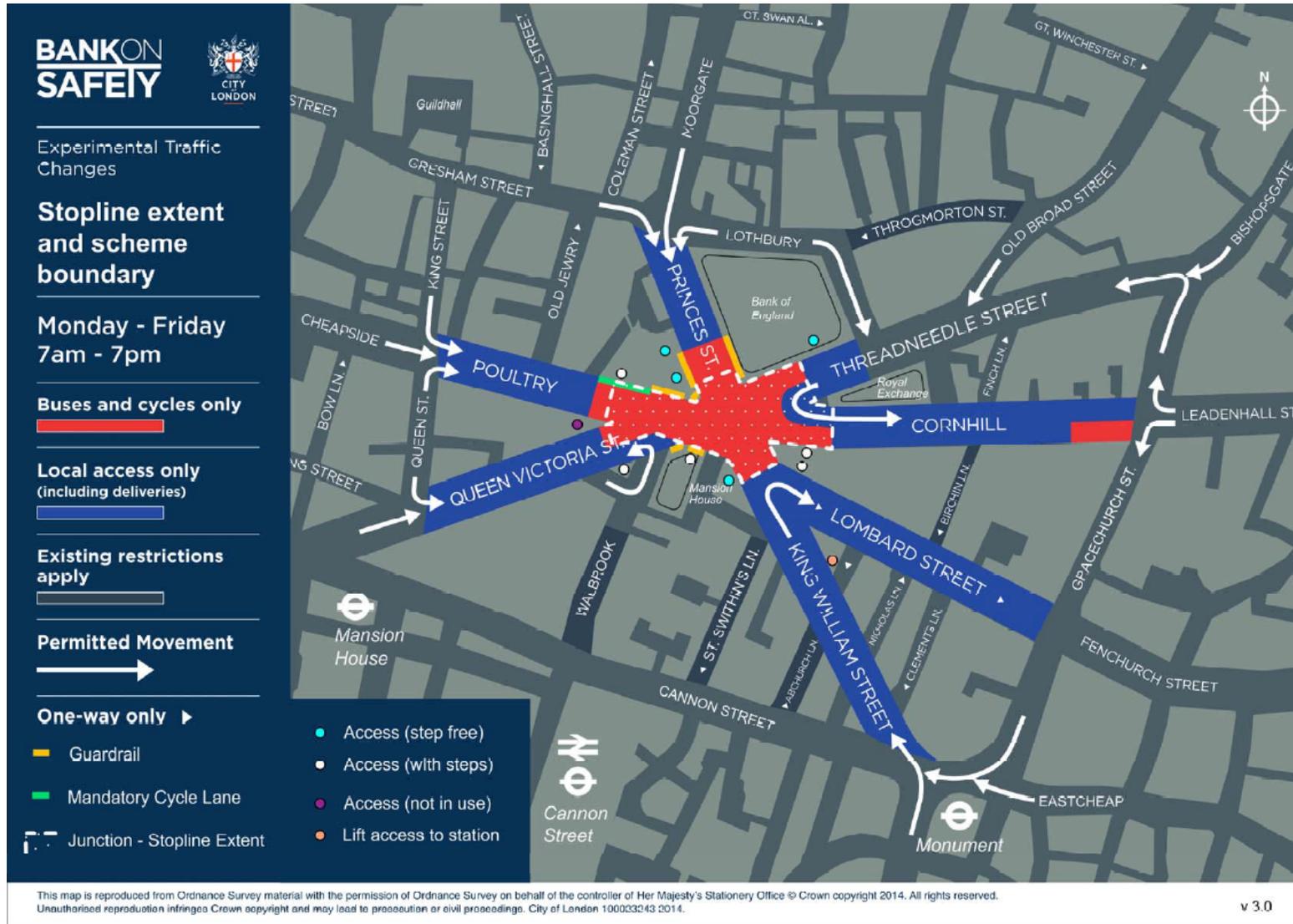
Figure 11 demonstrates that there has not been a meaningful change in the numbers of Taxicard users taking taxis into and out of the area shown in Figure 10 since the implementation of the Bank on Safety Scheme.

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

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

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Map 3: Access to the buildings surrounding the junction.



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Appendix 9

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

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

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

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

The following datasets have been included in this analysis:

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

The following datasets were not included in this analysis:

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

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

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

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

South to North (Approximately London Bridge to Moorgate stations)

Figure 22: South to North Journey Lengths

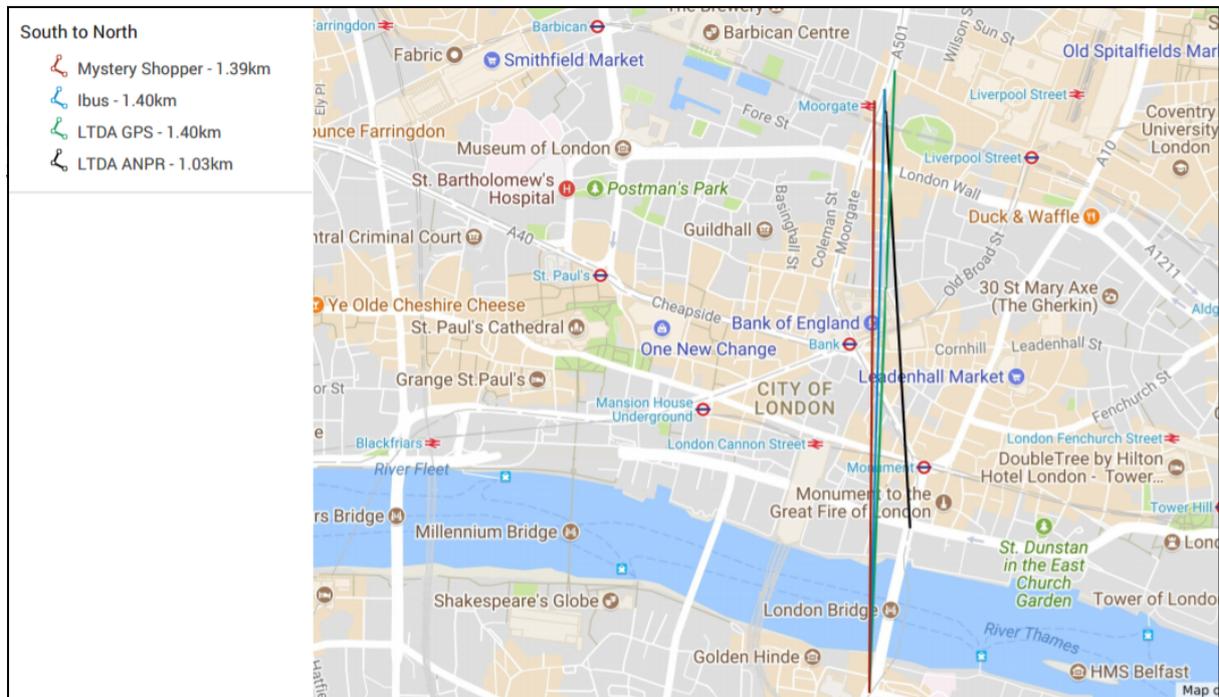
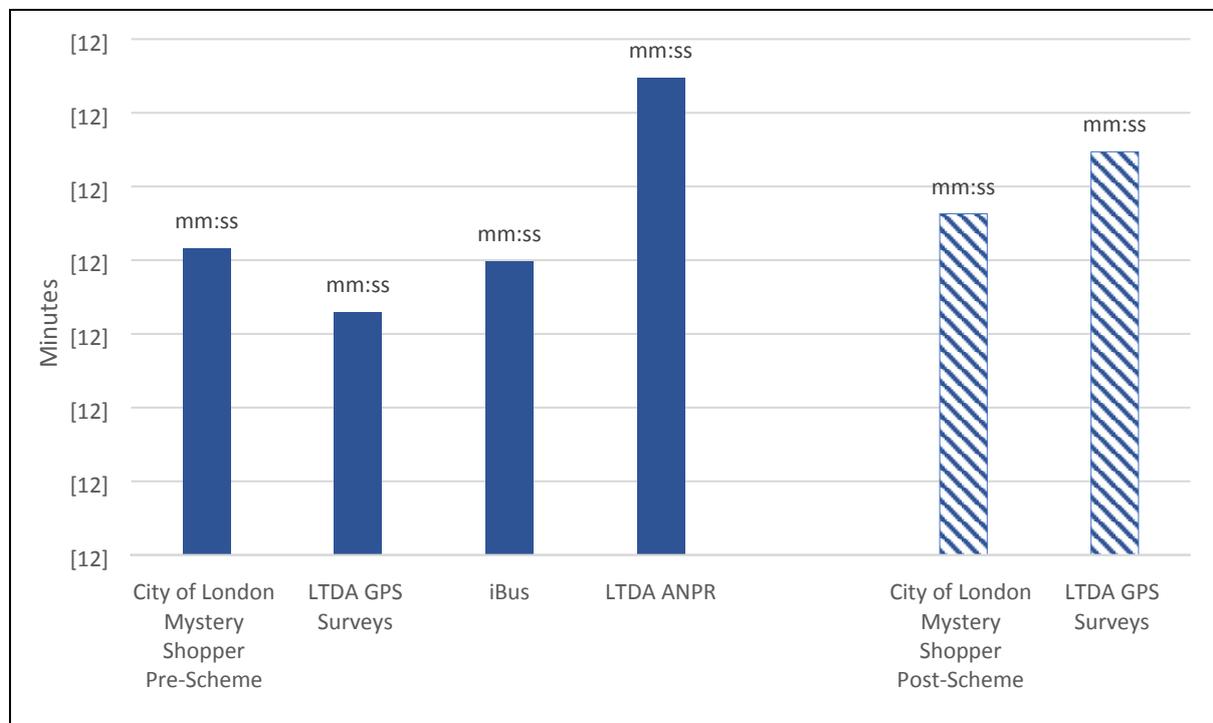


Figure 23: Average Journey Times for South to North Journeys by dataset, split by pre and post scheme.



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

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

North to South

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

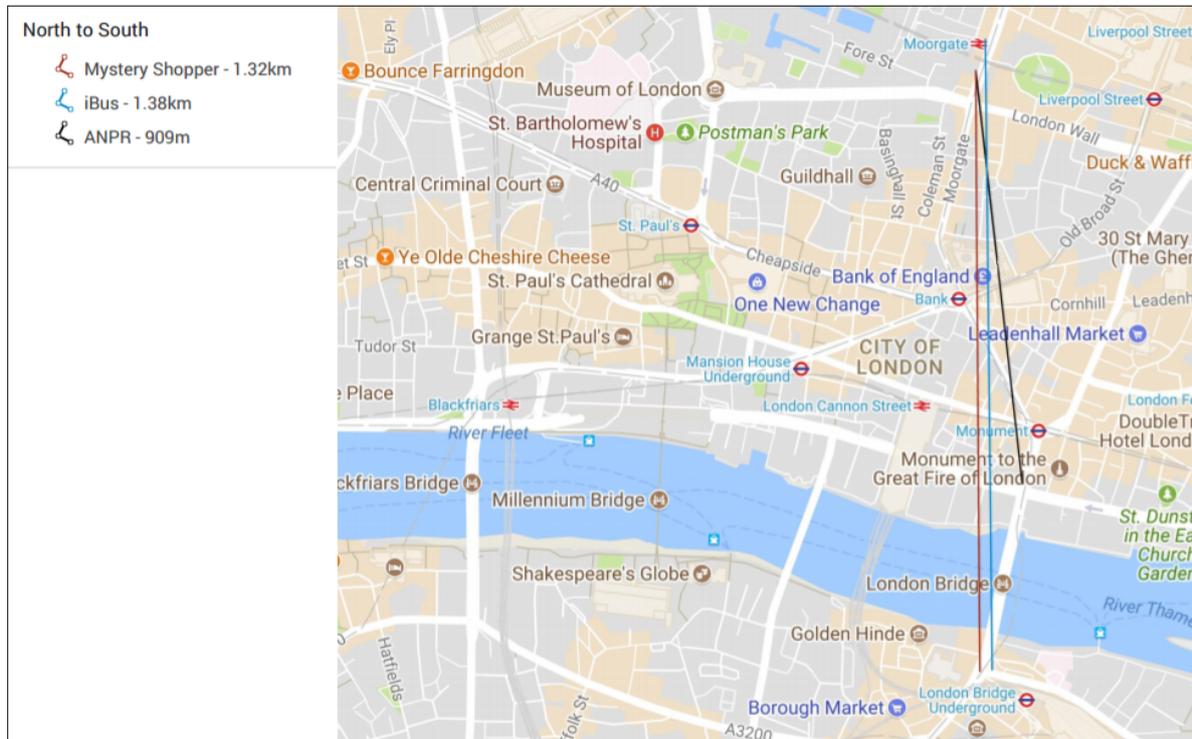
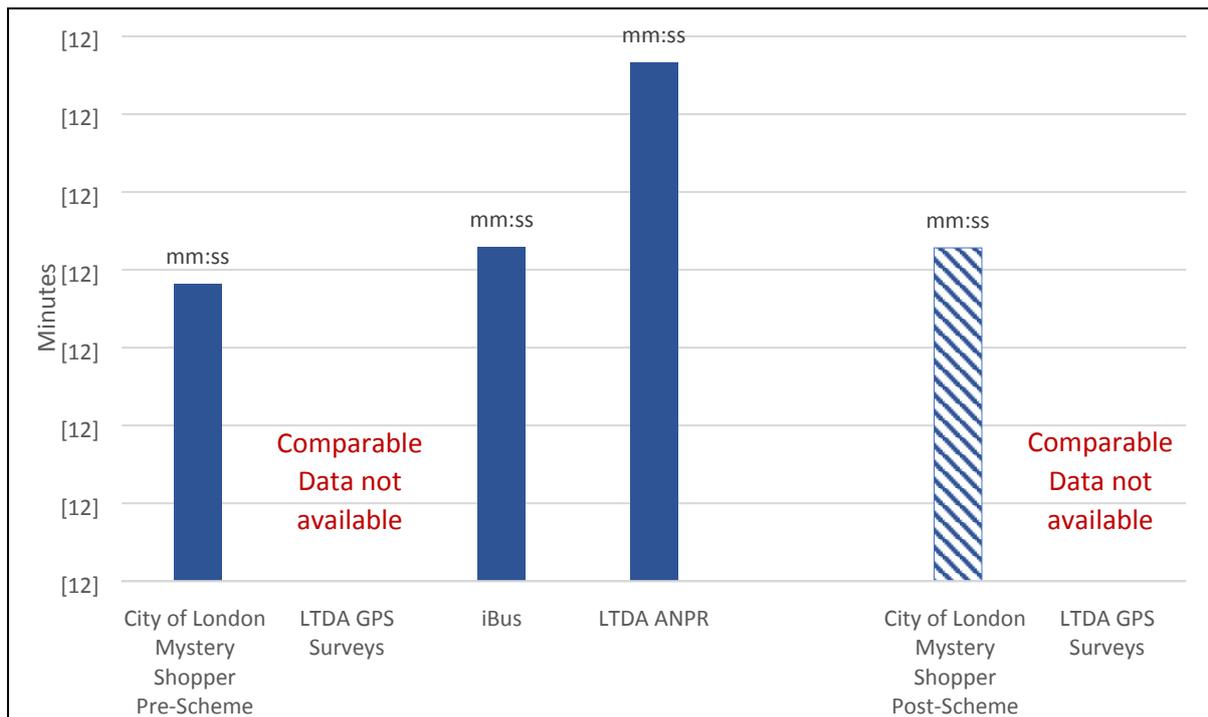


Figure 25: Average Journey Times for North to South Journeys by dataset, split by pre and post scheme.



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

West to East

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

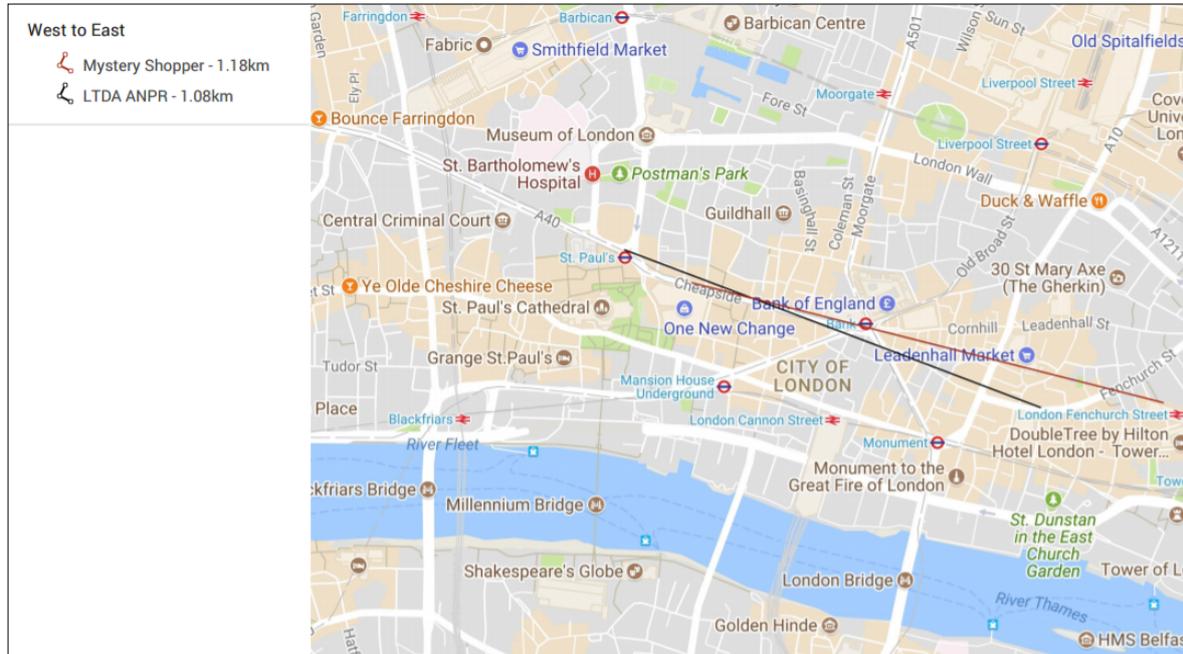
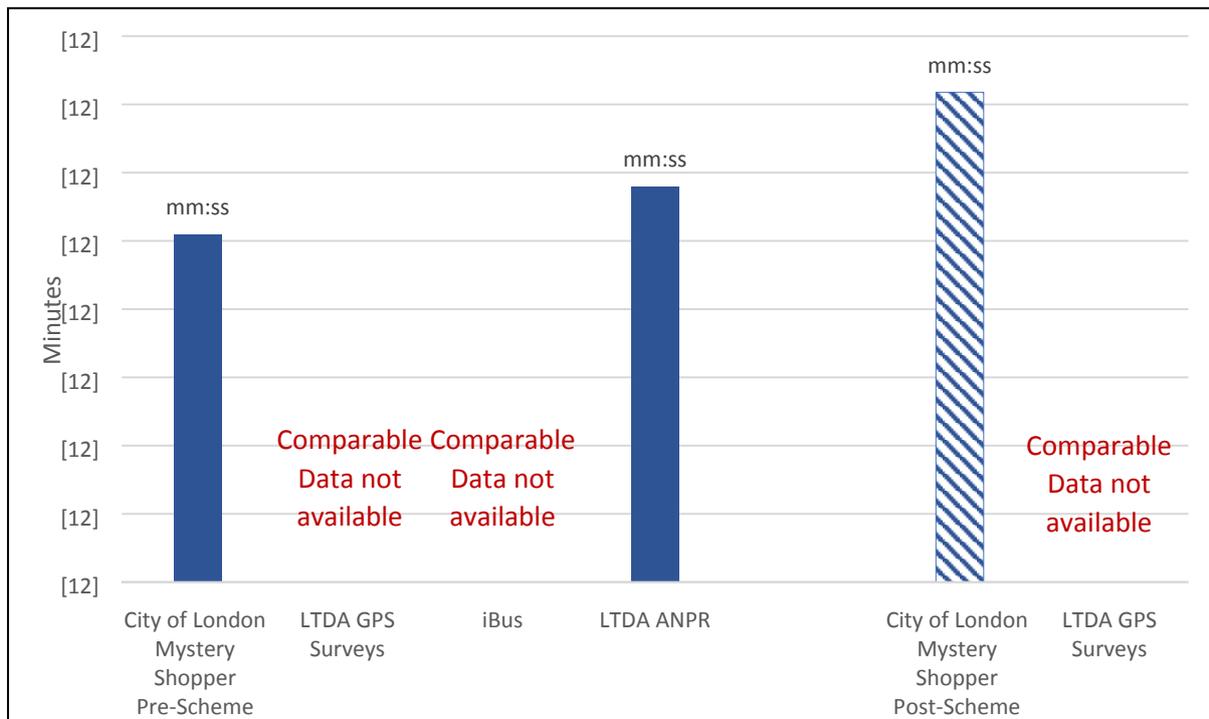


Figure 27: Average Journey Times for West to East Journeys by dataset, split by pre and post scheme.



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

East to West

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

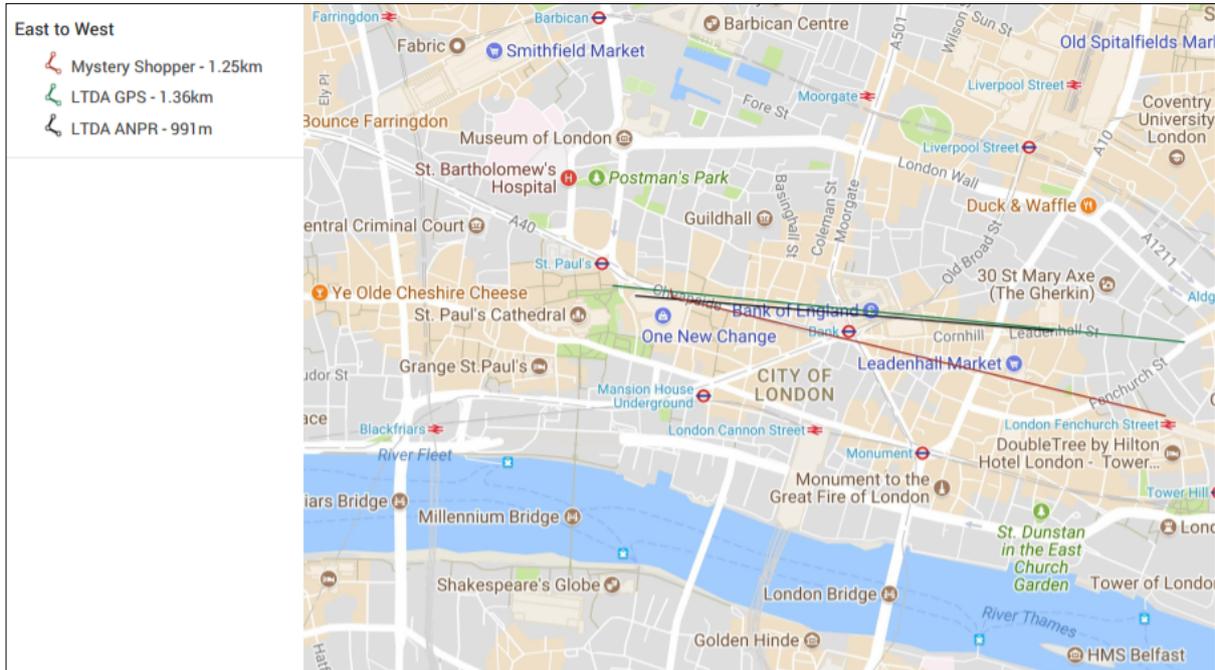
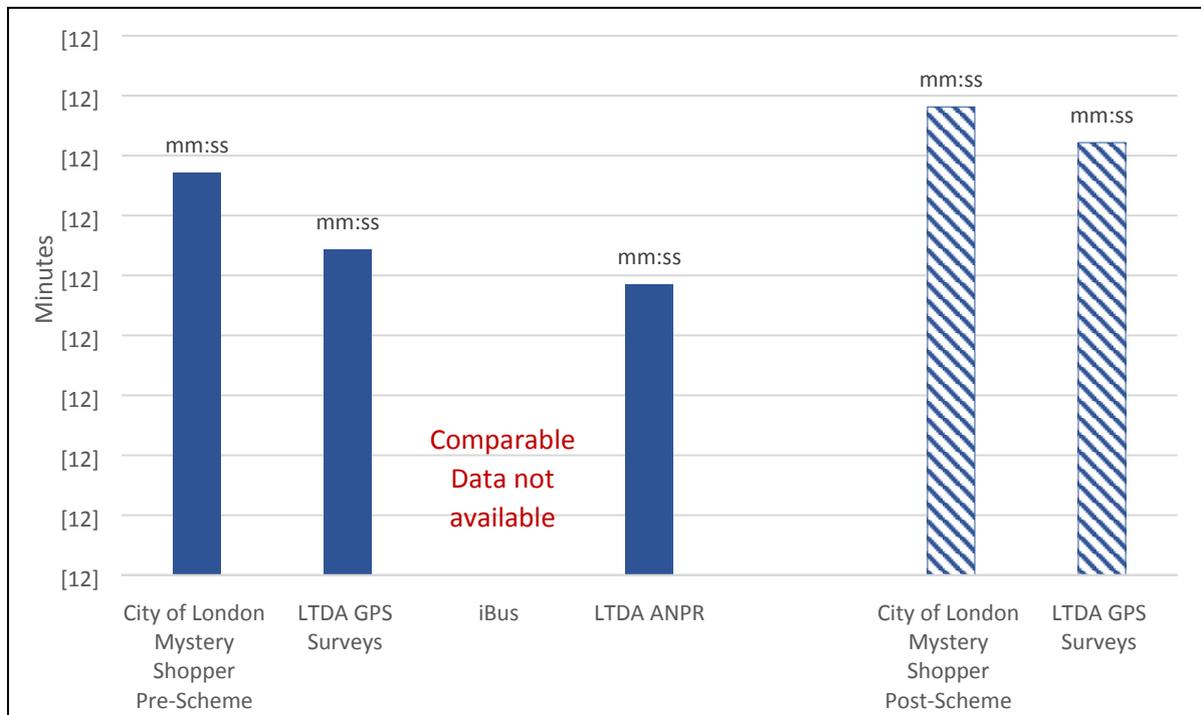


Figure 29: Average Journey Times for East to West Journeys by dataset, split by pre and post scheme.



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

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

Figure 30: North East to South West Journey Lengths

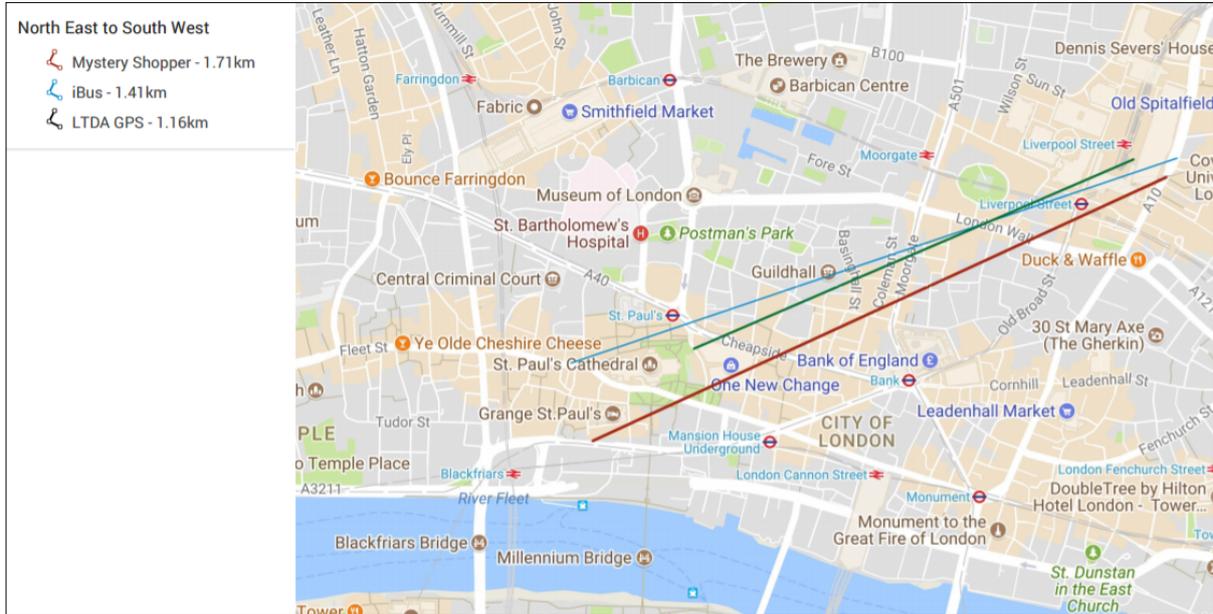
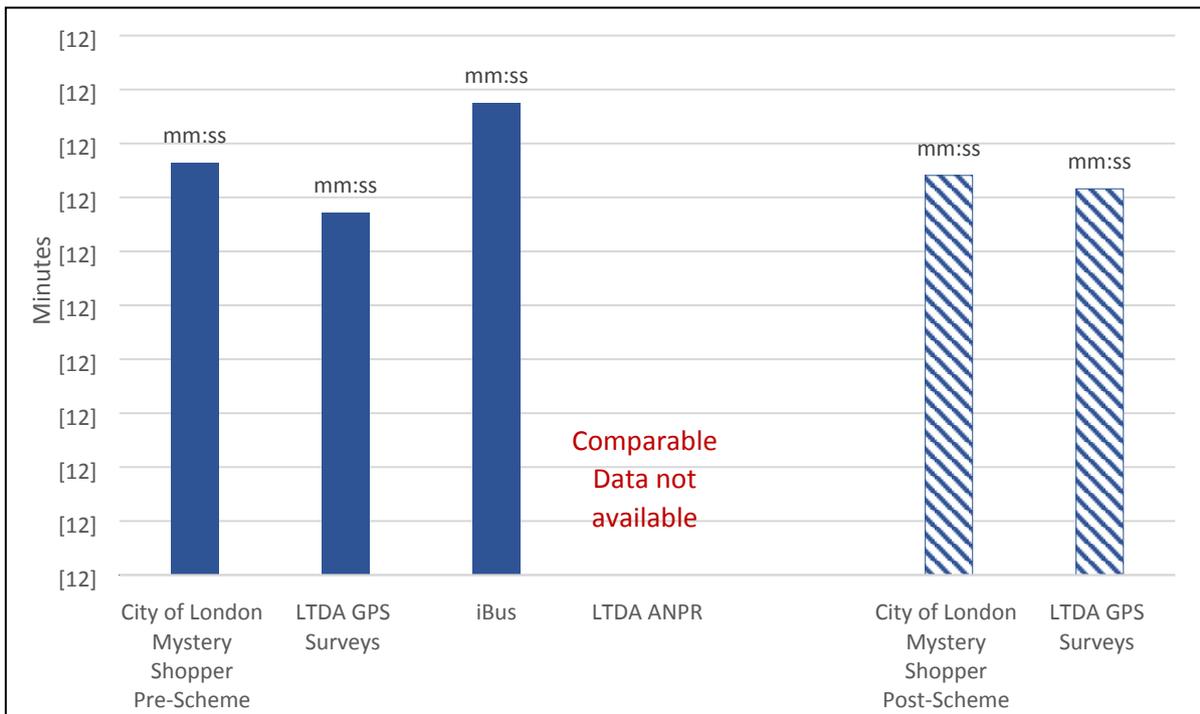


Figure 31: Average Journey Times for North East to South West Journeys by dataset, split by pre and post scheme.



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

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

Figure 32: South West to North East Journey Lengths

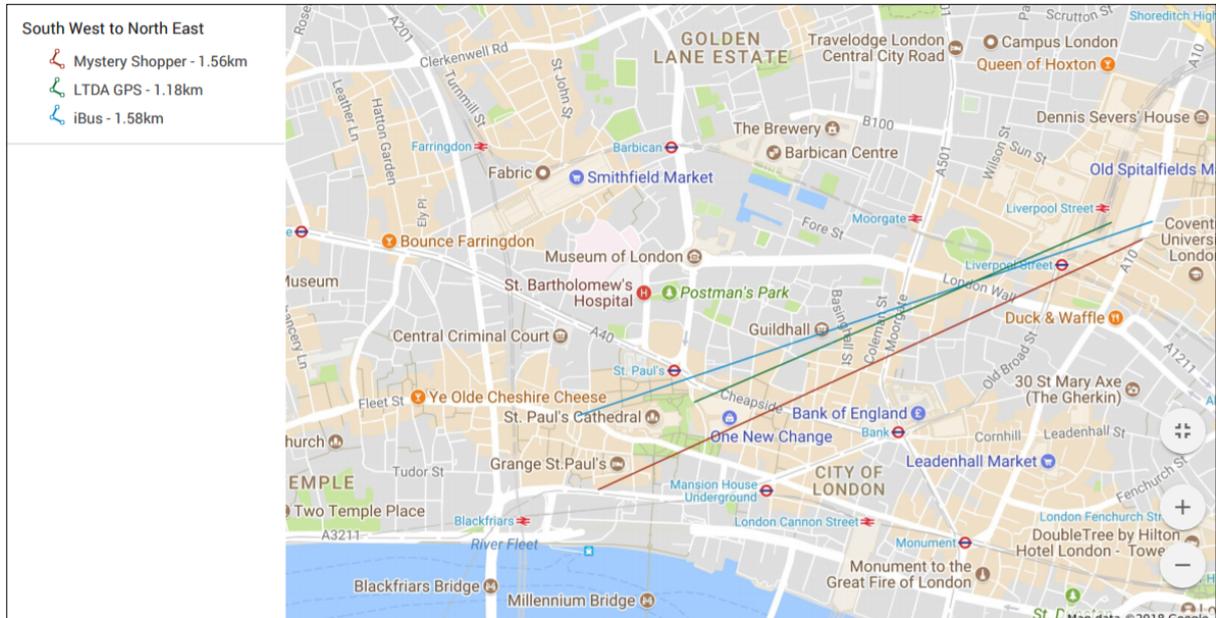
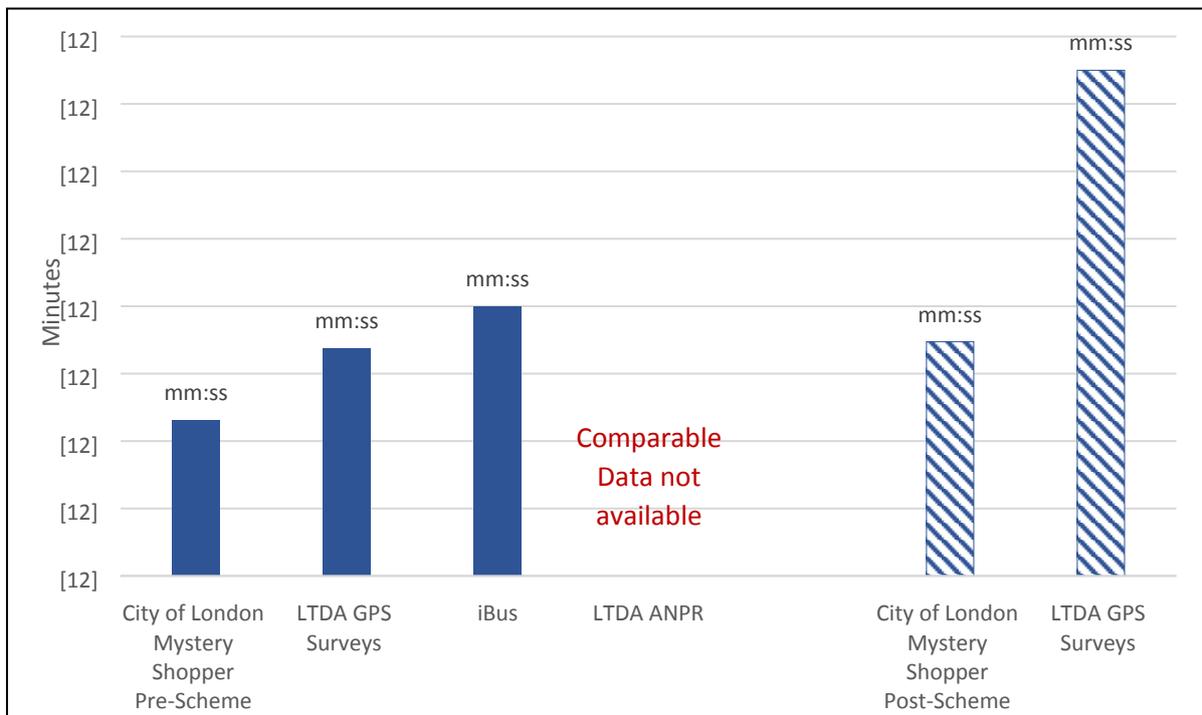


Figure 33: Average Journey Times for South West to North East Journeys by dataset, split by pre and post scheme.



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

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Appendix 10

Finance tables:

Table - 6

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

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

Table - 7

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

**Includes the additional £36k requested.

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Appendix 11

Casualty Data

Reporting to date

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

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

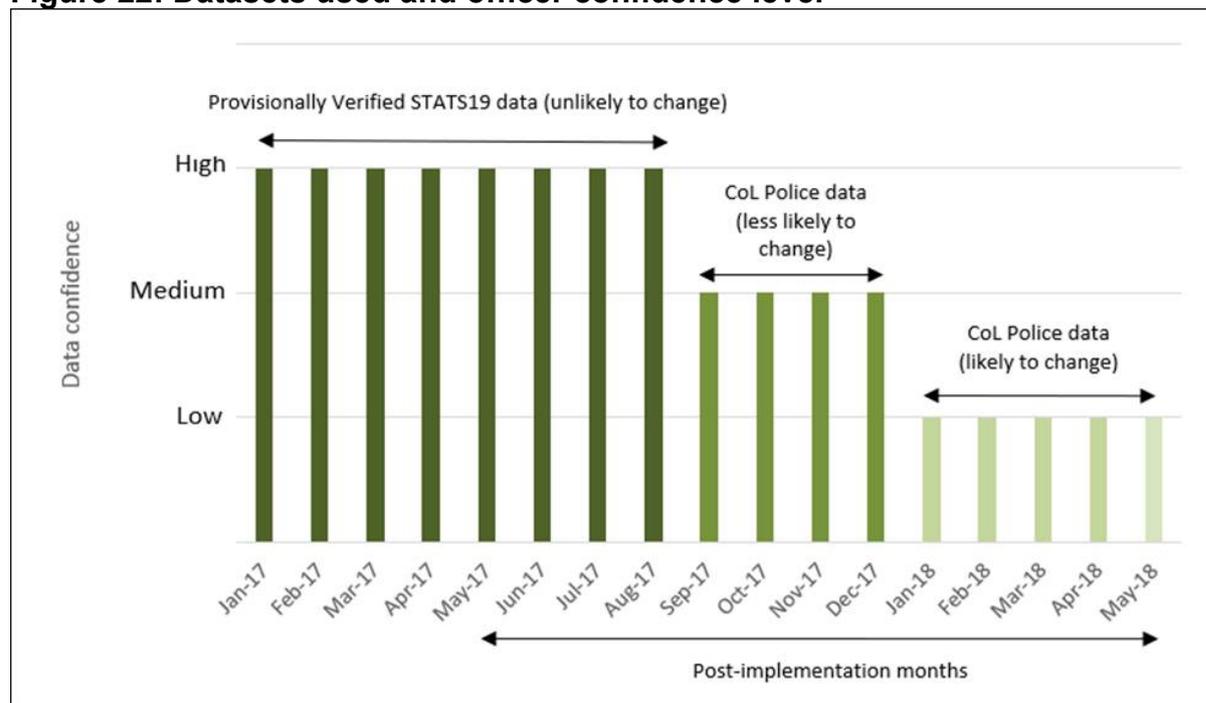
Such collisions are either reported online directly to the City of London Police or by the person attending a Police Station, which can be anywhere in the country, and completing a self-report form. Reports to other Police Forces pass through that Force’s internal systems before being received by the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

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

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

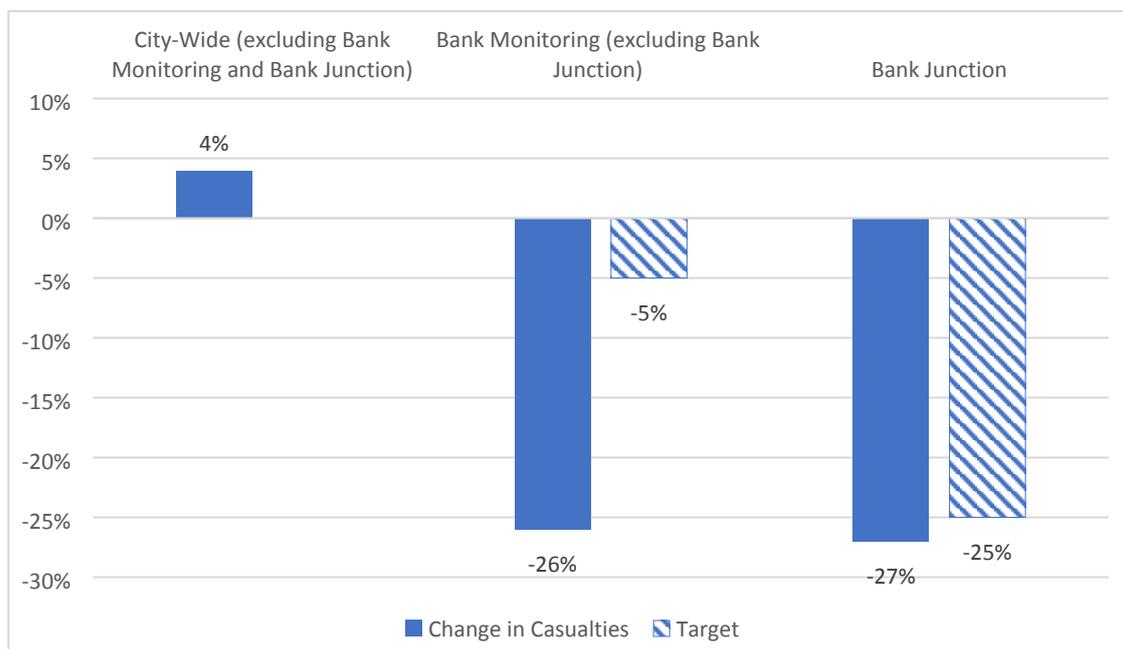
4. Figure 22 below shows the casualty datasets being used by officers to inform this report and an indication as to the data’s likelihood in being amended in the future.

Figure 22: Datasets used and officer confidence level



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

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



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

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

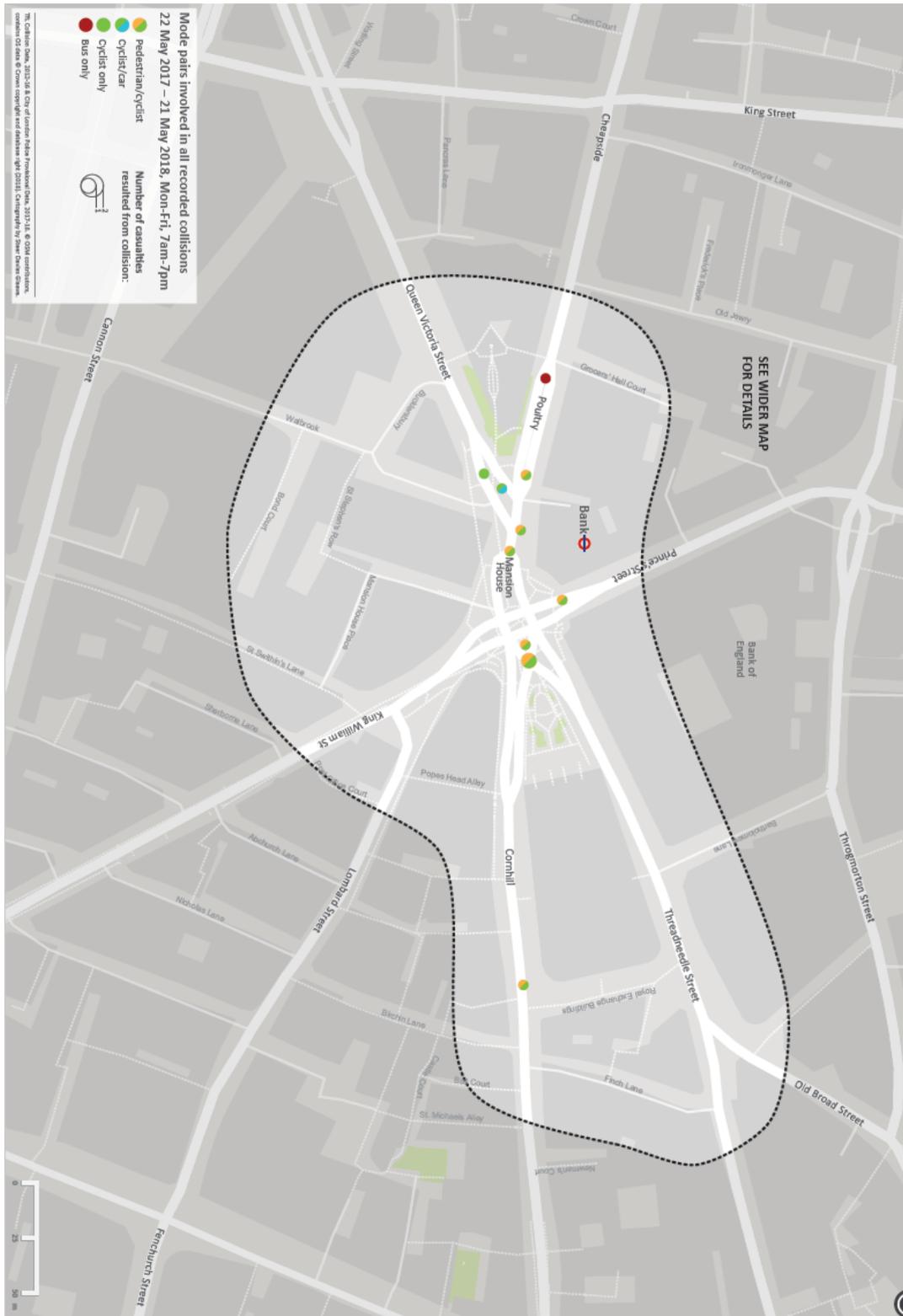
Table 8: % Total casualty breakdown by area.

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

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

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

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



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

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

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

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

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

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

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

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

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Dashboard Coversheet

[1] Ownership

Unique Project Identifier: 10847 **Report Date:** July 2018
Core Project Name: Beech Street Transport and Public Realm Improvements
Programme Affiliation: Beech Street Transformation
Project Manager: Kristian Turner
Next Gateway to be passed: G4

[2] Project Brief

Project Mission statement: To enable the redevelopment of City property in the Barbican Exhibition Halls, it is necessary to dramatically improve the public realm in Beech Street. To achieve this first requires the removal of traffic from Beech Street.

Definition of need:

- The adopted 2015 Local Plan, policy CS5 supports the further improvement of the Barbican area as a cultural quarter;
- The Barbican Area Strategy and Culture Mile Look and Feel Strategy identifies the need for infrastructure improvements in Beech Street

Key measures of success:

1) Removing/reducing traffic from Beech Street
2) Vast improvement to quality of the public realm
3) Enable the refurbishment of the Exhibition Halls

[3] Highlights

Finance:

Total anticipated cost to deliver [£]: £12M-£15M

Total anticipated on-going commitment post-delivery [£]: additional maintenance liabilities unknown until the design is complete and approved

Programme Affiliation [£]: £30M (not including podium waterproofing)

Currently Approved to date [£]	Previous total anticipated cost to deliver (Budget for all project activities) [£]	Spent/ Committed to date [£]	New financial requests with this report [£]
£120,525	£12m*	£66,336	£1,624,837
Revised total anticipated cost to deliver (Budget for all project activities) [£]		Variance in total anticipated cost to deliver [£]	
£12-15m		£0-£3m	

* As reported by the Beech Street Transformation programme

Headline Financial changes:

Since 'Project Proposal' (G2) report:

▲ A Gateway 3 Issues Report in 2016 approved a budget of £120,525 for the development of a feasibility study for Beech Street. The initial traffic modelling undertaken to date indicates that the proposals will have a significant impact on traffic in the City and Islington. Therefore a revised budget is required to undertake the necessary traffic modelling to achieve the necessary approvals from Transport for London and LB Islington.

Since 'Options Appraisal and Design' (G3-4) report:

N/A

Since 'Authority to start Work' (G5) report:

N/A

Risk:

Risk: Reputational, public/stakeholder impact: There is a high risk for the project and reputational risk for the delivery of Culture Mile if Beech Street can't be delivered. One of the key objectives of the Beech Street Transport and Public Realm project is the removal or reduction of traffic in Beech Street, which will be a highly challenging endeavour. The City will require the approval of TfL to close Beech Street due to the additional traffic this will displace onto other streets, such as London Wall and Old Street. TfL and LB Islington have other planned projects on Old Street which reduce traffic capacity.

There is likely to be vociferous opposition to a Beech Street closure from transport operators and users.

Overall RAG rating: Red

Previous RAG rating: Amber

[4] Member Decisions and Delegated Authority

Members of Policy and Resources Committee approved the Vision for Beech Street in an update report on 7th June 2018. This sets out the principle that traffic needs to be removed or reduced in Beech Street as part of the Transformation programme.

The only matter of Delegated Authority relates to the Director for Built Environment being able to move funds between individual line items with no change to the overall budget or project scope.

Members of the Port Health and Environmental Services Committee have requested that the potential for air quality to be improved on Beech Street by investigating the feasibility of restricting traffic to Ultra Low Emission vehicles.

[5] Narrative and change

Date and type of last report:

Gateway 3 Issues Report (January 2016)

Key headline updates and change since last report.

This report identifies that there are a number of different projects that make up the Beech Street transformation programme. The initial traffic modelling that has been undertaken demonstrates that there are likely to be significant challenges to achieving the necessary approvals to remove traffic from Beech Street.

Headline Scope/Design changes, reasons why, impact of change:

Since 'Options appraisal' (G3) report:

Request to increase project scope to investigate improving air quality with ULEV vehicles.

Urgent requirement to ascertain the capacity of the sub surface structures.

The scope of traffic modelling required is now better understood, as are the aspirations of TfL and LB Islington for projects in their area.

Timetable and Milestones:

Expected timeframe for the project delivery: 2023

Milestones:

- | |
|---|
| 1) TfL approve City TMA application for traffic changes |
| 2) Public realm design completed |
| 3) Highway works complete in time for Exhibition Halls |

Are we on track for this stage of the project against the plan/major milestones? Y

However, there are significant risks relating to traffic which could negatively impact on the programme

Are we on track for completing the project against the expected timeframe for project delivery? Y

Risks and Issues

Top 3 risks:

<i>Risk description</i>	The subsurface structures do not have the capacity to support a widened northern footway
<i>Risk description</i>	TfL do not approve the City's Traffic Management Act application to remove/reduce traffic
<i>Risk description</i>	Vociferous opposition from single issue transport groups

Top 3 issues realised (risks which have come to pass):

<i>Issue Description</i>	<i>Impact and action taken</i>	<i>Realised Cost</i>
Traffic modelling scope	The scope and complexity of the traffic modelling exceeds previous experience in the City. An independent traffic modelling expert will be procured to offer impartial professional advice on the procurement of a traffic	£10,000

	modelling team and engagement with TfL.	

Has this project generated public or media impact and response which the City of London has needed to manage or is managing? Yes, the Culture Mile is an initiative that the City has released to the media, public and neighbouring authorities.

Committees:		Dates:
Streets and Walkways Sub-Committee	For Decision	03/07/2018
Resource Allocation Sub-Committee	For Decision	05/07/2018
Projects Sub-Committee	For Decision	18/07/2018
Port Health & Environmental Services	For Information	16/07/2018
Subject: Beech Street: Transport and Public Realm Improvements	Issue Report: Gateway 3 Complex	Public
Report of: Director of the Built Environment Report Author: Kristian Turner		For Decision
<p><u>Dashboard</u> Timeline: G4 Detailed Option Appraisal ~ May 2021 Total Estimated Cost: £12M-£15M (for the transport, highway and public realm elements on Beech Street only) Approved budget: £120,525 Spend to Date: £66,336 Overall Project Risk: High</p> <p><u>This report</u> In June 2018 the Policy and Resources Committee agreed the vision for Beech Street; the objective of the vision is to transform the property and public realm on Beech Street to create a vibrant retail precinct with a high quality public realm at the centre of the Culture Mile.</p> <p>The programme for the delivery of the Beech Street vision, the <i>Beech Street Major Transformation</i> programme, includes three individual projects on Beech Street; the podium waterproofing, property redevelopment, and transport and public realm improvements. In June 2018 the Policy and Resources Committee agreed that these three projects, which all have significant interdependences, be developed individually with their own specific budgets and milestones through the committee approvals process.</p> <p>This report is for the <i>Beech Street Transport and Public Realm project</i>, which is a key project to be delivered in advance of the opening of the redeveloped Exhibition Halls (the property project).</p> <p>It is recognised that (at least) the partial removal of traffic from Beech Street is critical to enable the widening of the northern footway which then facilitates the redevelopment of the adjacent exhibition halls.</p> <p>The purpose of this report is to:</p> <ul style="list-style-type: none"> • provide an update on the results of the initial traffic modelling and traffic surveys; • provide an update on the work that has been done to date on the concept design for the public realm; 		

- advise Members of the proposed next steps, forward programme and risks;
- seek Member agreement to change the scope of the project to investigate the feasibility of improving air quality by restricting some/all traffic on Beech Street to Ultra Low Emission Vehicles (as recommended by the Low Emissions Neighbourhood project);
- seek approval for the procurement route;
- seek approval to increase the existing project budget and secure funding to proceed to Gateway 4.

Progress to date – Transportation and Public Realm

Traffic Modelling – Beech Street traffic options

An initial, Preliminary Impact Analysis (using the strategic TfL 2018 ONE Model for Central London) was produced in 2016 as part of a study to identify the geographical area that would be affected by different options for the restriction or removal of traffic from Beech Street. The options for testing were:

1. An eastbound closure of Beech Street to vehicles;
2. A westbound closure of Beech Street to vehicles;
3. A total closure of Beech Street in both directions.

The areas affected by the reassignment of traffic are presented in Appendix 1.

The output from the analysis shows that each of these three scenarios would cause a significant reassignment of traffic within the City (particularly on London Wall and Moorgate) and onto the TfL Network (Old Street) and streets of neighbouring boroughs.

It was determined that Option 1 affects traffic over the smallest area. Option 1 would support the delivery of the Beech Street vision (by reducing traffic and allowing the footway to be widened) and it is proposed that the feasibility of Option 1 is now explored further as this has a higher chance of being approved by Transport for London than the other options.

The successful progression of Option 1 will present a significant challenge for the organisation, likely requiring a reduction in traffic volumes in the area to make the scheme traffic neutral and acceptable to TfL.

Traffic Modelling – Centre for Music

In addition to the aspirations for Beech Street, two other projects of significance in the Culture Mile area are the Centre for Music (at the Rotunda) and the new Museum of London at West Smithfield.

In late 2017, an initial concept design for the proposed Centre for Music (C4M) was shared with officers and Members. The C4M team sought a preliminary steer from DBE to confirm if the outline design of the building and requirement for significant highway changes would be deliverable, and this would enable the building design to progress to the Planning stage in 2020.

A similar high level scenario was run through the ONE model to understand the scope of traffic reassignment caused by the new highway layout for C4M. It was found that when considering C4M in isolation the traffic impacts could be kept within the City boundary because most of the traffic passing through the Rotunda junction would still be able to do so in all directions and traffic queues would increase but not unsustainably so.

Further scenarios were then run to get an indication of the scope of impact if Options 1,2 and 3 for Beech Street was layered with the C4M project. It was found that the areas of impact would stay broadly the same, but that further congestion would eventuate on Old Street and on the streets approaching the Rotunda junction because its capacity would be reduced by the highway changes required to facilitate the C4M building design.

Traffic Surveys during Beech Street closure (Barbican Open Fest)

In March Beech Street was closed for 5 days for the “Tunnel Visions Array” sound and light event. This was used as an opportunity to undertake traffic surveys on the key junctions on the alternative routes to the north and south of Beech Street. These surveys were then compared to a “normal” day when Beech Street was open as usual. A full briefing note is included in Appendix 2. In summary the key findings are that:

- traffic volumes are consistent, suggesting that most of the traffic has a local destination;
- the traffic signals in the area operate at full capacity in the AM peak;
- traffic diverts around Beech Street primarily via London Wall and Old Street;
- With adjoining junctions such as Moorgate / London Wall already operating at full capacity, the additional traffic causes traffic queues to increase;
- Overall, there is an average 23% increase in journey times on the routes to the south and north of Beech Street;
- On some arms of junctions, (such as Aldersgate Street northbound at Beech Street junction) journey times increase by over 100% (i.e. from 34 seconds to 73 seconds).

The above simply presents the analysed data of the traffic surveyed during a closure with no other traffic management interventions. Despite requests for information, we do not know if TfL altered traffic signal timings on the days of closure.

Public Realm

Beech Street was identified as a priority area for enhancement in the Barbican & Golden Lane Area Strategy (approved in 2015), with an emphasis on reducing traffic levels and improving conditions for pedestrians and cyclists.

The Culture Mile Look & Feel Strategy, which is due for adoption in summer 2018, also identified Beech Street as a critical section of the ‘cultural spine’, the main east-west route through the Culture Mile area. The principles for the cultural spine include creating new places along the route, prioritising pedestrian movement, and making the area easier and more pleasant to navigate. Specifically for Beech Street, the intention is to create a unique and vibrant urban ‘destination’, with an enhanced street environment and the potential for future pedestrianisation.

Initial design approaches for Beech Street have been considered, dependent on the option(s) taken forward for further development. These opportunities include, but are not limited to:

- widened footways in enhanced materials;
- alterations to the junctions at either end of Beech Street, but particularly the junction with Aldersgate Street;
- improved lighting, including the potential for architectural or curated lighting;
- the introduction of public art.

Air quality – Ultra Low Emission Vehicles (ULEV)

In parallel to the transport and public realm investigations for Beech Street has been the work undertaken in the Barbican area by the Low Emissions Neighbourhood (LEN) project. This work has identified the air quality on Beech Street as a local concern for residents and visitors.

The complexity and timelines for removing traffic from Beech Street extend beyond the TfL funding for the LEN project (i.e. April 2019). An alternative approach has been agreed by the Port Health & Environmental Services Committee in which a pilot ULEV project will be introduced on Moor Lane to both improve air quality on that street and provide a template for future ULEV only streets in the City (potentially including Beech Street) to tackle poor air quality.

The Port Health and Environmental Services Committee has requested that the potential for ULEV restrictions on Beech Street be investigated as part of the traffic reduction options. It is therefore proposed that the scope of this project be expanded to determine the feasibility of restricting some or all traffic on Beech Street to ULEV vehicles only. This will include investigating if an eastbound restriction to ULEV vehicles can be delivered in advance of the main works.

Proposed next steps

To deliver the vision for Beech Street, the following tasks will be undertaken:

1. The most urgent requirement is to establish the physical constraints of the site, in particular the structures underneath Beech Street to determine if the structure is capable of bearing the additional “loading” (i.e. the weight of extra concrete and paving) from widening the northern footway.
2. Officers will begin an engagement process with Transport for London and LB Islington at a strategic and operational level.
3. Officers will develop a detailed project plan and advise Members on the high level political engagement which is likely to be required with neighbouring authorities and GLA/TfL.
4. At this early stage, it is proposed that it will be necessary to build a VISSIM micro-simulation model over a wide area of the City and part of Islington to enable the impacts of the Beech Street proposal (Option 1) to be fully quantified. This is a more detailed model of the area that traffic will reassign to when Beech Street (eastbound) is closed. The VISSIM model enables a detailed analysis of the impact on junctions and individual streets. This will be subject to TfL’s Model Audit

Process with the objective being that TfL, as Strategic Traffic Authority, accept the model and grant the necessary approvals under the Traffic Management Act.

5. The VISSIM traffic model will be designed so that it can be adapted to be used for future City projects. It is possible that the model needs to be developed with information from other authorities to capture their schemes which also affect traffic. The City would retain ownership of this model for the future.
6. The project team will produce computer generated images of what a transformed Beech Street could look like, this will be used in engagement and stakeholder management and to help build momentum for the project.
7. When a level of confidence has been reached that traffic can be removed or reduced in Beech Street, a landscape architect will produce a design for the street. A Working Party for the public realm will be established to define objectives to guide the design approach.

Key Project Risks and Opportunities

The main project risks, challenges and opportunities are detailed below:

1. The condition and capacity of the underground structure is unknown and is to be assessed. There is a programme and cost risk that the structure will not be able to accommodate the additional loads on the surface which could prevent the footway widening, which would in turn limit the potential for the public realm improvements and property redevelopment. – **Programme and cost risk**
2. From the initial work done to date, it has been determined that the traffic modelling required to keep the project traffic neutral will be much more complex than for the Aldgate and Bank on Safety projects. The scale of the traffic modelling required has never been attempted by the City before. – **Technical risk**
3. Both Transport for London and LB Islington have aspirations on Old Street for the Old Street roundabout and a cycle route along Old Street/Clerkenwell Road. Old Street is a Principal Road in Islington linking to the Strategic Road Network (SRN) and Transport for London Road Network (TLRN) at Old Street roundabout. All works with an impact on the SRN/TLRN require TfL approval as Strategic Traffic Authority under the Traffic Management Act. These schemes are likely to seek to reduce traffic capacity whereas the partial closure of Beech Street would require more traffic to use this route. There is a risk that both parties will not support having traffic reassign to Old Street which could significantly delay or halt the Beech Street project. - **Programme and political risk**
4. There is a risk that TfL, residents or businesses will object to changes to the Route 153 bus.
- **Programme risk and political risk**
5. There is a high risk of vociferous opposition from single issue transport groups. – **Political risk**
6. There is an opportunity to work collaboratively with LB Islington on the traffic challenges so that both parties can realise their aspirations. The Culture Mile may also provide significant cross boundary benefit for Islington.
7. Future projects, such as Centre for Music and Museum of London at West Smithfield add an extra layer of complexity to the planning, management and resilience of the street network in the next 10-15 years. The delivery of C4M may require two way traffic on Beech Street – **Programme and cost risk**

8. The City's emerging Transport Strategy will provide a framework for new initiatives to actively manage traffic volumes in the City where traffic volumes are expected to be reduced over time. This is necessary to enable the delivery of the Culture Mile projects as well as other initiatives across the City.
9. To obtain the necessary Traffic Management Act permission from TfL will require more engagement and working with TfL than recent projects. TfL is undergoing its largest restructure in a generation. Key staff have been redeployed or departed and relationships need to be built at a political and operational level by Member's and officers. – **Programme risk**
10. There are opportunities to be explored for funding through the Mayor of London's Transport Strategy, i.e. the Healthy Streets initiative. With delays to other TfL programmes, Beech Street may receive a high level of GLA support.

Procurement

Work to procure the services of a transport consultancy to undertake the traffic modelling and a landscape architect for the public realm design (~£600K of services) will be undertaken with the assistance of the City Procurement team. DBE does not presently have a framework consultant for transportation and landscape services.

Studies and design will be done in-house where possible to reduce consultant costs. Traffic modelling is one service that cannot be delivered in-house, and it is considered that only 2-3 consultancies in London have the necessary experience and staff to undertake this complex work.

There are 3 options for the procurement of transportation and landscape design services:

Option 1 – Full OJEU tender

Time to tender ~ 6 months

Benefits – full compliance

Disbenefits – programme delay. The cost benefit is diminished by the cost of the officer time in preparing, tendering and assessing bids. Additional risk is a challenge if the “value” of the tender changes as the project progresses. This is difficult to estimate for the nature of this work.

Option 2 – utilise another public sector framework (i.e. TfL)

Time to tender ~2-3 months

Benefits – compliant and faster than Option 1

Disbenefit – the 2-3 consultancies we believe have the necessary skills are not on these frameworks as they tend to be smaller and more specialised SME's.

Option 3 – utilise design services in the Riney's contract (preferred method)

Time to tender ~1-2 months

Benefits – compliant and immediately available, sufficient time on Riney contract. Similar approach used in Westminster on the Conways contract

Disbenefits – would be a large amount of fees to route through the Riney's contract.

Options 1 and 3 would be the routes most likely to result in procuring a consultant with the necessary skills and experience. Given the expediency which is required for the project to meet the opening time for the redeveloped exhibition halls, in consultation with

City Procurement it is proposed that Option 3 utilising the design services in the Highway Term Contract is used.

Structural services will be procured through the term contract for Structures and Bridges.

Forward Programme

A forward programme which represents the best judgement of officers for a project of this size and complexity is detailed below. This programme is reliant on a significant amount of agreement by third parties and is indicative only.

The key dates are as follows:

- **August 2018 – December 2018** Structural assessment and site surveys completed
- **August 2018** Scoping of modelling brief
- **September 2018** Procurement of transport and public realm services (*dependent on procurement option chosen)
- **October 2018 – April 2021** Traffic model completed and accepted by TfL and supported by LB Islington
- **November 2019 – April 2021** Public realm and highway outline design completed
- **May 2021** Gateway 4 Report
- **June 2021 – August 2022** Detailed design completed (structures and highways)
- **September 2022** Gateway 5 Report
- **October 2022 – Autumn 2023** Highway construction
- **Autumn 2023** Highway works complete

It is understood that the above indicative programme would not meet Members expectations to proceed at pace with this project. Officers have further work to do to determine how the programme tasks could be expedited and advise Members in the next update report. One possibility is to accept the additional cost risk of abortive staff costs and proceed with elements of detailed design in advance of receiving the necessary approvals from TfL.

Regular update reports will be provided and significant changes to programme will be reported as part of this.

Detail on how the physical highway and public realm construction works will be coordinated with the Exhibition Halls refurbishment will emerge as both programmes progress, this is dependent upon the progress of the transportation work to reduce traffic in Beech Street. This will then define the feasibility and timing of a proposed ULEV restriction on Beech Street.

Funding

The current expenditure on the project is £66,336 of an approved budget of £120,525, leaving a remaining budget of £54,189. These remaining funds will be utilised to continue developing the project to Gateway 4.

The table below shows the estimated cost to reach Gateway 4.

Description	Approved Budget (£)	Additional Funds Required (£)	Revised Budget to Gateway 4 (£)
Fees	77,025	715,611	792,636
Highways Staff Cost	5,000	64,280	69,280
P&T Staff Costs	38,500	844,946	883,446
TOTAL	120,525	1,624,837	1,745,362

The additional budget required to reach Gateway 4 will be £1,624,837.

Please refer to Appendix 4 for a more detailed breakdown of the total estimated costs to reach Gateway 4.

The staff costs to reach Gateway 4 have been benchmarked against other transportation and public realm schemes delivered by the City and are commensurate. Staff costs to reach Gateway 4 represent approximately 6% of the £15M scheme estimate. This is considered proportionate and appropriate for a project of this complexity.

A full time Project Manager with a designated team providing technical and support skills will be required to develop the project to deliver key tasks; such as procurement, the traffic modelling and approvals, pedestrian modelling, air quality, transport surveys and monitoring, traffic design, structural assessments, public realm lighting design, public and stakeholder engagement, communications and consultation.

Funding Strategy

The table below shows the funding strategy to fund the project to Gateway 4.

Funding Source	Amount (£)
CIL (Public Realm & Local Transport Improvements)	1,624,837
Total	1,624,837

Recommendations

It is recommended that all Members note:

1. The Vision for Beech Street as approved by the Policy and Resources Committee;
2. The podium water-proofing, property redevelopment and transportation & public realm projects are formally separated, to follow individual Gateway paths and reporting times;
3. The results of the traffic and public realm work done to date;
4. It is anticipated that the successful delivery of the Vision for Beech Street will require a reduction in traffic volumes in the area;
5. The proposed programme, next steps and project risks;

It is recommended that Members of the Streets and Walkways and Project Sub Committees approve:

6. Further development of the feasibility of Option 1 (Beech Street closed to eastbound traffic)

7. An increase in the scope of the project to investigate the feasibility of introducing Ultra-Low Emission Vehicle restrictions on Beech Street (in either direction or both directions)
8. The proposed procurement route for consultancy services utilising the City's Term Highways Contract;

It is recommended that Members of the Resource Allocation Committee and Streets and Walkways Sub Committee approve:

9. An increase in the estimated project budget of £1,624,837, to £1,745,362 to fund the project to Gateway 4, the final budget being subject to the procurement of the relevant consultancy appointments;
10. The allocation of Public Realm and Local Transport Improvement CIL funds to fund the development of the project to Gateway 4;
11. Delegate authority for any adjustments between elements of the £1,745,362 required budget to the Director of the Built Environment in conjunction with the Chamberlain's Head of Finance provided the total approved budget of £1,745,362 (subject to procurement) is not exceeded and the scope remains unchanged.

Appendices

Appendix 1	Traffic Modelling – areas of impact
Appendix 2	Beech Street closure – traffic survey analysis
Appendix 3	Expenditure to date
Appendix 4	Total Additional funds to reach Gateway 4

Contact

Report Author	Kristian Turner
Email Address	Kristian.turner@cityoflondon.gov.uk
Telephone Number	020 7332 1745

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Appendix 1 – Traffic Modelling Areas of Impact



Eastbound Closure



Westbound Closure



Full Closure



City Transportation Briefing note on traffic during Beech Street closure

Date: 31/05/18

Methodology

1. Observations by Network Management team of a significantly busier network with Beech Street closed
2. Hourly snapshots of the network via the TomTom website between 9am and 6pm
3. 20-30 cameras installed at 7 sites (junctions) that were anticipated to experience additional traffic due to the Beech Street closure
4. Thursday 15th March main survey day, Thursday 22nd March the comparison (baseline) day
5. Data captured
 - journey times
 - traffic volumes
 - queue lengths

Observations

6. Visual observations that significantly more traffic on London Wall and Moorgate
7. Hour snaps of TomTom surveys, significantly elevated levels of congestion on London Wall, Moorgate, City Road, Goswell Road, Bunhill Row and Old Street, in the AM and midday period, less so after 2pm

Traffic analysis:

8. Traffic volumes summary
 - Traffic flows are total flows across the AM peak only. As expected, there is little overall difference in traffic volumes however vehicles spent almost 23% more time queuing than in normal network operation in the AM Peak. This tells us that the surveyed junctions cannot operate at an increased capacity to accommodate the reassigned traffic, which generally manifests itself in additional traffic queues.
 - The vast majority of traffic diverting around Beech Street use either Old Street or London Wall.
 - This note analyses the impact of the closure at four levels: the City Level, the Junction Level, the Junction Arm Level and the Traffic Lane Level.

Table 1: change to vehicle volumes and average Queue time at the City level in the AM Peak

	Thursday 22nd (Baseline)	Thursday 15th (Closure)	% difference between closure and baseline
Number of vehicles	12,360	12,136	-2%
Total Queuing time (hours, minutes and seconds)	04:54:01	06:02:49	+23%

9. Traffic journey times summary

- Increased journey times have been measured to understand the level of congestion on the network.
- As can be seen in the table below, as anticipated there is a significant increase to the average journey time at key junctions on the alternative route.

Table 2: change to vehicle volumes and average Queue time at the junction level in the AM Peak

Junction	Total vehicles (Baseline)	Total vehicles (Closure)	% change to vehicle volumes	Average Queue JT (Baseline)	Average Queue JT (Closure)	% change to Queue JT
Beech Street / Aldersgate Street	2132	1757	-18%	00:30	00:34	+13%
London Wall / Wood Street	1369	1477	+8%	00:35	00:37	+7%
Moorgate / Ropemaker Street	1793	1866	+4%	00:44	00:58	+33%
Moorgate / London Wall	2134	2170	+2%	01:00	01:03	+6%
Old Street / Goswell Road	2700	2482	-8%	01:00	01:17	+29%
Rotunda	2040	2039	0%	No Survey	No Survey	No Survey
Whitecross Street / Fortune Street	192	345	+80%	No Survey	No Survey	No Survey

- Looking at the average delays for the junction as a whole masks the effects on some arms where the experience for vehicles is much worse, for instance it is clear there has been a change to the average queue time at the Old Street / Goswell Road Junction.
- Table 3 below shows which arms are most affected by the closure.

Table 3: Change to average queue times by Junction Arm Level in the AM peak only

Junction Arm	Baseline	Closure	Difference	% difference
Old Street / Goswell Road WB	00:01:10	00:02:32	00:01:22	116%
Moorgate / South Place EB	00:02:11	00:03:22	00:01:11	54%
Old Street / Goswell Road EB	00:00:53	00:01:53	00:01:00	114%
London Wall / Moorgate SB	00:01:23	00:02:06	00:00:43	51%
Beech Street / Aldersgate NB	00:00:34	00:01:13	00:00:39	113%
Beech Street / Aldersgate SB	00:01:23	00:01:46	00:00:22	27%
London Wall / Wood Street WB	00:02:05	00:02:23	00:00:17	14%
London Wall / Wood Street EB	00:01:08	00:01:21	00:00:13	19%
Moorgate / South Place SB	00:00:53	00:01:05	00:00:12	22%
Moorgate / South Place NB	00:01:06	00:01:17	00:00:11	17%
London Wall / Wood Street NB	00:00:06	00:00:16	00:00:11	188%
Moorgate / South Place WB	00:00:59	00:01:06	00:00:07	12%
London Wall / Moorgate WB	00:02:38	00:02:41	00:00:03	2%

London Wall / Moorgate EB	00:02:38	00:02:41	00:00:03	2%
Beech Street / Aldersgate WB	00:00:50	00:00:47	-00:00:03	-6%
Beech Street / Aldersgate EB	00:01:37	00:01:29	-00:00:07	-8%
Old Street / Goswell Road SB	00:02:38	00:02:17	-00:00:20	-13%
London Wall / Wood Street SB	00:00:45	00:00:22	-00:00:24	-52%
London Wall / Moorgate NB	00:02:38	00:02:04	-00:00:34	-21%
Old Street / Goswell Road NB	00:04:05	00:03:16	-00:00:50	-20%

- Again as there are multiple movements on each junction arm (for example there two lanes at Old Street / Goswell Road WB), effects can be masked and as such it is necessary to observe the changes to queue times at the traffic lane level as shown in table 4 below.

Table 4: Change to average queue times and average queue length by traffic lane level in the AM peak only

	Change to average queue length	Average queue time (baseline)	Average queue time (closure)	Difference	% Difference
Ropemaker / Moorgate EB traffic lane	6.8	00:02:11	00:03:22	00:01:11	54%
Old Street / Goswell Road WB ahead and right	0.2	00:00:43	00:01:27	00:00:44	104%
Old Street / Goswell Road NB ahead and left	-0.8	00:00:28	00:01:12	00:00:44	157%
London Wall / Moorgate EB ahead lane	7.4	00:01:46	00:02:28	00:00:42	40%
Old Street / Goswell Road WB ahead and left	0.6	00:00:28	00:01:06	00:00:38	135%
Long Lane / Aldersgate EB traffic lane	-0.2	00:00:14	00:00:43	00:00:29	207%
Moorgate / London Wall SB Nearside	5.4	00:01:01	00:01:22	00:00:21	35%
Moorgate / London Wall SB Right Turn	3.3	00:00:22	00:00:44	00:00:21	94%
Moorgate / Finsbury Pavement NB ahead and right	2.8	00:00:28	00:00:46	00:00:18	65%
London Wall / Moorgate WB nearside ahead lane	1.0	00:00:28	00:00:46	00:00:18	65%
Old Street / Goswell Road NB cycle lane	-0.2	00:00:25	00:00:42	00:00:17	67%
Finsbury Pavement / Moorgate SB	1.7	00:00:26	00:00:40	00:00:14	54%
Aldersgate / Beech Street SB ahead and left	-1.2	00:00:33	00:00:46	00:00:14	42%
London Wall / Wood Street EB ahead and left	0.6	00:00:28	00:00:41	00:00:13	48%
London Wall / Wood Street WB Traffic Lane	0.5	00:00:50	00:01:03	00:00:12	25%
Wood Street / London Wall NB	0.4	00:00:06	00:00:16	00:00:11	188%
Long Lane / Aldersgate EB cycle feeder lane	0.0	00:00:20	00:00:30	00:00:10	48%
South Place / Moorgate cycle lane	-0.1	00:00:25	00:00:34	00:00:09	37%
Aldersgate Street / Beech Street SB cycle feeder lane	-0.9	00:00:21	00:00:29	00:00:07	35%
Beech Street / Aldersgate WB Cycle Feeder Lane	-1.6	00:00:15	00:00:21	00:00:06	37%
London Wall / Wood Street WB Ahead and Right	0.9	00:00:49	00:00:53	00:00:05	9%
Aldersgate / Beech Street SB ahead and right	0.0	00:00:29	00:00:31	00:00:01	4%
London Wall / Wood Street WB Cycle Lane	-0.1	00:00:26	00:00:26	00:00:00	1%
London Wall / Wood Street EB offside	-1.9	00:00:40	00:00:40	-00:00:00	-1%



BRIEFING NOTE

South Place / Moorgate ahead and left	0.7	00:00:33	00:00:31	-00:00:02	-7%
Finsbury Pavement / South Place Right turn lane	0.8	00:00:27	00:00:25	-00:00:02	-8%
London Wall / Moorgate WB right turn lane	2.8	00:00:50	00:00:47	-00:00:02	-5%
Old Street / Goswell Road SB offside	0.3	00:00:44	00:00:38	-00:00:06	-13%
Aldersgate Street / Beech Street NB ahead and left	0.0	00:00:29	00:00:22	-00:00:07	-23%
Moorgate / Finsbury Pavement NB ahead and left	4.2	00:00:38	00:00:31	-00:00:07	-19%
Old Street / Goswell Road EB cycle lane	0.2	00:00:52	00:00:44	-00:00:08	-14%
Old Street / Goswell Road EB nearside	-0.5	00:00:55	00:00:46	-00:00:09	-16%
London Wall / Moorgate NB cycle lane	-4.0	00:00:34	00:00:25	-00:00:09	-27%
Aldersgate Street / Beech Street NB ahead and right	-0.3	00:00:30	00:00:17	-00:00:13	-42%
Beech Street / Aldersgate WB ahead and right	-11.7	00:01:22	00:01:08	-00:00:13	-16%
Old Street / Goswell Road SB nearside	-0.6	00:01:54	00:01:40	-00:00:15	-13%
Wood Street / London Wall SB	0.2	00:00:45	00:00:22	-00:00:24	-52%
London Wall / Moorgate NB traffic lane	8.6	00:02:04	00:01:39	-00:00:24	-20%
Old Street / Goswell Road EB offside	-0.1	00:01:16	00:00:50	-00:00:26	-35%
London Wall / Moorgate EB left turn lane	2.3	00:00:51	00:00:13	-00:00:39	-76%

Appendix 3

Table 1: Expenditure to date - Beech Street - 16800068			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
PreEv Fees	15,000	15,000	-
PreEv P&T Staff Cost	13,500	13,500	-
P&T Fees	62,025	17,636	44,389
Env Servs Staff Cost	5,000	-	5,000
P&T Staff Costs	25,000	20,200	4,800
TOTAL	120,525	66,336	54,189

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Appendix 4

Total additional funds
Item
Staff Costs
Total additional Staff C
Professional Fees
Total Professional Fee
Total Estimated Cost To

*Excludes any underspe

to reach Gateway 4
Description
City Transportation: Project Management of transportation, structures and highway design, Stakeholder Engagement & Communications
City Public Realm: Project management of public realm and lighting design
Highways: Design and technical support for highway and lighting
DBE Structures: design, technical advice
Costs
Traffic model consultant to advise brief and liaise with TfL
Traffic surveys on Beech Street, activity surveys, topographical and ground radar surveys
Structural assessments and possible strengthening design
Utility C3 notices
Traffic modelling
Lighting strategy and concept design
Public Realm concept design
es
o Gateway 4

end to-date

Estimated Cost (£) *
483,608
342,936
64,280
18,402
909,226
£10,000
80,000
80,000
20,000
455,611
20,000
50,000
715,611
1,624,837

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