

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

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

Table 1

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

<p>City Property Association (CPA)</p>	<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>			
<p>Living Streets</p>	<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>			

<p>London Cycling Campaign</p>	<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. 			
<p>London Taxi Drivers Association (LTDA)</p>	<p>The LTDA represent Licensed Taxi Drivers and have been involved in discussions on the Bank on Safety Scheme from an early stage. As part of their response to the consultation, the LTDA commissioned BWB transport consultants to undertake a review of the impacts and implications of the Bank on Safety Scheme for Licensed Taxis.</p> <p>Officers are in the process of verifying important technical elements of this review with BWB, which are used to arrive at its conclusions and as such the technical details are not published as part of this response summary. However, the overall sentiment of the LTDA’s response to the Bank on Safety consultation can be summarised as follows;</p> <ul style="list-style-type: none"> • That the impact of ‘re-permitting’ taxi traffic to the junction should be significantly lower than previously envisaged. • That re-admittance of taxis to Bank Junction should have beneficial implications to road safety. • That taxis be permitted access to Bank Junction by way of ‘ahead only’ movements. 			

<p>Stop killing cyclists</p>	<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. 			
<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 <p>That disabled users of taxis were having difficulty in accessing key locations around Bank Junction</p>			

Table 2

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

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

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