

PLEASE BRING THIS AGENDA WITH YOU

1

The Lord Mayor will take the Chair at ONE
of the clock in the afternoon precisely.



COMMON COUNCIL

SIR/MADAM,

You are desired to be at a Court of Common Council, at **GUILDHALL**, on
THURSDAY next, the **13th day of September, 2018**.

JOHN BARRADELL,
Town Clerk & Chief Executive.

*Guildhall,
Wednesday 5th September 2018*

Ian David Luder, J.P.

David Andrew Graves

}

Aldermen on the Rota

2

1 **Introduction of Newly-Elected Aldermen**

2 **Apologies**

3 **Declarations by Members under the Code of Conduct in respect of any items on the agenda**

4 **Minutes**

To agree the minutes of the meeting of the Court of Common Council held on 19 July 2018.

For Decision
(Pages 1 - 16)

5 **Resolutions on Retirements, Congratulatory Resolutions, Memorials**

6 **Mayoral Visits**

The Right Honourable The Lord Mayor to report on his recent overseas visits.

7 **Policy Statement**

To receive a statement from the Chairman of the Policy and Resources Committee.

8 **Docquets for the Hospital Seal**

9 **The Freedom of the City**

To consider a circulated list of applications for the Freedom of the City.

For Decision
(Pages 17 - 22)

10 **Legislation**

To receive a report setting out measures introduced into Parliament which may have an effect on the services provided by the City Corporation.

For Information
(Pages 23 - 24)

11 **Appointments**

To consider the following appointments:

Where appropriate:-

^ Denotes a Member who currently serves on the Committee in either an ex-officio capacity or as a representative of another Committee with appointment rights.

- (A) One Member on the **Police Committee**, for the balance of a term expiring April 2022.

Nominations received:-
Emma Edhem, Alderman

- (B) One Member on the **Investment Committee**, for the balance of a term expiring April 2020.

Nominations received:-
John Douglas Chapman
^Michael Hudson

- (C) One Member on the **Education Board**, for the balance of a term expiring April 2021.

Nominations received:-

^Caroline Wilma Haines

- (D) Four Members on **Christ's Hospital**, for terms expiring March 2022.

Nominations received:-

Kevin Malcom Everett, Deputy

Shravan Jashvantraï Joshi

For Decision

12 **Questions**

13 **Motions**

14 **Petitions**

To receive a petition submitted by Mary Durcan pursuant to Standing Order No.20, relative to noise pollution in the Barbican area.

For Decision
(Pages 25 - 26)

15 **Awards and Prizes**

16 **Planning and Transportation Committee**

To consider proposals relating to traffic orders at Bank Junction.

For Decision
(Pages 27 - 70)

17 **Policy and Resources Committee**

To receive a report advising of action taken under urgency procedures in relation to the Museum of London relocation project.

For Information
(Pages 71 - 72)

18 **Police Committee**

To consider reports of the Police Committee, as follows:

- (A) **Annual Report** – to receive the annual report providing a summary of the City of London Police's activities and performance over the past financial year.

For Information
(Pages 73 - 74)

- (B) **Appointment of External Member** – To consider the appointment of an external Member to the Committee.

For Decision
(Pages 75 - 76)

4

19 **Freedom Applications Committee**

To consider proposals relating to the award of the Honorary Freedom.

For Decision
(Pages 77 - 82)

MOTION

20 **By the Chief Commoner**

That the public be excluded from the meeting for the following items of business below on the grounds that they involve the likely disclosure of exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act, 1972.

For Decision

21 **Non-Public Minutes**

To agree the non-public minutes of the meeting of the Court held on 19 July 2018.

For Decision
(Pages 83 - 86)

22 **Markets Committee**

To consider proposals relating to the Strategic Review of Markets.

For Decision
(Pages 87 - 104)



BOWMAN, MAYOR

COURT OF COMMON COUNCIL

19th July 2018
MEMBERS PRESENT

ALDERMEN

Nicholas Anstee
The Rt. Hon. the Lord Mayor, Charles Edward Beck Bowman
John Garbutt
Sir Roger Gifford

Alison Gowman
Prem Goyal, OBE JP
David Andrew Graves
Sheriff Timothy Russell Hailes, JP
Vincent Thomas Keaveny

Alastair John Naisbitt King
Ian David Luder, JP
Professor Michael Raymond Mainelli
William Anthony Bowater Russell
Sir David Hugh Wootton

COMMONERS

John David Absalom, Deputy
Munsur Ali
Rehana Banu Ameer
Randall Keith Anderson
Alexander Robertson Martin Barr
Matthew Bell
John Bennett, Deputy
Peter Gordon Bennett
Nicholas Michael Bensted-Smith, JP
Christopher Paul Boden
Sir Mark Boleat
Mark Bostock
Keith David Forbes Bottomley, Deputy
David John Bradshaw, Deputy
Michael John Cassidy, CBE, Deputy
Roger Arthur Holden Chadwick, OBE, Deputy
John Douglas Chapman
Dominic Gerard Christian
Henry Nicholas Almroth Colthurst
Karina Dostalova

Simon D'Olier Duckworth, OBE, DL
Peter Gerard Dunphy
Emma Edhem (Alderman-elect for the Ward of Candlewick)
Kevin Malcolm Everett, Deputy
Anne Helen Fairweather
John William Fletcher
Stuart John Fraser, CBE
Marianne Bernadette Fredericks
Caroline Wilma Haines
Graeme Harrower
Christopher Michael Hayward
Tom Hoffman, Deputy
Wendy Hyde, Deputy
Jamie Ingham Clark, Deputy
Clare James, Deputy
Shravan Jashvantrai Joshi
Angus Knowles-Cutler
Vivienne Littlechild JP
Oliver Arthur Wynlayne Lodge, TD
Edward Lord, OBE, JP, Deputy
Paul Nicholas Martinelli

Andrew Paul Mayer
Jeremy Mayhew
Catherine McGuinness, Deputy
Andrew Stratton McMurtrie, JP
Wendy Mead, OBE
Robert Allan Merrett, Deputy
Andrien Gereith Dominic Meyers
Brian Desmond Francis Mooney, Deputy
Hugh Fenton Morris
Alastair Michael Moss, Deputy
Sylvia Doreen Moys, MBE
Benjamin Daniel Murphy
Joyce Carruthers Nash, OBE, Deputy
Barbara Patricia Newman, CBE
Graham David Packham
Dhruv Patel OBE
Susan Jane Pearson
John Petrie
James Henry George Pollard, Deputy

Henrika Johanna Sofia Priest
Jason Paul Pritchard
Stephen Douglas Quilter
Elizabeth Rogula, Deputy
Ruby Sayed
John George Stewart Scott, JP
Ian Christopher Norman Seaton
Oliver Sells, QC
Jeremy Lewis Simons
Graeme Martyn Smith
Sir Michael Snyder
James Michael Douglas Thomson, Deputy
John Tomlinson, Deputy
James Richard Tumbridge
William Upton
Mark Raymond Peter Henry Delano Wheatley
Philip Woodhouse, Deputy

1. Apologies The apologies of those Members unable to attend this meeting of the Court were noted.
2. Declarations There were none.
3. Minutes *Resolved* - That the Minutes of the last Court are correctly recorded.
4. Resolutions *Resolved unanimously* – That, on his retirement from this Honourable Court, Members wish to place on record their most sincere thanks to:-

Moss, A., Deputy;
Scott, J.G.S., J.P.

Jeffrey Richard de Corban Evans, the Lord Mountevans

for the service that he has given to the City of London Corporation and to the City.

Having served the Ward of Cheap as its Alderman since his election in 2007, in 2012/13 Jeffrey was elected to the Office of Sheriff of the City of London and, in 2015/16, served as the City's 688th Lord Mayor; carrying out the demanding role with commitment and integrity.

Drawing on his strong shipping background, including roles as a Managing Director of Clarkson's Shipping and Chairman of Maritime London, Jeffrey has used his experience and insight over the past eleven years to help navigate the City through all waters, whether turbulent or smooth, and we are grateful to him for his many contributions.

Having now stepped down from Office, Jeffrey, so well supported throughout by Juliet, can take with him the very best wishes of all his colleagues on this Court for a long, happy and healthy retirement from civic life in the City.

Everett, K.,
Deputy;
Scott, J.G.S., J.P.

Resolved unanimously – That, on her retirement from this Honourable Court, Members wish to place on record their most sincere thanks to:-

Dame Catherine Fiona Woolf, D.B.E.

for her dedication to the work of the City over the past 11 years.

In 2007, Dame Fiona was admitted to this Court as an Alderman for the Ward of Candlewick. In 2010, she was elected to the Office of Sheriff of the City of London and, in 2013, became the City's 686th Lord Mayor and only the second female to serve as Lord Mayor since 1189.

Having held prominent positions in her professional career – namely as a Partner at CMS Cameron McKenna and as a Consultant to the World Bank – Dame Fiona was well equipped to promote the Square Mile and the City, strengthening its links with the wider UK economy. In 2015, she was appointed by Her Majesty the Queen as Dame Commander for her services to the City of London, diversity and the legal profession.

During her time as Lord Mayor, Fiona championed themes of diversity, sustainability, charity leadership and philanthropy and the work she supported both then and since has left a lasting legacy, both within the City Corporation and in the City as a whole.

We warmly thank her for her exceptional service. Her passion and dedication will be sorely missed. We all wish Fiona a long and happy retirement and send our best wishes to her and Nicholas in their future adventures.

Moys, S.;
Scott, J.G.S., J.P.

Resolved unanimously – That, the gratitude of this Court be extended to:-

Peter Lionel Raleigh Hewitt

Lately Alderman for the Ward of Aldgate, for his dedicated service to the City Corporation and the City of London over the past six years.

Elected in 2012, Peter served on a wide range of Committees and Outside Bodies during his time with the City Corporation; however, it is his work in the field of social investment for which this Court owes him a particular debt of gratitude.

Serving as the first Chairman of the Social Investment Board, Peter oversaw the establishment of this important area of work at a time when the social investment market was in its infancy. Under his tenure, the Board has committed over £14.7million to a variety of charities, helping thousands of people across the UK by providing housing for vulnerable groups, employment support for ex-offenders, and access to community transport, all while generating a return of 4.7% - additional monies which can then be re-invested into further good causes. His efforts have seen the City Corporation develop into one of the key players in the nascent social investment market, demonstrating that by making socially responsible investments, it is possible to have a positive social impact without compromising on financial returns – thereby helping to establish social investment as a credible investment medium.

This Honourable Court now extends to Peter its sincerest thanks for his endeavours over the past several years, as well as its very best wishes to him for the future.

5. Mayoral
Visits

The Lord Mayor reported on his recent visits to Nigeria, Japan and South Korea.

6. Policy
Statement

The Chairman of the Policy and Resources Committee spoke to update Members on the City Corporation's response to the Brexit White Paper, which had been published by Her Majesty's Government the previous week, and to outline the proposed next steps.

7. Hospital Seal

There were no docquets for the seal.

8. Freedoms

The Chamberlain, in pursuance of the Order of this Court, presented a list of the under-mentioned, persons who had made applications to be admitted to the Freedom of the City by Redemption:-

Stephanie Fernande Reine Marty	a Restaurant Manager	Wood Green, London
<i>Gareth Wynford Moore</i>	<i>Citizen and Joiner & Ceiler</i>	
<i>William Frederick Payne</i>	<i>Citizen and Joiner & Ceiler</i>	
Terry Donald Willmott	a Telecommunications Co-Ordinator, retired	Hanham, Bristol
<i>Colin James Bridgen</i>	<i>Citizen and Carman</i>	
<i>Jeffrey Charles Williams</i>	<i>Citizen and Carman</i>	
Paul Robert Hughes	a Sales Consultant, retired	Longwell Green, Bristol
<i>Colin James Bridgen</i>	<i>Citizen and Carman</i>	
<i>Jeffrey Charles Williams</i>	<i>Citizen and Carman</i>	

Gary Jesse Weeks <i>Colin James Bridgen</i> <i>Jeffrey Charles Williams</i>	an Accountant, retired <i>Citizen and Carman</i> <i>Citizen and Carman</i>	Kingswood, Bristol
Mark Samuel Harris <i>Colin James Bridgen</i> <i>Jeffrey Charles Williams</i>	a Nightclub Company Director <i>Citizen and Carman</i> <i>Citizen and Carman</i>	Fishponds, Bristol
Jeffrey John Wherlock <i>Colin James Bridgen</i> <i>Jeffrey Charles Williams</i>	a Print Worker <i>Citizen and Carman</i> <i>Citizen and Carman</i>	Ashton, Bristol
Robert John Bell <i>Brian Peter Jesse Farminer</i> <i>Dr Mahmoud Saleh Barbir</i>	a Chief Executive <i>Citizen and Turner</i> <i>Citizen and Apothecary</i>	Coleridge Gardens, Chelsea
Karina Marion Hartmann <i>Norman Edward Chapman</i> <i>Frederick Joseph Trowman</i>	a Hotel Manager, retired <i>Citizen and Glover</i> <i>Citizen and Loriner</i>	Oerlinghausen, Germany
Anna-Lena Strube <i>Norman Edward Chapman</i> <i>Frederick Joseph Trowman</i>	a Student <i>Citizen and Glover</i> <i>Citizen and Loriner</i>	Oerlinghausen, Germany
Max Schneider <i>Norman Edward Chapman</i> <i>Frederick Joseph Trowman</i>	a Business Controlling Student <i>Citizen and Glover</i> <i>Citizen and Loriner</i>	Oerlinghausen, Germany
Lukas Kronshage <i>Norman Edward Chapman</i> <i>Frederick Joseph Trowman</i>	a Technician <i>Citizen and Glover</i> <i>Citizen and Loriner</i>	Oerlinghausen, Germany
Charlotte Lauren Kipping <i>Norman Edward Chapman</i> <i>Frederick Joseph Trowman</i>	an Office Manager <i>Citizen and Glover</i> <i>Citizen and Loriner</i>	Woodford Green, Essex
Sarah Jane Pickup <i>Sir David Wootton, Kt., Ald.</i> <i>Vincent Keaveny, Ald.</i>	a Local Government Deputy Chief Executive <i>Citizen and Fletcher</i> <i>Citizen and Solicitor</i>	Hertford, Hertfordshire
Charlotte Mary Snyder <i>James John Madden</i> <i>Stephen Brissenden</i>	a Marketing Director <i>Citizen and Maker of Playing Cards</i> <i>Citizen and Maker of Playing Cards</i>	Sevenoaks, Kent
Yasar Akar <i>Lin Jane Luder</i> <i>Ian David Luder, JP, Ald.</i>	a Student <i>Citizen and Fletcher</i> <i>Citizen and Cooper</i>	St Leonards On Sea, East Sussex
Marian Frances Murray <i>William James Murray</i> <i>Terence Harragan</i>	a London Guide Lecturer <i>Citizen and Feltmaker</i> <i>Citizen and Feltmaker</i>	Bexleyheath, Kent
Marianne Cotterill <i>Michael Corig Roberts</i> <i>James Albert Simmons</i>	an Opera Singer <i>Citizen and Gold & Silver Wyre</i> <i>Drawer</i> <i>Citizen and Gold & Silver Wyre</i> <i>Drawer</i>	Berkhamsted, Hertfordshire
Jeanette Helen Ager <i>Michael Corig Roberts</i> <i>James Albert Simmons</i>	an Opera Singer <i>Citizen and Gold & Silver Wyre</i> <i>Drawer</i> <i>Citizen and Gold & Silver Wyre</i> <i>Drawer</i>	Berkhamsted, Hertfordshire

<p>Mark Anthony Gaius Versallion <i>Lord Robert George Alexander Lingfield, Kt., DL</i> <i>Nigel Anthony Chimmo Branson, JP</i></p>	<p>a Politician and Property Company Director <i>Citizen and Goldsmith</i> <i>Citizen and Haberdasher</i></p>	<p>Bedfordshire</p>
<p>Dr Mark Robert Edward Jones <i>Michael Richard Adkins</i> <i>David Benjamin Morris</i></p>	<p>a Researcher <i>Citizen and Water Conservator</i> <i>Citizen and Solicitor</i></p>	<p>Camden, London</p>
<p>Hamant-Kumar Jadavji Bharadia <i>Andrien Gereith Dominic Meyers</i> <i>Keith David Forbes Bottomley, Deputy</i></p>	<p>a Local Government Officer <i>Citizen and Common Councilman</i> <i>Citizen and Wheelwright</i></p>	<p>Wallington, Surrey</p>
<p>Vincent John Driver <i>Matthew Damian Hampson</i> <i>Robert James Ingham Clark, Deputy</i></p>	<p>a Building Contractor <i>Citizen and Information Technologist</i> <i>Citizen and Clothworker</i></p>	<p>Lambeth, London</p>
<p>Pauline Vera Chakmakjian <i>Prof. Michael Raymond Mainelli, Ald.</i> <i>Mark Geoffrey Yeandle</i></p>	<p>a Researcher <i>Citizen and World Trader</i> <i>Citizen and Weaver</i></p>	<p>Whittier, California, United States of America</p>
<p>Angelina Louisa Sooren <i>Jonathan Martin Averbs</i> <i>David Andrew Harry McGregor Smith, CBE</i></p>	<p>a Health & Safety & Environmental Director <i>Citizen and Fletcher</i> <i>Citizen and Cook</i></p>	<p>Bishops Stortford, Hertfordshire</p>
<p>Jason Gray <i>Edward Arthur Jackson</i> <i>Matthew Henry Dymott</i></p>	<p>a Chartered Accountant <i>Citizen and Wheelwright</i> <i>Citizen and Wheelwright</i></p>	<p>Marylebone, London</p>
<p>Thomas Malcolm Thain Wishart <i>Christopher Michael Hayward, CC</i> <i>Keith David Forbes Bottomley, Deputy</i></p>	<p>a Chartered Banker, retired <i>Citizen and Pattenmaker</i> <i>Citizen and Wheelwright</i></p>	<p>Newlands, Scotland</p>
<p>Jill Elaine Borowiecka <i>Kevin Richard Coyne</i> <i>Mary Elizabeth Nurse</i></p>	<p>an Alumni Relations Manager <i>Citizen and Fanmaker</i> <i>Citizen and Fanmaker</i></p>	<p>Brockley, London</p>
<p>Cdr Nicholas John Chatwin, OBE RN <i>Gordon Lenham Warren</i> <i>William Fitzgerald-O'Connor</i></p>	<p>a Royal Navy Officer <i>Citizen and Gold & Silver Wyre Drawer</i> <i>Citizen and Gold & Silver Wyre Drawer</i></p>	<p>Yeovil, Somerset</p>
<p>Richard John Huysers <i>Jonathan Martin Averbs</i> <i>David Andrew Harry McGregor Smith, CBE</i></p>	<p>an Health Safety Environmental Advisor <i>Citizen and Fletcher</i> <i>Citizen and Cook</i></p>	<p>Middleton St George, County Durham</p>
<p>Stephen Paul Bishop <i>John Alexander Smail</i> <i>John Donald Lunn</i></p>	<p>a Police Officer <i>Citizen and Distiller</i> <i>Citizen and Fan Maker</i></p>	<p>Farnborough, Hampshire</p>

<p>The Rt. Hon. Sir Brian Henry Leveson, KT <i>Timothy Russell Hailes, JP, Ald. & Sheriff</i> <i>Charles Edward Lord, OBE, JP, Deputy</i></p>	<p>The President of the Queen's Bench Division <i>Citizen and International Banker</i></p> <p><i>Citizen and Broderer</i></p>	<p>Golders Green, London</p>
<p>Matthew David Clapp <i>Timothy Russell Hailes, JP, Ald. & Sheriff</i> <i>Charles Edward Lord, OBE, JP, Deputy</i></p>	<p>a Vineyard Director <i>Citizen and International Banker</i></p> <p><i>Citizen and Broderer</i></p>	<p>Shadoxhurst, Kent</p>
<p>Alexandria Bou-Nahra Clapp <i>Timothy Russell Hailes, JP, Ald. & Sheriff</i> <i>Fiona Josephine Adler</i></p>	<p>a Home Maker <i>Citizen and International Banker</i></p> <p><i>Citizen and Tobacco Pipe Maker & Tobacco Blender</i></p>	<p>Shadoxhurst, Kent</p>
<p>Kevin Steven Williams <i>Gerald Albert George Pulman, JP</i> <i>Timothy Chambers</i></p>	<p>a Data Communications Company Director <i>Citizen and Basketmaker</i> <i>Citizen and Carman</i></p>	<p>Wendover, Buckinghamshire</p>
<p>Sean Andrew Turner <i>Michael Peter Cawston</i> <i>Colin Trevor Gurnett</i></p>	<p>a Security Consultant <i>Citizen and Tyler & Bricklayer</i> <i>Citizen and Wheelwright</i></p>	<p>Boreham, Essex</p>
<p>Naomi Aisha Wei <i>Sir David Wootton, Kt., Ald.</i> <i>Vincent Keaveny, Ald.</i></p>	<p>a Student <i>Citizen and Fletcher</i> <i>Citizen and Solicitor</i></p>	<p>Ilford, Essex</p>
<p>Mathilda Dorothy Whitehead <i>Sir David Wootton, Kt., Ald.</i> <i>Vincent Keaveny, Ald.</i></p>	<p>a Student <i>Citizen and Fletcher</i> <i>Citizen and Solicitor</i></p>	<p>Highbury, London</p>
<p>Gabriel Masfurroll Lacambra <i>Carlotta Josefina Wigglesworth</i> <i>Mark Anthony Grove</i></p>	<p>a Healthcare Company Director <i>Citizen and World Trader</i> <i>Citizen and Cook</i></p>	<p>Atico, Spain</p>
<p>Kerstin Mathias <i>Catherine Sidony McGuinness, Deputy</i> <i>Sir Mark John Boleat, CC</i></p>	<p>a Head of Policy <i>Citizen and Solicitor</i></p> <p><i>Citizen and Insurer</i></p>	<p>Tower Hamlets, London</p>
<p>Yu Sun <i>The Rt. Hon The Lord Mayor</i> <i>Neil Graham Morgan Redcliffe, Sheriff</i></p>	<p>a Banker <i>Citizen and Basketmaker</i></p>	<p>City of London</p>

Read.

Resolved – That this Court doth hereby assent to the admission of the said persons to the Freedom of this City by Redemption upon the terms and in the manner mentioned in the several Resolutions of this Court, and it is hereby ordered that the Chamberlain do admit them severally to their Freedom accordingly.

9. Legislation

The Court received a report on measures introduced by Parliament which might have an effect on the services provided by the City Corporation as follows:-

Statutory Instruments**Date in Force****The Client Money Protection Schemes for Property Agents (Approval and Designation of Schemes) Regulations 2018 S.I. No. 751**

21 June 2018

The Regulations give the Secretary of State the power to approve or designate client money protection schemes and set out the conditions to be satisfied before approval is granted. The Regulations will be enforced by local authorities, including the Common Council in its capacity as a local authority.

Allocation of Housing and Homelessness (Eligibility) (England) (Amendment) Regulations 2018 S.I. No. 730

9 July 2018

The Regulations provide for unaccompanied refugee children who have been transferred to the United Kingdom under section 67 of the Immigration Act 2016 and have limited leave to remain to be eligible for social housing and homeless assistance if they are habitually resident in the United Kingdom.

The Transmissible Spongiform Encephalopathies (England) Regulations 2018 S.I. No. 731

19 July 2018

The Regulations make amendments to earlier Regulations and provide for the costs of testing deceased cattle (other than cattle intended for human consumption) to be met by industry and not out of public funds. The Regulations are in part enforced by local authorities, including the Common Council in its capacity as a local authority.

(The text of the measures and the explanatory notes may be obtained from the Remembrancer's Office.)

Read.

10.
Appointments

The Court proceeded to consider appointments to the following Committees:

- (A) Two Members on the **Board of Governors of the City of London School**, for four-year terms expiring in July 2022.

Nominations received:-

Ian Christopher Norman Seaton
James Michael Douglas Thomson, Deputy

Read.

Whereupon the Lord Mayor declared Ian Seaton and Deputy James Thomson to be appointed to the Board of Governors of the City of London School.

- (B) Three Members on the **Board of Governors of the City of London School for Girls**, for four-year terms expiring in July 2022.

Nominations received:-

Nicholas Michael Bensted-Smith, J.P.
 Tijs Broeke
 Ann Holmes

Read.

Whereupon the Lord Mayor declared Nicholas Bensted-Smith, Tijs Broeke and Ann Holmes to be appointed to the Board of Governors of the City of London School for Girls.

- (C) Four Members on the **Board of Governors of the City of London Freeman's School**, three for four-year terms expiring July 2022 and one for the balance of a terms expiring July 2019.

Nominations received:-

Elizabeth Rogula, Deputy
 Philip John Woodhouse, Deputy

Read.

Whereupon the Lord Mayor declared Deputy Elizabeth Rogula and Deputy Philip Woodhouse to be appointed to the Board of Governors of the City of London Freeman's School.

- (D) Five Members on the **Community & Children's Services Committee**, for the balance of terms expiring in April 2019.

Nominations received:-

Graeme Harrower

Read.

Whereupon the Lord Mayor declared Graeme Harrower to be appointed to the Community & Children's Services Committee.

- (E) Two Members on the **Standards Appeals Committee**, for the balance of terms expiring in April 2019.

Nominations received:-

Randall Keith Anderson

Read.

Whereupon the Lord Mayor declared Randall Anderson to be appointed to the Standards Appeals Committee.

11. Questions

*Upton, W. to the
 Chairman of the
 Policy and*

Grenfell Tower

William Upton asked a question of the Chairman of the Policy and Resources Committee regarding the speed and nature of the response and the City

*Resources
Committee*

Corporation's involvement to the tragic events at Grenfell Tower.

Responding, the Chairman noted that a Public Inquiry would be looking into the response, adding that, whilst the City Corporation did not have any direct involvement in the process at this point in time, it would be monitoring developments and learning emerging from the Inquiry. She also advised that the Greater London Authority's London Resilience Team were currently in the process of carrying out multi-agency debriefs and that the City Corporation would seek to use their report to help identify local learning which might be adopted and implemented.

In response to a supplementary question from William Upton, the Chairman explained that, in the wake of the Grenfell Tower fire, the City Corporation had undertaken a comprehensive review of processes and procedures relating to fire safety across all its residential properties. As a consequence of this activity, a programme of fire safety improvement works was being implemented across the entirety of the residential portfolio, with progress reports being provided to the Community and Children's Services Committee on a regular basis. The Chairman also made reference to additional learning which had been taken on board through London Councils, with their Leaders' Committee having identified various learning points which had been communicated back to officers.

*Mainelli, M.R., Ald.
to the Chairman
of the Planning
and
Transportation
Committee.*

Public Realm Enhancements

Alderman Michael Mainelli asked a question of the Chairman of the Planning and Transportation Committee concerning improvements being made to the public realm.

Replying, the Chairman outlined the positive work undertaken in recent years to improve the public realm across the City, improving pedestrian access, inclusivity and safety. He added that this activity was primarily managed through the City of London Local Plan, which had facilitated the enhancement of existing upper-level walkways, encouraged the creation of roof gardens and viewing galleries and, ultimately, had led to the creation of new open spaces such as Aldgate Square, new spaces and City walkways at London Wall Place, and new public roof gardens such as at 20 Fenchurch Street. The Chairman advised that the Local Plan was currently being reviewed with a view to making further improvements, including the accommodation of increasing pedestrian flows and ensuring public safety. Various other complementary strategies or policies were also being developed, such as the Eastern Cluster Area Strategy and the Transport Strategy, as part of a cohesive approach to creating safer and more pleasant streets and a better-connected City.

In response to a supplementary question from Alderman Michael Mainelli relating to the expected increase in pedestrian numbers as a result of Crossrail, the Chairman explained that the City Corporation was doing all it could to prepare for the influx of people. The Public Realm programme would play a part in this, but the City Corporation would need to be innovative in its ideas, with the Chairman citing timed road closures as an example of the sorts of measures which could be put in place.

Responding to a question from Deputy Brian Mooney, the Chairman observed that maintaining access for all modes of transportation would be vital for the City to

retain its position as the world-leading business city, noting the importance of vehicular traffic in servicing buildings and development.

John Fletcher recalled the success of night-time deliveries during the London Olympics, asking what progress had been made to build on that legacy. The Chairman agreed the timed deliveries during the Olympics had proven successful and advised that he would ask officers to consider whether there was scope to re-introduce this.

Road Closures

Morris, H.F. to the Chairman of the Planning and Transportation Committee.

Hugh Morris asked a question of the Chairman of the Planning and Transportation Committee concerning the road closures and traffic congestion within the City.

The Chairman, replying, advised that the level of building construction taking place within the City had placed increasing demands on the City's highway network. Furthermore, works were being undertaken across the City by Transport for London (TfL), Thames Tideway, Crossrail, and various utility companies, all of which resulted in road closures, requiring the City Corporation to take action to reduce their impact on congestion. The Chairman outlined the work taking place in an effort to keep the network as clear as possible and advised that the City's draft Transport Strategy would set the agenda for how the City's streets would change and adapt over the next 20 years.

Responding to a supplementary question from Hugh Morris the Chairman advised that, although officers did their utmost to provide strategies to limit traffic congestion, it was clear there were no easy answers and that some solutions might well have traffic implications for other roads. He advised that he would challenge officers to consider further what measures could be introduced to ease congestion, particularly in relation to Threadneedle Street.

Replying to a question from Ruby Sayed, the Chairman agreed that it was frustrating to witness traffic congestion being caused by vehicles parked in loading bays which did not appear to be loading or unloading at that point in time. He explained that vehicles parked in these zones were permitted to remain there for 40 minutes, which was a London-wide protocol, but advised that he had asked officers to explore whether this time period could be significantly reduced in the City. The Chairman added that he was also continuing discussions with officers to ask that those parked illegally be issued tickets immediately by enforcement officers.

A question was asked by Sylvia Moys concerning the impact caused by road closures associated with works by utilities companies to repair ageing infrastructure. The Chairman confirmed that, whilst inconvenient, as this was a public health matter there was no other choice but to close the roads to allow the works to take place. The Chairman explained that he was working to address this issue by urging utilities companies to undertake comprehensive replacement of outdated infrastructure when making repairs, rather than simply performing quick fixes. This would minimise the frequency with which the same roads were closed to facilitate repeated short-term repairs, instead delivering a long-term solution.

In response to a question from Deputy Roger Chadwick, the Chairman undertook to

provide all Members with information setting out the rationale behind the various current road closures, alongside a summary of the works currently taking place.

12. Motions There were no motions.

13. Awards & Prizes There was no report.

14. **HOSPITALITY WORKING PARTY OF THE POLICY AND RESOURCES COMMITTEE**

(John George Stewart Scott, J.P., Chief Commoner)

10 July 2018

Applications for Hospitality

(a) Ambassador of Kuwait

His Excellency, the Ambassador of Kuwait, Mr Khaled Al-Duwaisan, was due to complete 25 years as Ambassador to the United Kingdom during 2018.

The Ambassador was a regular attendee at many City events, including the Lord Mayor's Banquet and State Banquets. As Dean of the Diplomatic Corps, he was also one of the speakers at the Easter Banquet. During his tenure, the City had hosted two State Banquets for Kuwait, in May 1995 and November 2012.

The Ambassador had been recognised with awards for his work on interfaith dialogue and counter-terrorism and was awarded a KCVO by Her Majesty the Queen in 2015.

It was proposed that the City Corporation hosts a dinner to mark the Ambassador's 25 years of service to the Court of St James and to thank him for his work in promoting ties between Kuwait and the UK, including the City. Guests would include representatives from the Royal Household, Foreign Office and City businesses, and personal City contacts of the Ambassador including Livery Companies and institutions with which the Ambassador was associated.

It was therefore **recommended** that hospitality be granted for a dinner to mark the Ambassador's 25 years of service to the Court of St James and that arrangements be made under the auspices of the Hospitality Working Party; the costs to be met from City's Cash and within approved parameters.

The host element would be the Hospitality Working Party, Aldermen above the Chair and Members with relevant interests.

Resolved – That hospitality be granted for a dinner to mark the Ambassador's 25 years of service to the Court of St James, with arrangements to be made under the auspices of the Hospitality Working Party; the costs to be met from City's Cash and within the approved parameters.

(b) Volunteers supporting the City

The City Corporation and the City of London benefit from a large number of

volunteers. Volunteers support departments such as Open Spaces, Guildhall Art Gallery and the London Metropolitan Archives as well as those who volunteer as Marshalls or stewards at the Lord Mayor's Show.

It was proposed that the City Corporation hosts an early evening reception to thank volunteers who support the work of the City Corporation and highlight volunteering opportunities.

Guests would include volunteers, City Corporation representatives who co-ordinate volunteering activity, representatives from the City's Giving Day, Lord Mayor's Appeal, City Schools and Academies, and Members with relevant interests.

It was **therefore** recommended that the City Corporation host an early evening reception to recognise the work of its volunteers and that arrangements be made under the auspices of the Hospitality Working Party; the costs to be met from City's Cash within agreed parameters.

This would be a full Court event.

Resolved – That the City Corporation host an early evening reception to recognise the work of its volunteers with arrangements to be made under the auspices of the Hospitality Working Party; the costs to be met from City's Cash and within the agreed parameters.

15. **FINANCE COMMITTEE**

(Jeremy Paul Mayhew)

1 July 2018

Report of Urgent Action Taken: City of London Freeman's School Catering, Cleaning and Housekeeping Services – Contract Award Report

The Court received a report advising of action taken under urgency procedures concerning the award of a contract for Soft Facilities Management services, including catering, cleaning and housekeeping services, at the City of London Freeman's School. It was noted that approval had been given to the award of a three-year contract, commencing 1 August 2018, to Sodexo Limited at a cost of £1,535,402 per annum.

Resolved – That the action taken under urgency procedures be noted.

16. **BOARD OF GOVERNORS OF THE GUILDHALL SCHOOL OF MUSIC & DRAMA**

(Vivienne Littlechild, J.P.)

24 May 2018

Amendments to Terms of Reference

The Court of Common Council was asked to consider and approve proposed amendments to the terms of reference of the Board of Governors of Guildhall School of Music and Drama (GSMD). These changes arose as a result of the introduction in April 2018 of the Office for Students, in place of the Higher Education Funding Council for England (HEFCE), as well as a review of the terms of reference by the Board's Governance and Effectiveness Sub Committee. The proposed amendments had been considered and endorsed by the Policy and

Resources Committee and were **recommended** to the Court for final approval.

Resolved – That the proposed amendments to the terms of reference of the Board of Governors of the Guildhall School of Music & Drama, as set out in the appendix to this report, be approved.

17. STANDARDS COMMITTEE

(Oliver Arthur Wynlayne Lodge)

8 May 2018

(a) Amendments to Terms of Reference

The Court of Common Council was asked to consider and approve proposed amendments to the terms of reference of the Standards Committee arising from the outcome of the review of the Standards framework. These proposed amendments had been considered and endorsed by the Policy and Resources Committee and were **recommended** for approval.

The Chairman spoke to introduce the report, clarifying the transitional arrangements applicable to the changes to the Committee's Terms of Reference. He confirmed that, consistent with the decision of the Court made on 8 March 2018, any appeal in relation to an allegation that had already been assessed by the relevant Standards Sub-Committee would be determined under the existing arrangements.

Resolved – That the proposed amendments to the terms of reference of the Standards Committee, as set out in the appendix to the report, be approved.

18 May 2018

(b) Co-opted Member Appointments

The terms of office of two current co-opted Members of the Standards Committee were due to expire in December 2018. Although both co-optees were eligible for reappointment for a second and final four-year term of office, it was proposed that one reappointment be for a three-year period at this stage, in order to better regulate the terms of office of the co-opted members of the Committee. The Court was therefore **recommended** to reappoint Dan Large and Mark Greenburgh as co-opted Members of the Standards Committee, for a four-year and a three-year term of office respectively, to commence from the expiry of their current terms in December 2018.

In reply to a question from Benjamin Murphy, the Chairman assured the Court that diversity and inclusion would be at the forefront of the Committee's approach when considering potential appointees to the outstanding co-opted Member vacancy on the Committee. However, he cautioned that application levels for such posts had historically been low and the Committee might therefore be limited in its options. The Chairman subsequently urged Members to encourage good quality prospective candidates they might be aware of to apply.

Responding to a further question from Marianne Fredericks, the Chairman confirmed that co-opted Members were subject to the same rules as elected Members in respect of the management of potential conflicts and declarations of

interests. In addition, the Committee was able to consider additional background information and request information and disclosures relating to any historic convictions or offences.

Resolved – That Dan Large and Mark Greenburgh be reappointed as co-opted Members of the Standards Committee, for a four-year and a three-year term of office respectively, to commence from the expiry of their current terms in December 2018.

18 May 2018

(c) Annual Report

The Court received the annual report of the Standards Committee, advising of its activity during the May 2017 to April 2018 period. It was noted that five alleged breaches of the Code of Conduct had been considered by the Committee during 2017/18.

Responding to a question from Marianne Fredericks, the Chairman advised that training in relation to the new complaints and appeals procedures would need to be undertaken by Members of the new Standards Appeals Committee prior to that Committee taking on its responsibilities. He added that he had undertaken the training personally and had also encouraged fellow Standards Committee Members to participate, to gain a greater understanding of the new procedures.

Resolved – That the report be received and its content noted.

18. **LOCAL GOVERNMENT PENSIONS BOARD**

(Ian David Luder, J.P., Alderman)

29 June 2018

Revision to Term of Membership

At its meeting on 25 June 2015, the Court of Common Council had established a Local Government Pensions Board in order to meet the requirements of the Public Services Pension Act 2013, which specified that a Local Government Pensions Board must be established by 1 April 2015, but that it need not be operational at this point.

The Court appointed two Members, Alderman Ian Luder and James Tumbridge, as Scheme Manager representatives for terms of four years expiring in April 2019.

It had now been recognised that staggered terms of Membership would be more appropriate to allow for a continuation of Member knowledge and experience on the Board, as well as to offer a smooth transition in future years and a sensible rotation of Members to the Board going forward.

The Court of Common Council was therefore **recommended** to extend the current term on the Board of James Tumbridge by two years to expire in April 2021. This would allow for a staggering of Membership and offer sufficient overlap between elected Members on the Board when appointing these on four-yearly terms going forward.

Resolved – That James Tumbridge's current term on the Local Government Pensions Board be extended by two years, such that it now expired in April 2021.

19. *Resolved* – that the public be excluded from the meeting for the following items of business below on the grounds that they involve the likely disclosure of exempt information as defined in Paragraph 3 of Part 1 of Schedule 12A of the Local Government Act, 1972.

Scott, J.G.S.,
J.P.; Mayhew,
J.P.

Summary of exempt items considered whilst the public were excluded:-

20. *Resolved* – That the non-public minutes of the last Court are correctly recorded.
21. **Capital Buildings Committee**
The Court approved recommendations concerning a project to provide a new combined courts and police facility.
22. **Establishment Committee**
The Court approved recommendations relating to a proposed pay deal for staff for 2018-20.
23. **Property Investment Board**
The Court received a report advising of action taken under urgency procedures concerning the disposal of a 150-year lease.

The meeting commenced at 1.00 pm and ended at 2.10 pm

BARRADELL.

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List of Applications for the Freedom

To be presented on Thursday, 13th September, 2018

To the Right Honourable The Lord Mayor, Aldermen and Commons of
the City of London in Common Council assembled.

Set out below is the Chamberlain's list of applicants for the Freedom of the City together with the names, etc. of those nominating them.

Miles Graham Deverson <i>Richard Leslie Springford</i> <i>Iain Reid</i>	a Hazard Surveyor <i>Citizen and Carman</i> <i>Citizen and Educator</i>	Edgware, Middlesex
Luke Wesley Deverson <i>Richard Leslie Springford</i> <i>Iain Reid</i>	a Marketing Assistant <i>Citizen and Carman</i> <i>Citizen and Educator</i>	Edgware, Middlesex
Samuel Charles David Poynder <i>Robin Dallas Poynder</i> <i>Anjola Adeniyi</i>	an Underwriting Assistant <i>Citizen and International Banker</i> <i>Citizen and Information Technologist</i>	Haywards Heath, West Sussex
Darryl Anthony Twibill <i>Eugene Roderick Earland</i> <i>Paul Stephen Hollebhone</i>	a Police Officer, retired <i>Citizen and Gold & Silver Wyre Drawer</i> <i>Citizen and Chartered Accountant</i>	Peacehaven, Sussex
Ian James Price <i>Michael Peter Cawston</i> <i>Neil Morgan Farrell</i>	a Police Officer <i>Citizen and Tyler & Bricklayer</i> <i>Citizen and Painter Stainer</i>	Weavering, Kent
Justin Lawrence Sanders <i>Graham John Peacock</i> <i>Richard Eaglesfield Floyd</i>	a Financial Training Company Director <i>Citizen and Loriner</i> <i>Citizen and Basketmaker</i>	Send, Surrey
Jane Keat <i>William Barrie Fraser, OBE</i> <i>Mrs Marjorie Dowbiggin</i>	a Registrar and Lecturer <i>Citizen and Gardener</i> <i>Citizen and Gardener</i>	Starcross, Devon
Anne Porter <i>William Barrie Fraser, OBE</i> <i>Marjorie Dowbiggin</i>	a Support Worker <i>Citizen and Gardener</i> <i>Citizen and Gardener</i>	Weston, Dorset
David George Wray <i>James Henry George Pollard, Deputy</i> <i>Sir Andrew Charles Parmley, Ald.</i>	a Headmaster <i>Citizen and Skinner</i> <i>Citizen and Musician</i>	Portstewart, Co, Northern Ireland

Rona Ann Lester <i>Stuart John Fraser, CBE, CC</i> <i>John Alfred Bennett, Deputy</i>	a Change Management Consultant <i>Citizen and Fletcher</i> <i>Citizen and International Banker</i>	East Horsley, Surrey
David Notter <i>Alan Leslie Warman</i> <i>Diane Irene Warman</i>	a Senior Telecommunications Manager, retired <i>Citizen and Clockmaker</i> <i>Citizen and Clockmaker</i>	Bexley, Kent
Ian Stuart Campbell <i>Malcolm Alastair Campbell</i> <i>Steven Leslie Batty</i>	a Technical Engineer <i>Citizen and Woolman</i> <i>Citizen and Woolman</i>	Abbots Langley, Hertfordshire
Robert Michael Hughes <i>Hugh Randall Wates</i> <i>Alan Stewart Lyons</i>	a Business Proprietor <i>Citizen and Barber</i> <i>Citizen and Pattenmaker</i>	Weybridge, Surrey
Mohamed Haslam Hassan <i>Graham John Peacock</i> <i>Richard Eaglesfield Floyd</i>	a Bed Company Director, retired <i>Citizen and Loriner</i> <i>Citizen and Basketmaker</i>	Acton, London
Alessandro Pompili <i>Frederick Joseph Trowman</i> <i>Steven William Tamcken</i>	a Transportation Company Manager <i>Citizen and Loriner</i> <i>Citizen and Basketmaker</i>	Rome, Italy
Adrian John Phipps <i>James Frederick Sacre</i> <i>Daniel Mark Heath</i>	an Accountant <i>Citizen and Stationer & Newspaper</i> <i>Maker</i> <i>Citizen and Hackney Carriage Driver</i>	Merrow Park, Surrey
Ilinka Budds <i>Gordon Mark Gentry</i> <i>John Alexander Smail</i>	an Industry Manager <i>Citizen and Baker</i> <i>Citizen and Distiller</i>	Battersea, London
Prudence Patricia Beard <i>Richard George Turk</i> <i>Robert William Henman</i>	a Ship Broker <i>Citizen and Shipwright</i> <i>Citizen and Shipwright</i>	Brixton, London
Ralph Andrew Cochrane <i>Geoffrey Douglas Ellis</i> <i>Wesley Val Hollands</i>	a Sales Manager <i>Citizen and Joiner</i> <i>Citizen and Loriner</i>	Gravesend, Kent
Paul Jackson <i>Mark Anthony Grove</i> <i>Jean Deillon</i>	a Business Manager <i>Citizen and Cook</i> <i>Citizen and Distiller</i>	West Molesey, Surrey
Alexander Fraser Dryburgh <i>Barry John Frederick Theobald-Hicks</i> <i>John James Tunesi of Liogam, The</i> <i>Younger</i>	a Defensive Driver Company Director <i>Citizen and Scrivener</i> <i>Citizen and Scrivener</i>	Grendon, Warwickshire
Adam James Charlton Anderson <i>Anthony Garrett Mash</i> <i>William John Alden</i>	a Chemical Company Managing Director <i>Citizen and Stationer & Newspaper Maker</i> <i>Citizen and Stationer & Newspaper Maker</i>	Gotherington, Gloucestershire
Roger Howard Starling <i>John James Tunesi of Liogam, The</i> <i>Younger</i> <i>Barry John Frederick Theobald-Hicks</i>	a Communications Manager, retired <i>Citizen and Scrivener</i> <i>Citizen and Scrivener</i>	Sandford, Dorset
Patricia Anne Kinnersley-West <i>David James Sales</i> <i>Karl William Jarvis</i>	a Politician and Consultant, retired <i>Citizen and Insurer</i> <i>Citizen and Insurer</i>	Andover, Hampshire

Graham Andrew Howe <i>David Robert Attwood</i> <i>David John Chapman</i>	a Company Secretary <i>Citizen and Plumber</i> <i>Citizen and Joiner & Ceiler</i>	Wargrave, Berkshire
David John Connell <i>David Alastair Morgan-Hewitt</i> <i>Philippe Roland Rossiter</i>	a Hotelier <i>Citizen and Innholder</i> <i>Citizen and Innholder</i>	Egham, Surrey
Ronald William Brick <i>Michael Peter Cawston</i> <i>Colin Trevor Gurnett</i>	a Packing Engineer, retired <i>Citizen and Tyler & Bricklayer</i> <i>Citizen and Wheelwright</i>	Epsom, Surrey
Dr Andrew Zsigmond <i>Frederick Joseph Trowman</i> <i>David Robert Boston</i>	a Physician, retired <i>Citizen and Loriner</i> <i>Citizen and Gold & Silver Wyre Drawer</i>	Liverpool
Timothy James Peter Lillis <i>Roger Arthur Holden Chadwick, OBE,</i> <i>Deputy</i> <i>Philip Woodhouse, Deputy</i>	a Student <i>Citizen and Bowyer</i> <i>Citizen and Grocer</i>	Esher, Surrey
Andrew Jonathan Dicker <i>Timothy Russell Hailes, JP, Ald. &</i> <i>Sheriff</i> <i>Charles Edward Lord, OBE, JP,</i> <i>Deputy</i>	a Graphic Design Agency Director <i>Citizen and International Banker</i> <i>Citizen and Broderer</i>	Barming, Kent
Robert William Machin <i>Philip Elder</i> <i>Robert Slobodan Lakic</i>	an Information Technology Director <i>Citizen and Stationer & Newspaper Maker</i> <i>Citizen and Glover</i>	Penn, Buckinghamshire
Dennis William Brown <i>John Fetteroll</i> <i>Timothy John Waller</i>	a Police Civilian Principal, retired <i>Citizen and Gold & Silver Wyre Drawer</i> <i>Citizen and Gold & Silver Wyre Drawer</i>	Watford, Hertfordshire
Clive Bassindale <i>Stanley Brown, QGM, TD</i> <i>James William Lane</i>	an Electrical Engineer, retired <i>Citizen and Loriner</i> <i>Citizen and Tyler & Bricklayer</i>	West Wickham, Kent
Malcolm Ernest Slater <i>Graham Leslie Flight</i> <i>Daniel Mark Heath</i>	an Electrical Engineer, retired <i>Citizen & Loriner</i> <i>Citizen and Hackney Carriage Driver</i>	Eastleigh, Hampshire
Agar Peter Burton <i>Malcolm David Lawrence Dick</i> <i>Christopher Howard Marshall</i>	a Customer Relations Director <i>Citizen and Glazier</i> <i>Citizen and Educator</i>	Fulham, London
Jane Fiona Johnston <i>Nicholas Julian Goddard</i> <i>Michael Hudson, CC</i>	a Human Resources Director <i>Citizen & Barber</i> <i>Citizen and Painter Stainer</i>	Birds Edge, Yorkshire
Madush Gupta <i>Andrew Charles Marsden</i> <i>Trevor James Brignall</i>	a Banker <i>Citizen and Marketor</i> <i>Citizen and Marketor</i>	Islington, London
Jamie Victor Judd <i>Timothy Russell Hailes, JP, Ald. &</i> <i>Sheriff</i> <i>Charles Edward Lord, OBE, JP,</i> <i>Deputy</i>	a Student <i>Citizen and International Banker</i> <i>Citizen and Broderer</i>	Shirehampton, Bristol
Claire Tunley <i>Sir Mark John Boleat, CC</i> <i>Tijs Broeke, CC</i>	an Economic Development Officer <i>Citizen and Insurer</i> <i>Citizen and Common Councilman</i>	Islington, London

Matthew James Pendrell Price <i>Roger Arthur Holden Chadwick, OBE, Deputy</i> <i>Philip Woodhouse, Deputy</i>	an Investment Analyst <i>Citizen and Bowyer</i> <i>Citizen and Grocer</i>	Stepney, London
Stephen Mann <i>Barbara Patricia Newman, CBE, CC</i> <i>Jeremy Lewis Simons, CC</i>	a Trade Union Officer <i>Citizen and Turner</i> <i>Citizen and Scientific Instrument Maker</i>	Haringey, London
Edward Samuel Childs, OBE <i>Antony John Richards</i> <i>Dr Heather Therese Bernice Dix</i>	a Film and Television Producer, retired <i>Citizen and Basketmaker</i> <i>Citizen and Plaisterer</i>	Radlett, Herfordshire
Colonel Markham Patrick Bryant, MBE <i>Roderick Edmond Forbes Morriss</i> <i>Martin Henry Charles Russell, TD</i>	a Police Officer, retired <i>Citizen and Glover</i> <i>Citizen and Farrier</i>	Hornchurch, Essex
Lynne Shirley Smith <i>Peter Anthony Delaney, MBE</i> <i>Elizabeth Sarah Jane Gilbert</i>	an Administrator <i>Citizen and Gardener</i> <i>Citizen and Fletcher</i>	Wickford, Essex
Alexandra Margaret Jane Carter <i>John Woodward Walsham</i> <i>Michael Gunston</i>	a Civil Servant, retired <i>Citizen and Gold & Silver Wyre Drawer</i> <i>Citizen and Gold & Silver Wyre Drawer</i>	Islington, London
Zakir Hussain Khan <i>Munsur Ali, CC</i> <i>Jason Pritchard, CC</i>	a Community Affairs Associate Director <i>Citizen & Common Councilman</i> <i>Citizen & Common Councilman</i>	Forest Gate, London
Julie Ann Hinton <i>Peter Kenneth Estlin, Ald.</i> <i>Caroline Wilma Haines, CC</i>	a Teacher <i>Citizen and International Banker</i> <i>Citizen and Educator</i>	Capel, Surrey
Robert Stuart McDonald <i>Paul Malcolm Kennerley, RD</i> <i>Peter Ian Dunbar</i>	a Non-Executive Company Director <i>Citizen and Coachmaker & Coach</i> <i>Harness Maker</i> <i>Citizen and Needlemaker</i>	Herne Bay, Auckland, New Zealand
Brian Alexander Joslin <i>Christopher Michael Hayward, CC</i> <i>Keith David Forbes Bottomley, Deputy</i>	a Jeweller <i>Citizen and Pattenmaker</i> <i>Citizen and Wheelwright</i>	Romford, Essex
Raymond Cyril Newton <i>Keith David Forbes Bottomley, Deputy</i> <i>Christopher Michael Hayward, CC</i>	a Consultant <i>Citizen and Wheelwright</i> <i>Citizen and Pattenmaker</i>	Harpenden, Hertfordshire
Pauline Ann Crowe, OBE <i>Timothy Russell Hailles, JP, Ald. & Sheriff</i> <i>Charles Edward Lord, OBE, JP, Deputy</i>	a Charity Chief Executive <i>Citizen and International Banker</i> <i>Citizen and Broderer</i>	South Croydon, London
Denise Anne Cox <i>Jonathan Grosvenor</i> <i>David Mark Spofforth, OBE</i>	an Air Stewardess, retired <i>Citizen and Chartered Accountant</i> <i>Citizen and Horner</i>	Oxted, Surrey
Michael Nicholas Allen <i>Keith Hubbard-Brown</i> <i>David Edward Bland, OBE</i>	a Headmaster, retired <i>Citizen and Fletcher</i> <i>Citizen and Insurer</i>	Islington, London

H.E. Koji Tsuruoka <i>The Rt. Hon The Lord Mayor</i> <i>Catherine Sidony McGuinness, Deputy</i>	The Ambassador of Japan <i>Citizen and Solicitor</i>	Kensington, London
The Right Hon. Baroness Tanni Carys Davina Grey-Thompson, DBE, DL <i>Sir David Wootton, Kt., Ald.</i> <i>Vincent Keaveny, Ald.</i>	a Peer of the Realm <i>Citizen and Fletcher</i> <i>Citizen and Solicitor</i>	Eaglescliffe, County Durham
Count Andrea Boezio Bertinotti <i>Frederick Joseph Trowman</i> <i>David Robert Boston</i>	an Estate Owner <i>Citizen and Loriner</i> <i>Citizen and Gold & Silver Wyre Drawer</i>	Milan, Italy
Dag Carsten Benestad <i>Mark Anthony Grove</i> <i>Modesta Visockiene</i>	a Sales Director <i>Citizen and Cook</i> <i>Citizen and Gardener</i>	Oslo, Norway
Grethe Lill Lunke <i>Mark Anthony Grove</i> <i>Modesta Visockiene</i>	a Shipping Manager <i>Citizen and Cook</i> <i>Citizen and Gardener</i>	Oslo, Norway
Angela Gray <i>Mark Anthony Grove</i> <i>Modesta Visockiene</i>	a Lecturer, retired <i>Citizen and Cook</i> <i>Citizen and Gardener</i>	Walton-le-Dale, Lancashire
Jamel Banda <i>Howard Andre Beber</i> <i>Brian John Coombe</i>	a Banker <i>Citizen and Poulter</i> <i>Citizen and Poulter</i>	Notting Hill, London
Antonio Mota De Sousa Horta Osorio <i>Peter Kenneth Estlin, Ald.</i> <i>William Anthony Bowater Russell, Ald.</i>	a Banker <i>Citizen and International Banker</i> <i>Citizen and Haberdasher</i>	Chelsea, London
Daniel Eduardo Fabrega <i>The Rt. Hon The Lord Mayor</i> <i>Catherine Sidony McGuinness, Deputy</i>	The Ambassador of Panama <i>Citizen and Solicitor</i>	Mayfair, London
Ivan Romero-Martinez <i>The Rt. Hon The Lord Mayor</i> <i>Catherine Sidony McGuinness, Deputy</i>	The Ambassador of Honduras <i>Citizen and Solicitor</i>	Marylebone, London
Xiaoming Liu <i>The Rt. Hon The Lord Mayor</i> <i>Catherine Sidony McGuinness, Deputy</i>	The Ambassador of China <i>Citizen and Solicitor</i>	Golders Green, London
Richard Irwin Harrington, MP <i>Jeremy Paul Mayhew, CC</i> <i>Catherine Sidony McGuinness, Deputy</i>	a Member of Parliament <i>Citizen and Loriner</i> <i>Citizen and Solicitor</i>	St. John's Wood, London
Sir Simon Denis Rattle, OM CBE <i>Sir David Wootton, Kt., Ald.</i> <i>Catherine Sidony McGuinness, Deputy</i>	a Conductor <i>Citizen and Fletcher</i> <i>Citizen and Solicitor</i>	Berlin, Germany
Arkady Jozef Rzegocki <i>The Rt. Hon The Lord Mayor</i> <i>Catherine Sidony McGuinness, Deputy</i>	The Polish Ambassador <i>Citizen and Solicitor</i>	Marylebone, London

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Report – City Remembrancer

Measures introduced into Parliament which may have an effect on the services provided by the City Corporation

To be presented on Thursday, 13th September 2018

To the Right Honourable The Lord Mayor, Aldermen and Commons of the City of London in Common Council assembled.

Statutory Instruments

Date in Force

The Investigatory Powers (Codes of Practice and Miscellaneous Amendments) Order 2018 S.I. No. 905

15 August 2018

The Order brings into force the following revised codes of practice, 'Covert Surveillance and Property Interference', 'Covert Human Intelligence Sources', and 'Investigation of Protected Electronic Information'. The Order applies to the Common Council in its capacity as a local authority.

The Public Sector Bodies (Websites and Mobile Applications) Accessibility Regulations 2018 S.I. No. 852 23 September 2018

The Regulations transpose EU Directive 2016/2102 and impose a requirement that public-sector websites and mobile applications are accessible to disabled users. The Regulations require the publication of an accessibility statement and contain the standards which a website or mobile application must meet to achieve conformity with the accessibility requirement. The Regulations apply to the Common Council in its capacity as a local authority.

(The text of the measures and the explanatory notes may be obtained from the Remembrancer's Office.)

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Petition –

Presented by Mary Durcan

To be presented on Thursday, 13th September 2018

*To the Right Honourable The Lord Mayor, Aldermen and Commons
of the City of London in Common Council assembled.*

Petition:-

“We, the undersigned residents of the Barbican Estate, conscious of the Mayor’s and Deputy Mayor for Transport’s statement of “complete commitment” to reducing noise pollution arising from TfL’s underground trains and of the Chief Medical Officer’s 2018 identification of noise as second only to air quality as a health damaging pollutant, petition the Mayor to require Transport for London to produce proposals within three months, and to implement measures within six months thereafter, to reduce the high levels of noise and vibration pollution experienced in Barbican homes arising from trains on the sub-surface lines between Barbican and Moorgate stations. Noise levels should be reduced to below the level at which the World Health Organisation judges sleep to be disturbed: that is to a level of 40db outside homes (the equivalent of 19db inside homes).”

*[Signatures appended to the Petition at the time of receipt by the Town Clerk’s Office:
35]*

Member presenting the Petition, pursuant to Standing Order No. 20:-

Mary Durcan

(Ward of Cripplegate)

Recommendation:-

That the Petition, having been submitted to the Mayor of London and now also being presented to the City of London Corporation, be referred to the Port Health and Environmental Services Committee for consideration.

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Report – Planning & Transportation Committee

Bank On Safety

To be presented on Thursday, 13th September 2018

*To the Right Honourable The Lord Mayor, Aldermen and Commons
of the City of London in Common Council assembled.*

SUMMARY

This report seeks a decision on the future of the current experimental traffic scheme at Bank Junction. The 'Bank on Safety' experimental scheme was introduced in May 2017 following a number of casualties and fatalities which had led to increased concerns about safety at the Junction. Approved for implementation in December 2016, the agreed success criteria were:

- a significant safety improvement at Bank;
- to maintain access for deliveries;
- to improve air quality at Bank; and
- to not unreasonably impact on traffic flow, whilst preferably improving bus journey times.

The experiment has been operational for 16 months. Performance monitoring against the success criteria has been based on a minimum of nine months and a maximum of twelve months data (as reporting to the relevant committees started in July 2018). Based on this data, each of the success criteria has been met. Over a six-month period of public consultation almost 4,300 people responded. 45% of respondents supported the experiment as implemented; 29% generally supported the scheme but wished to see changes; and 25% of people did not support the experiment. In total, 75% of respondents indicated they supported or generally supported the scheme.

A number of concerns, or areas for consideration, beyond the defined success criteria arose from the consultation, comments from Members, interaction with the public, and the equalities analysis. These include disabled access; traffic in the surrounding area; enforcement and signage; pollution in the surrounding area; and taxi passenger impacts. These issues have also been considered to examine the experiment holistically. These have all been evaluated and reported through the committee process and it is not thought that any of these areas have significant impacts which would require the experiment to be terminated.

Following the evaluation of the experimental scheme, your Planning and Transportation Committee is satisfied that the success criteria have been met and that the permanent implementation of the scheme represents the optimal way forward for the City, in view of the primacy of public safety and the need to ensure the safety of road users.

Due to the use of experimental traffic orders, the decision to be made at this stage can only be to keep the experiment as a permanent traffic order, or to abandon it and revert to the previous arrangements. It is therefore recommended that the experimental scheme be made permanent, and that complementary measures to further improve the performance of the scheme be investigated. If Members are minded to keep the experiment and complementary measures are progressed, then the next stage for the area will be look towards the All Change at Bank longer term project, which is detailed within this report.

RECOMMENDATION

The Court of Common Council is **recommended** 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.

MAIN REPORT

Background

1. Bank junction was highlighted as an issue that needed reviewing, in terms of safety and function, in the Bank Area Strategy; which was adopted by the Court of Common Council in May 2013. Subsequently, in late 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. In view of the fatality, the Court of Common Council discussed that month the need to bring forward safety measures at Bank. Officers were tasked with proposing options to deliver safety improvements more quickly than the existing All Change at Bank project. Approval was given in December 2015 to investigate the feasibility of making Bank Junction bus and cycle (and possibly taxi) only, Monday to Friday 7am to 7pm (the time when 75% of the collisions were occurring) as an experiment.
3. The Coroner's investigation into the 2015 fatality considered written evidence from the City Corporation around the work that was being undertaken 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.
4. Final approval by the Policy and Resources Committee to implement the experiment as bus and cycle only, Monday to Friday 7am to 7pm, was given on 15 December 2016.

Current Position

5. The experiment is reaching its conclusion and a decision is 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.
6. The Bank on Safety scheme restricts the number of vehicles that cross Bank Junction during the working day to significantly reduce the risk of collision. The top causation factors for collisions 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). The rank on Cornhill had its hours of operation extended. This resulted in 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 restrictions 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 were:
 - A significant safety improvement at Bank
 - Maintain access for deliveries
 - Improve air quality at Bank
 - Not unreasonably impact on traffic flow, whilst preferably improving bus journey times
11. These criteria reflect considerations relating to the traffic authority's statutory duties (Appendix 2). They are discussed in turn below.

Criteria 1: A significant safety improvement at Bank

12. One year of post-scheme collision data is provisionally available. It comprises 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. More detail is in Appendix 6.
13. Figure 1 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. The casualty data is provisional but indicates that the minimum success criteria of a 25% reduction at the Junction has, so far, been met (11 casualties vs 15 average). The Bank monitoring area is exceeding its target reduction of 5% (59 casualties vs 80 average). More detail is contained within appendix 6.

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).



- 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 reported to committee to inform a decision on the experiment.

Criteria 2: Maintain access for deliveries.

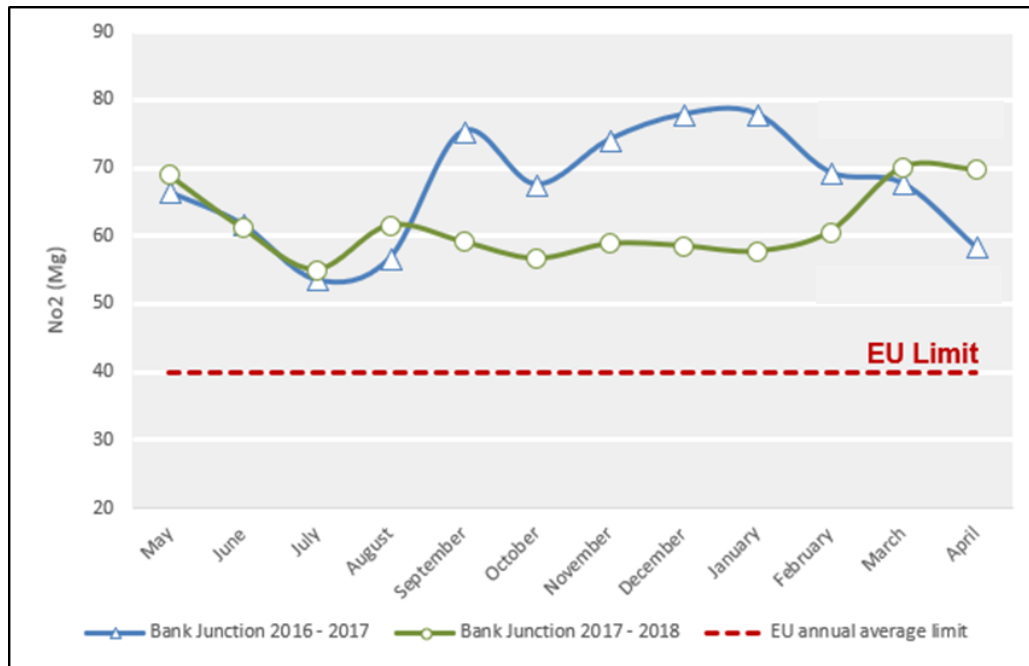
- Officers initially engaged with 46 businesses regarding their ability to service and deliver to develop the design for the restrictions. In the Autumn of 2017, officers contacted the same businesses again to ensure that they were satisfied that they continued to be able to service their premises conveniently. 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

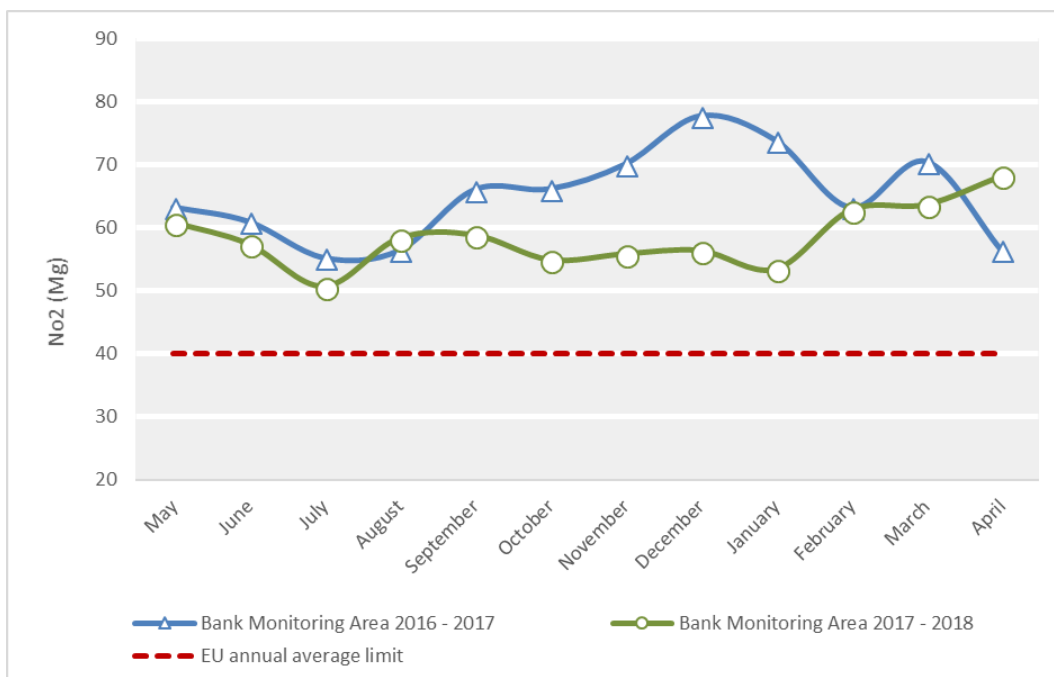
- The first six months showed that, on average, NO₂ had decreased at Bank and in the surrounding area compared to the 2016 readings. It should be noted that this data cannot be split between scheme and non-operational hours.
- There have been significant street diversions in place since the end of January 2018 due to the emergency gas works at Monument. These unexpected diversions have skewed the traffic patterns and therefore influenced the monitoring results. 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.
- Data is available to the end of April 2018. The 2018 data has not yet been bias-adjusted. Figure 2 shows that 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 at Bank which coincides with the formal opening of Queen Victoria Street to traffic across the junction (on a temporary basis to 19 August 2018). In figure 3, the wider monitoring area average NO₂ is shown and indicates that over the monitoring period, 2017 NO₂ levels have been lower than the 2016 observations.

Figure 2: Changes in NO₂ between 2016 - 2017 and 2017-2018 at Bank Junction



19. Figure 3: Changes in NO₂ between 2016 - 2017 and 2017-2018 in the monitoring area

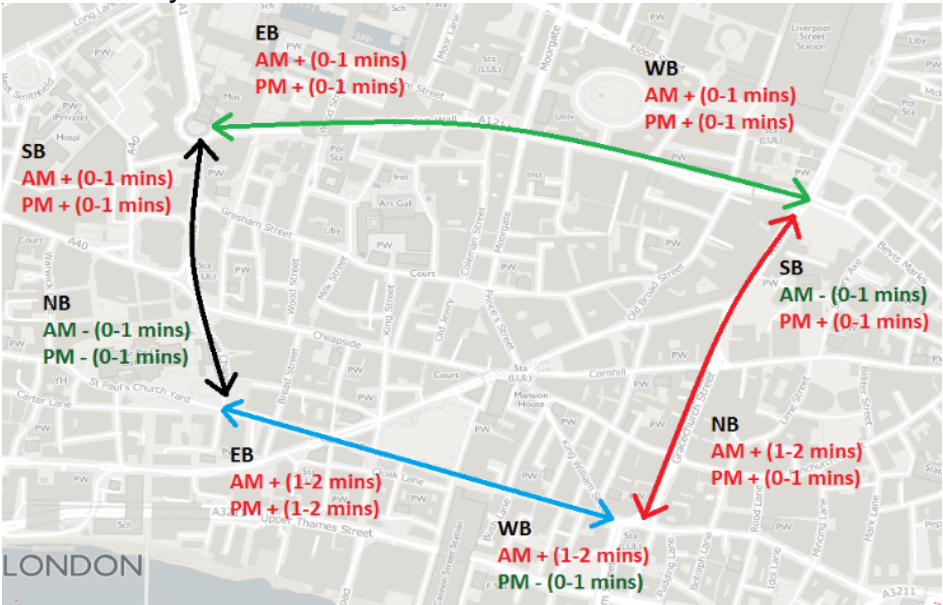


- 20. In consultation with the Air Quality team in Markets and Consumer Protection, they have said: *“Air quality monitoring continues in and around Bank. The data currently being collected provides monthly averages. There are a number of variables that impact on levels of air pollution at roadside in 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”*
- 21. 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 scheme has operated as intended. Further detail on air quality readings was reported to your committees as part of the scheme conclusion report.

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

- 22. The City has numerous statutory duties with which it must comply 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 criterion is relevant to considerations regarding expeditious, safe and convenient traffic movements.
- 23. General traffic
Journey times are shown 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.

24. The data collected suggests that this average increase is not unreasonable and so the success criteria has been achieved for general traffic.

Bus Journey times

25. 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 directly, and those which do not. This is compared to their previous recorded average journey times.

Table 1: Average bus journey time savings 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)

26. 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.

27. On average journey times savings for buses has been achieved and so this criterion has been achieved for bus journey time improvements.

Scheme success criteria summary

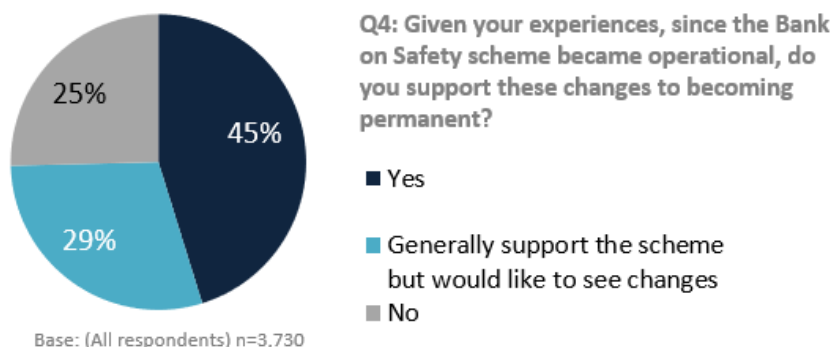
28. With regard to the four key success criteria, all of the data reviewed indicates that the experiment has been successful and that these criteria are being met.

What do people think?

29. There was a large consultation response with almost 4,300 responses received. 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



30. Figure 5 shows that 29% of respondents generally supported the scheme but wanted to see a variation. These 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.
31. 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.
32. 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. These, along with the other emailed comments received, were reviewed as part of the previous consultation report by your Planning and Transportation Committee.
33. 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

34. There were also statutory consultations undertaken on both of the experimental traffic orders (the first order regards the main vehicle restriction, the second order concerns the loading and waiting changes in the vicinity). There were 23 representations received to the main restriction experimental traffic order (Order 1) which closed on 24 November 2017.
35. 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.

36. The objections and the City's response are set out in full in Appendix 3 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.
37. 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.
38. 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. Details are in Appendix 3.
39. There were no representations received for the second experimental traffic order; which was associated with the loading changes in the area.

Considerations/Issues raised

Equality Analysis

40. A full Equality Analysis has been undertaken based on the operation and experience of the experiment and can be found in Appendix 4. 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 and reported to your committees.
41. There are also significant positive impacts experienced, including by persons with protected characteristics, particularly as bus passengers or pedestrians, such as improved safety and air quality and reduced bus journey times.
42. Further information was reported to your committee for consideration and is summarised below. 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.

Other areas of consideration

43. A number of other concerns, or areas for consideration, beyond the defined success criteria arose from the consultation, Members, interaction with members of the public, and the equalities analysis and are summarised below, viz.:

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

Disabled access:

Access for disabled passengers was raised as a concern under the question 'what do you think is not working well' to the consultation survey. This was raised most by taxi/private hire passengers (58 respondents) and taxi/private hire drivers (131 respondents). Figure 8 in Appendix 1 shows where vehicles are able to pick up or drop off passengers close to the junction including where the doors to the buildings surrounding the junction are 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).

44. The ability to pick up or set down safely to these locations has not been significantly changed by the scheme. However, some drivers may not understand where they can pick up and drop off in the area. Information was provided to try and combat this and improved compliance over the experimental period has been observed. Officers will continue to monitor.

Traffic in the surrounding area

45. In answering the question in the consultation 'what is not working well' (answered by 3684 people), 37% (1363 people) identified that traffic had worsened since the scheme had become operational. The two routes that have often been cited by Members as being more congested are Cannon Street and Gresham Street. Work has been undertaken, and is continuing, to better enforce parking and loading activity on these streets. Performance of Cannon Street has been reported in figure 4. On Gresham Street, increased enforcement resources have been deployed and discussion with TfL to improve the operation of the signalised junctions is taking place.

Enforcement and Signage

46. 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.

47. 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

48. 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). 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. More detail was provided in the scheme conclusion report in its appendix 3.

Impact on taxi passengers

49. 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'. Work to establish the impacts has been undertaken and reported to your committees for consideration.
50. In addition, the Licensed Taxi Drivers Association (LTDA) GPS journey time data has also been provided, based on a sample size of approximately 100 journeys per survey over seven routes. The LTDA did not undertake a cost comparison exercise. There is a technical note in Appendix 5 which combines the LTDA data sets with the City's, for all reasonable comparable sets.
51. 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

52. The City has used anonymised taxicard data to look 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 start or finish in the City. Anonymising the data is necessary but prevents direct like-for-like analysis of journeys. 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).
53. In summary there was an increase in the number of taxicard journeys in the time period evaluated of 6% (4464 journeys to 4734 journeys. A small reduction in average journey time of all journeys starting or finishing in the City with a small increase in cost was observed. This is partly to do with the increase in taxi tariff between the two periods, and also that the journeys are not like for like in this data set.
54. 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 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.

Other issues raised informally

55. One particular issue raised by Members was the impact on taxis. Officers conducted preliminary investigations in relation to the journey-time impact across the modelled area should limited access to the Junction by taxis be permitted. A total of [nine scenarios were considered as part of this assessment](#), with each scenario permitting taxi movements on specific approaches through the junction, in addition to the buses and cyclists already moving through. Officers also

considered the idea of straight-ahead movements solely for taxis, with cycle and bus movements permitted as now (although it should be noted that this would be something which is extremely complex and difficult to clearly sign and enforce).

56. Of the nine scenarios that were evaluated, bus and general traffic journey times were provisionally forecast and there were found to be winners and losers in all scenarios, with some journey time savings indicated on some routes, but which often resulted in losses in other areas. 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, particularly during the peak hours, when there are high levels of pedestrians and cyclists (travelling in both directions). It is ultimately considered that the potential dis-benefits outweigh the benefits of this proposal and therefore, no further investigations into the reintroduction of taxis were recommended.”
57. A number of other issues were raised informally, such as access to Finch Lane and u-turning vehicles, which have been covered in more detail through the report to your Planning & Transportation Committee.

Conclusion

58. In summary, the performance of the scheme has 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 examined 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.
59. Of those issues where improvements may be made, such as signage, enforcement and compliance, some suggestions of areas to investigate have been made to your Streets and Walkway’s Committee. These will be considered in more detail by your committees, should Members approve this report.
60. 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.
61. 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.

Ongoing monitoring and review

62. The scheme as designed, including mitigation measures currently in place, is considered to meet the criteria and be compliant with the City’s responsibilities, and is recommended to continue. However, the operation of the scheme will be

kept under review if approved and, as traffic settles, (particularly after ongoing emergency works are completed) additional measures to further enhance the operation of the scheme could be considered.

63. The future

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.

Appendices

- Appendix 1 – Loading and Disabled Parking Bay Maps
- Appendix 2 – Statutory Duties Extract
- Appendix 3 – Statutory Objections to Order
- Appendix 4 – [Equalities Analysis](#)
- Appendix 5 – Taxi Journey Time Data
- Appendix 6 – Casualty Data
- Appendix 7 – [Consultation Report](#)

N.B. – Appendices 4 and 7 are available on request and via the hyperlinks above but have not been printed with the main agenda pack due to their size.

All of which we submit to the judgement of this Honourable Court.

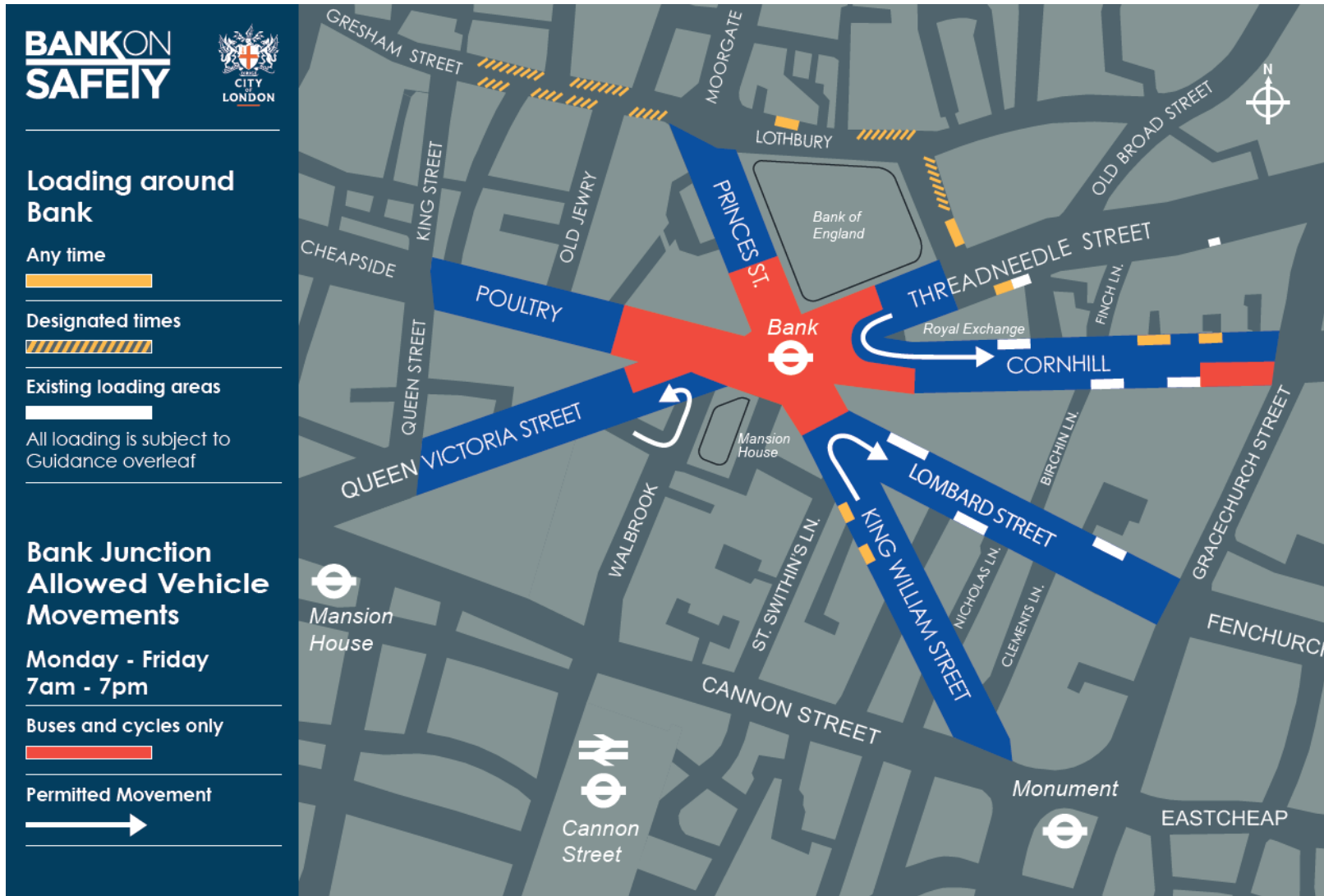
DATED this 10th day of July 2018.

SIGNED on behalf of the Committee.

Christopher Michael Hayward
Chairman, Planning & Transportation Committee

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Figure 6: Map 1 – loading areas in the vicinity



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Figure 7: Map 2 Disabled Bay relocation

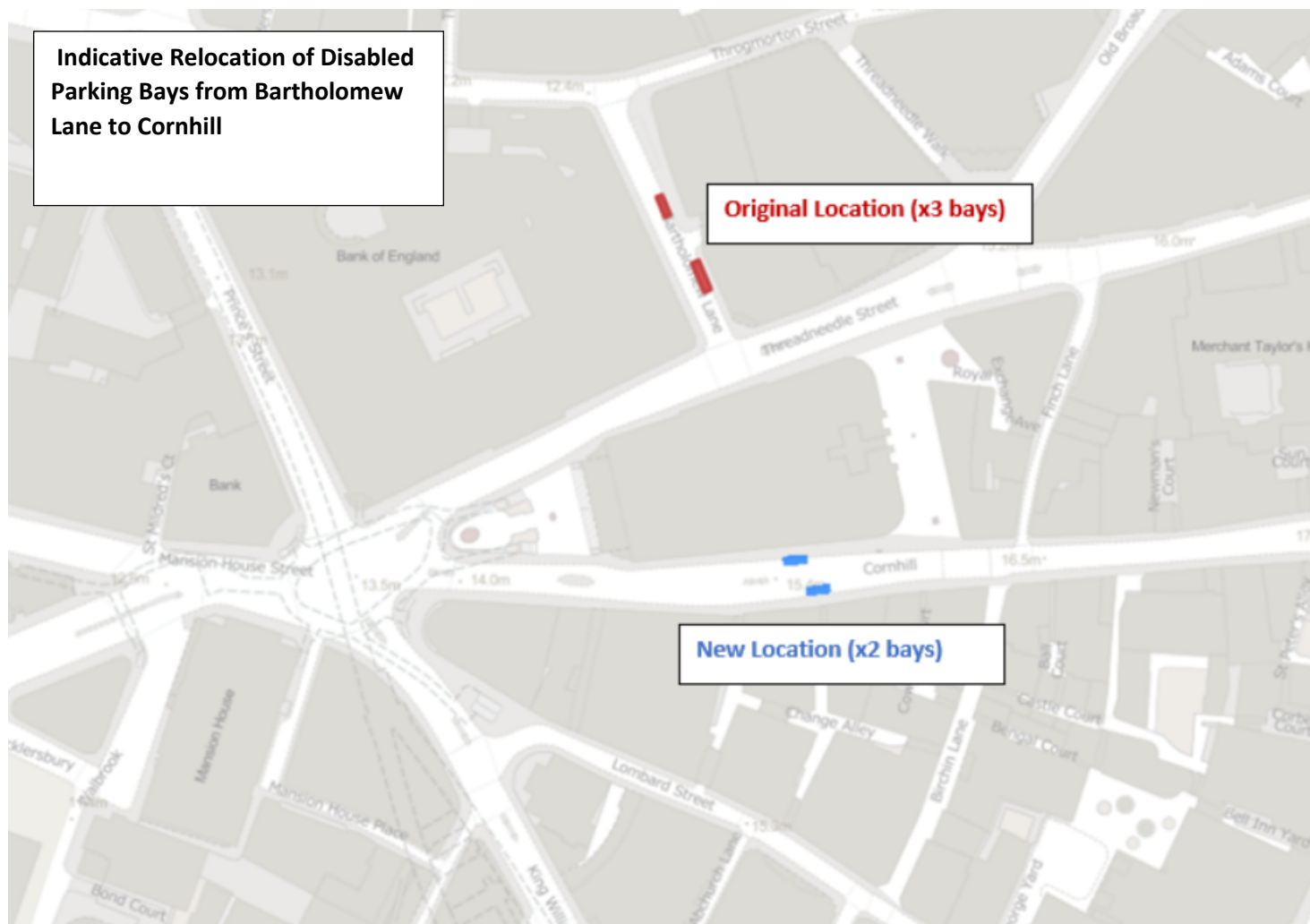
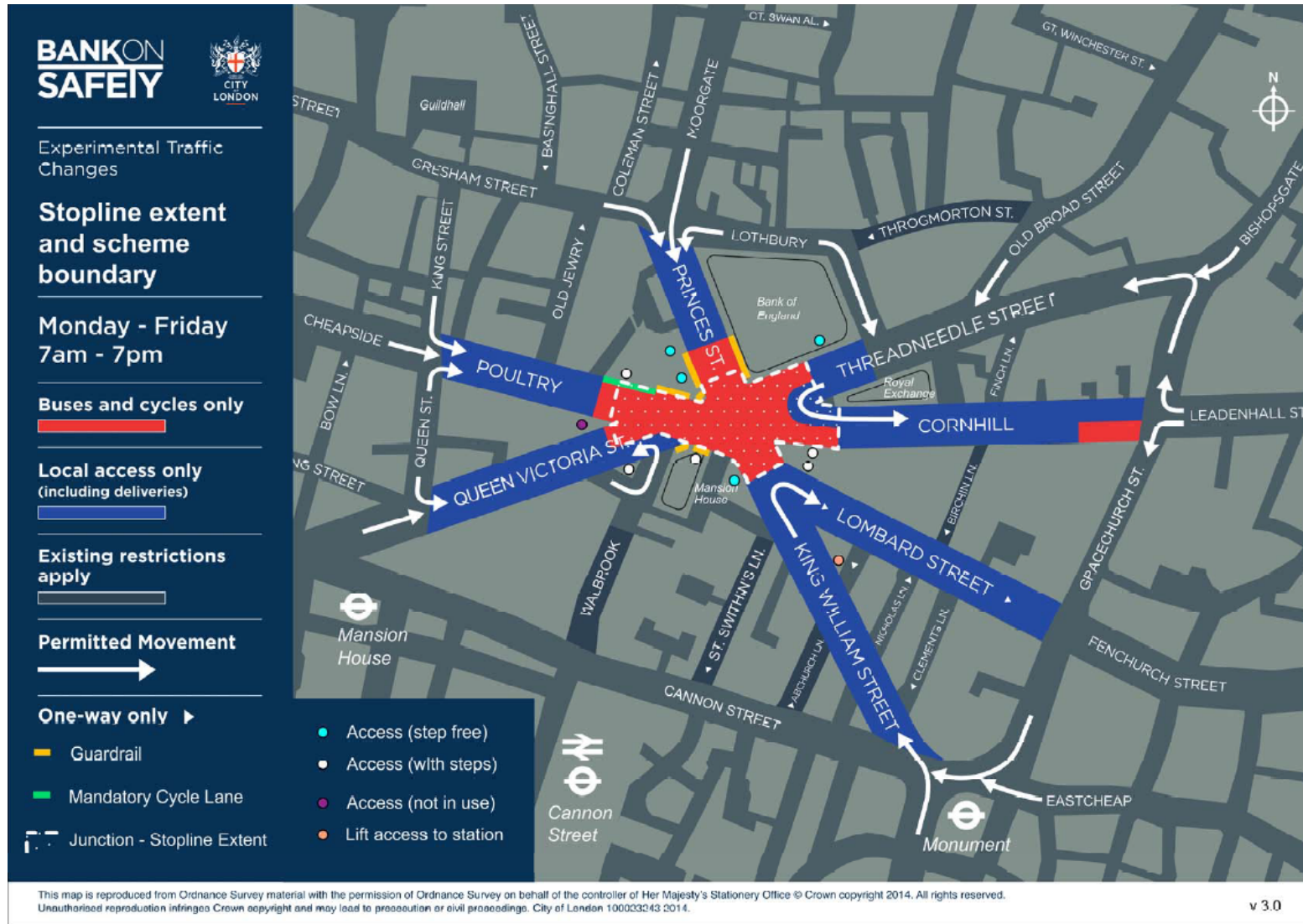


Figure 8: Map 3: Access to the buildings surrounding the junction.



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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

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

Date: 13 September 2017	Name: ID2	Address: by email
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. 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.		

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
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.		

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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Appendix 5

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 9: South to North Journey Lengths

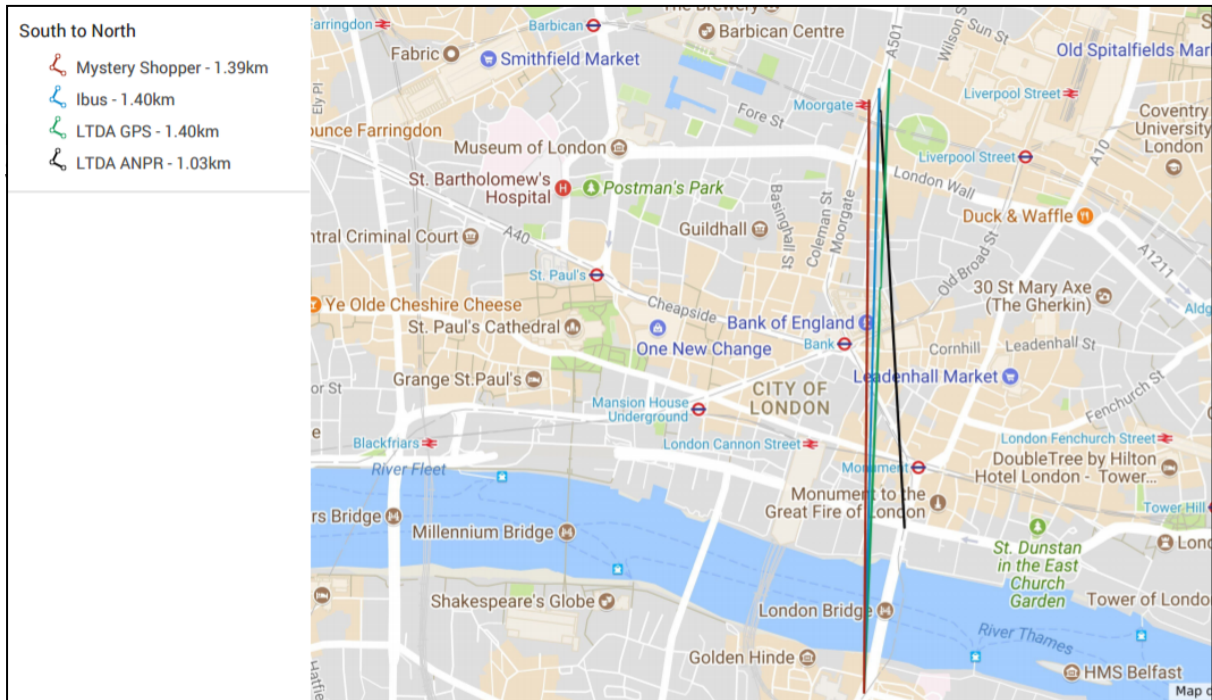
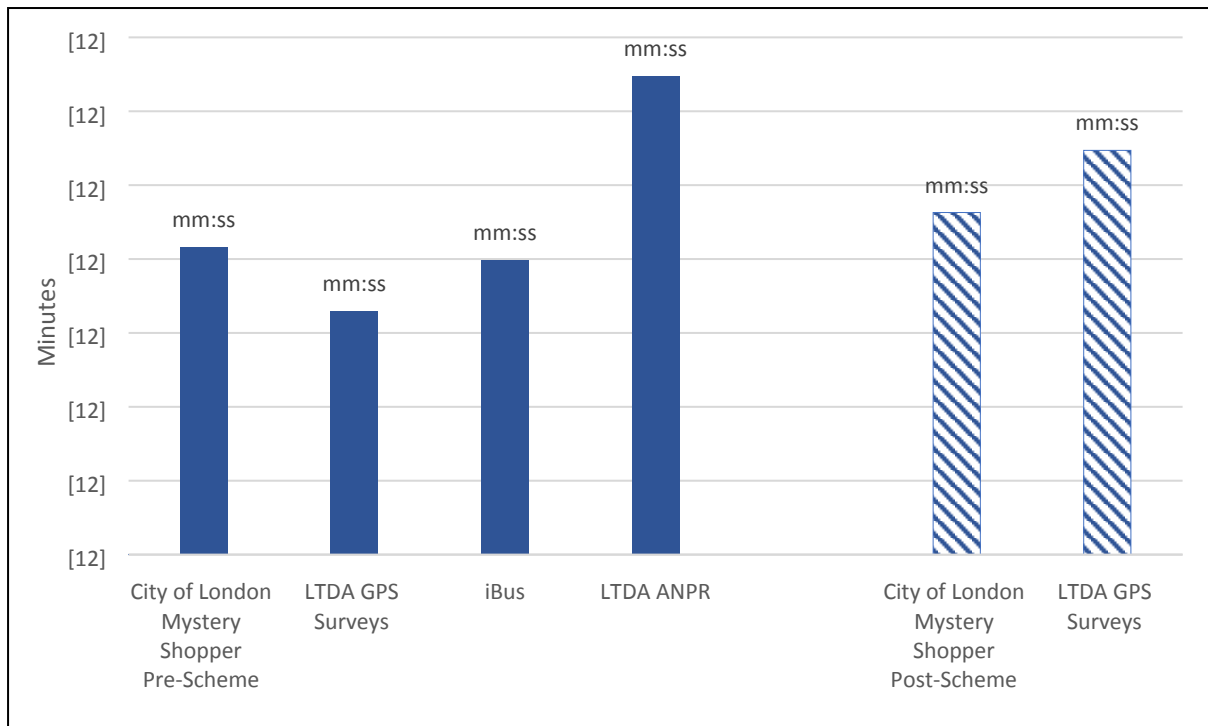


Figure 10: Average Journey Times for South to North Journeys by dataset, split by pre and post scheme.



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

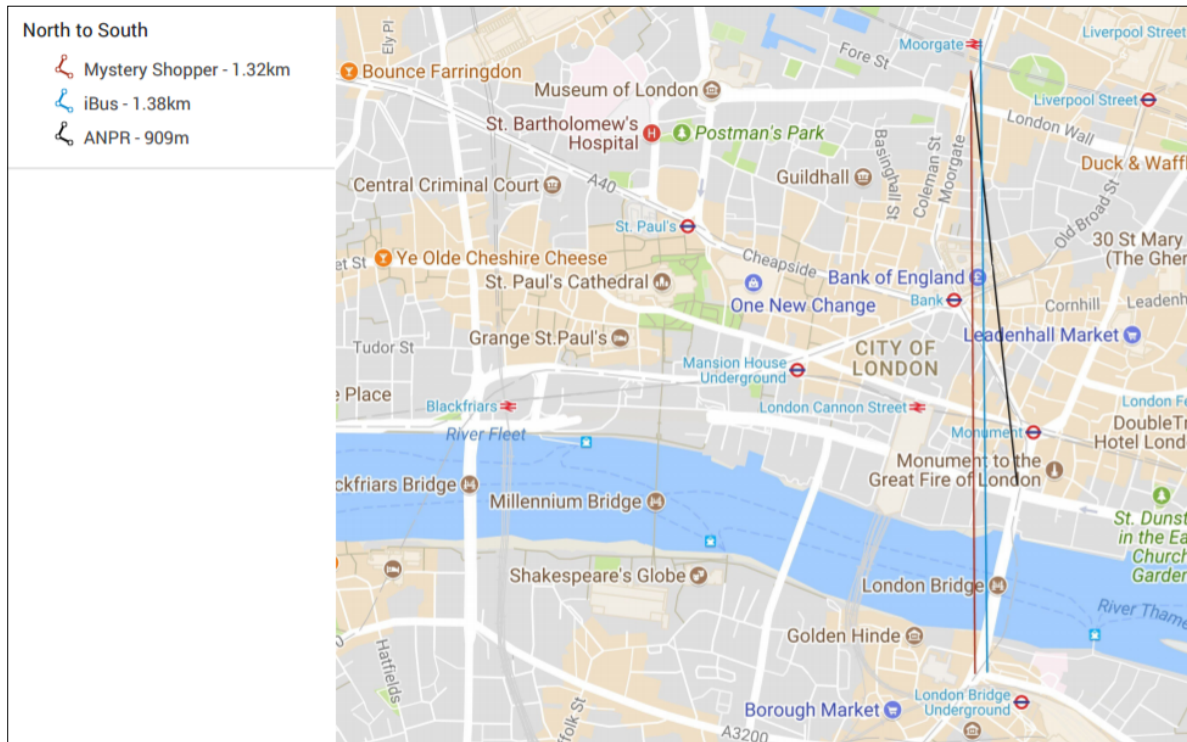
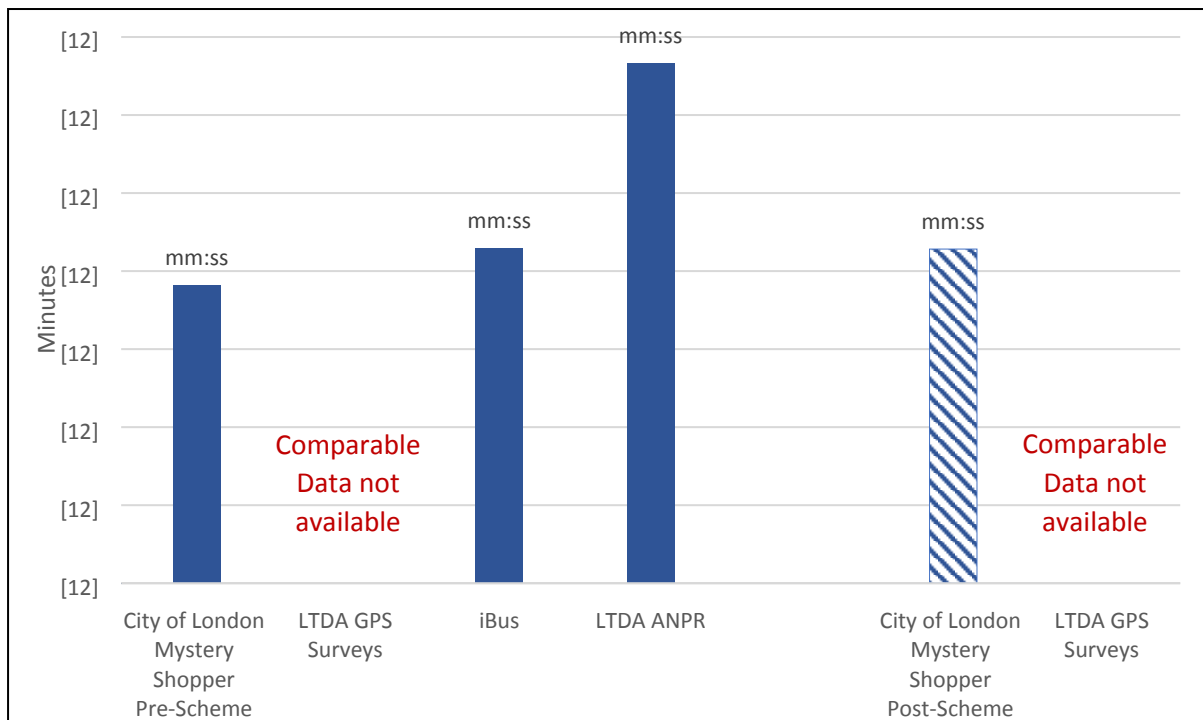


Figure 12: Average Journey Times for North to South Journeys by dataset, split by pre and post scheme.



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

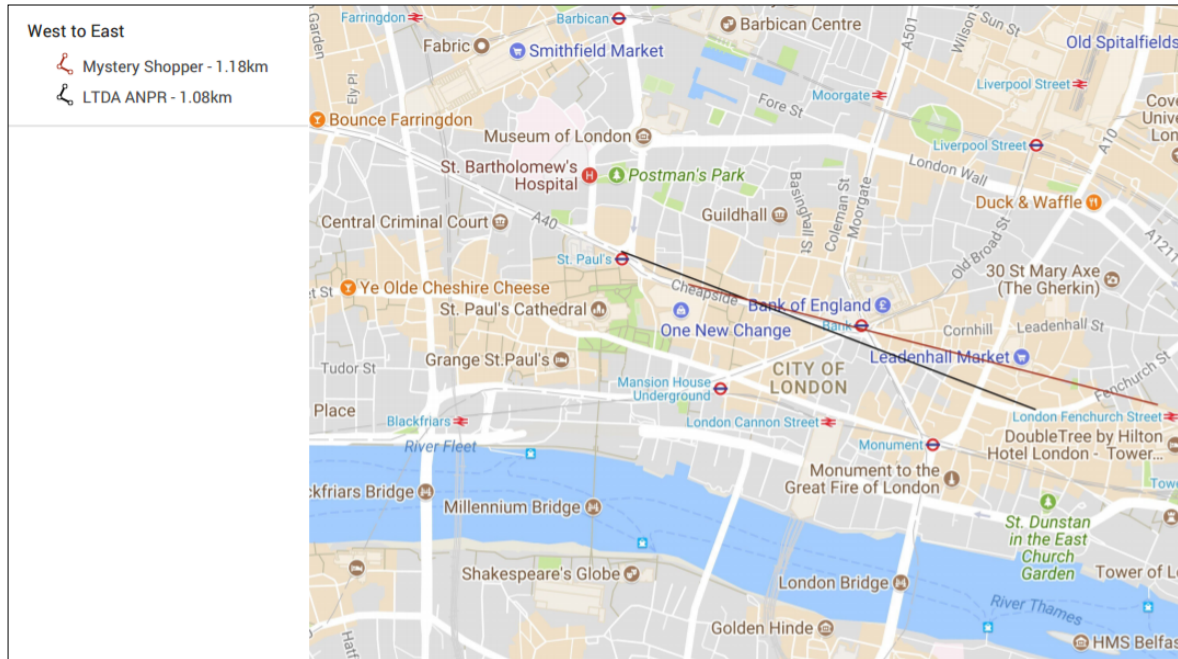
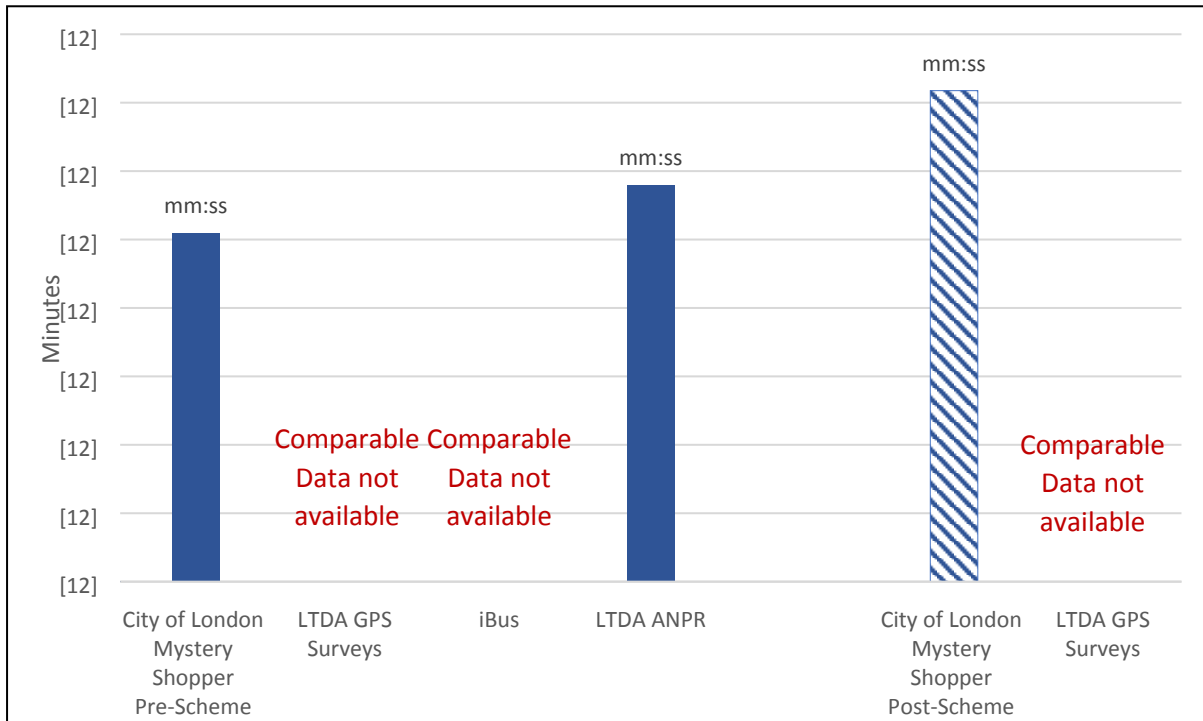


Figure 14: Average Journey Times for West to East Journeys by dataset, split by pre and post scheme.



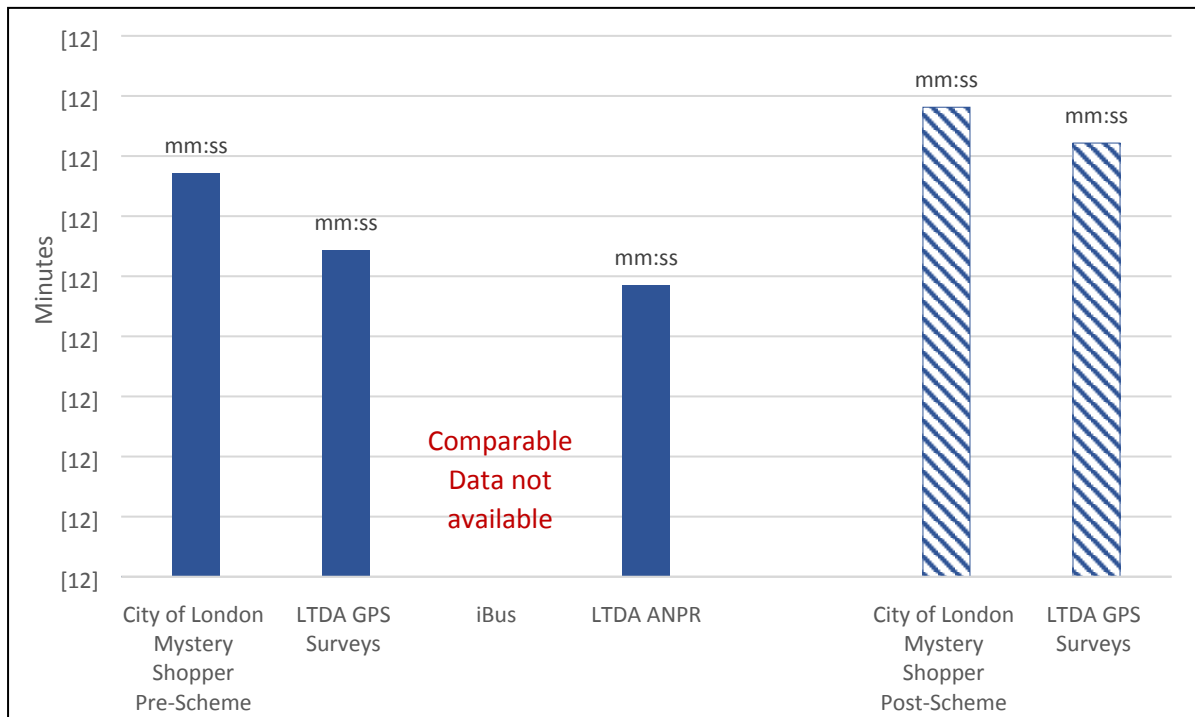
The LTDA ANPR data supports the pre-scheme mystery shopper result, however there is no comparable data for the post scheme scenario.

East to West

Figure 15: East to West Journey Lengths (Approximately St Paul's to Fenchurch Street)



Figure 16: Average Journey Times for East to West Journeys by dataset, split by pre and post scheme.



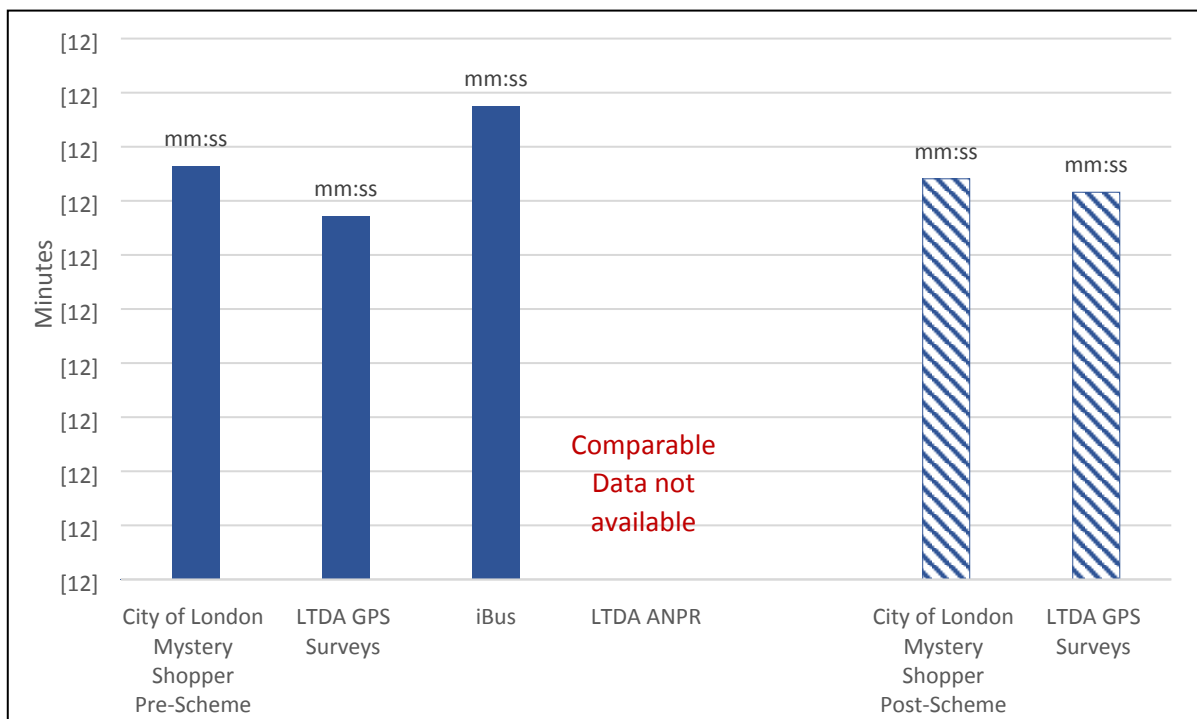
There is good correlation of the post survey data sets with some variability of the pre-survey data. The ANPR data is a shorter route and therefore does correlate very well with the LTDA GPS survey.

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

Figure 17: North East to South West Journey Lengths



Figure 18: Average Journey Times for North East to South West Journeys by dataset, split by pre and post scheme.



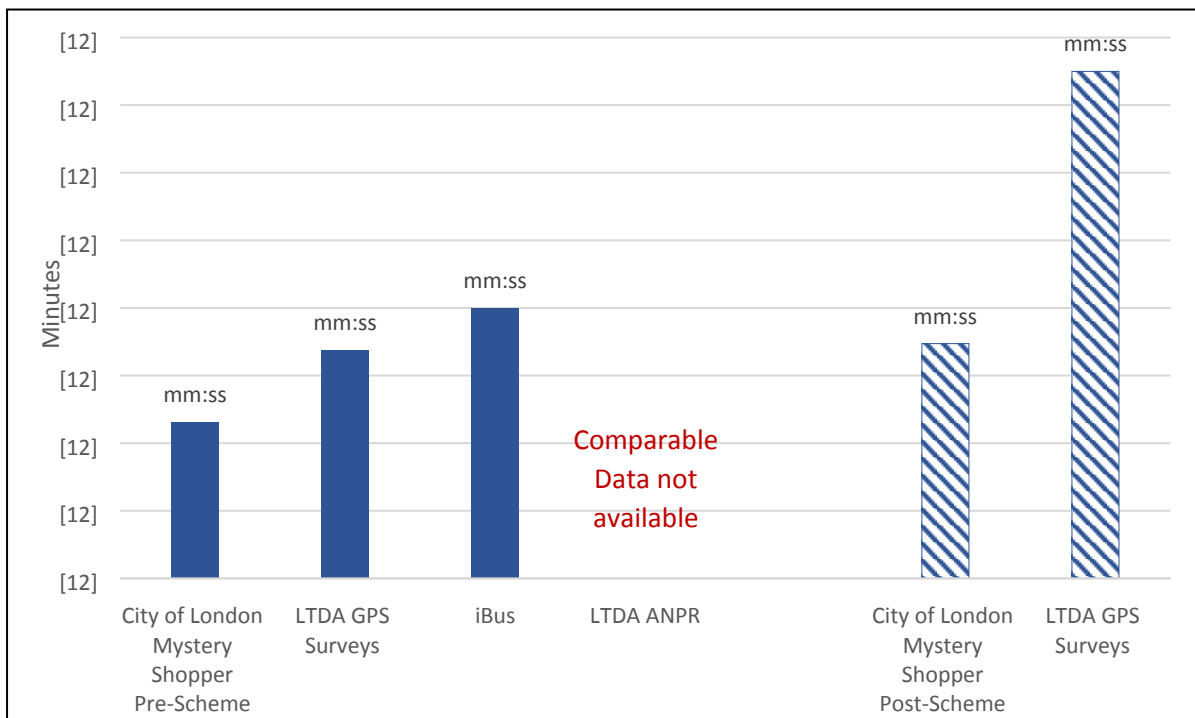
There is good correlation in the post scheme surveys between the City's Mystery Shopper and the LTDA GPS surveys. Variance in the pre-survey can most likely be attributed to the different journey distances observed in Figure 30.

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

Figure 19: South West to North East Journey Lengths



Figure 20: 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 6

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.

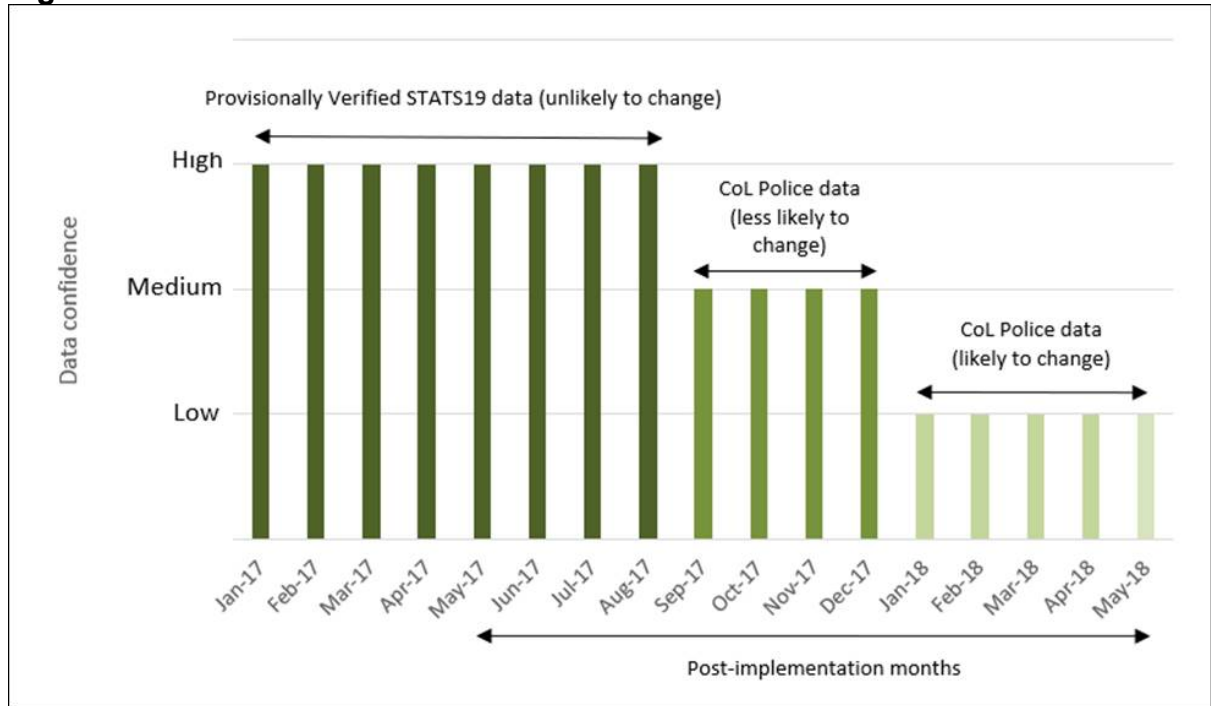
Such collisions are either reported online directly to the City of London Police or by the person attending a Police Station, which can be anywhere in the country, and completing a self-report form. Reports to other Police Forces pass through that Force’s internal systems before being received by the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

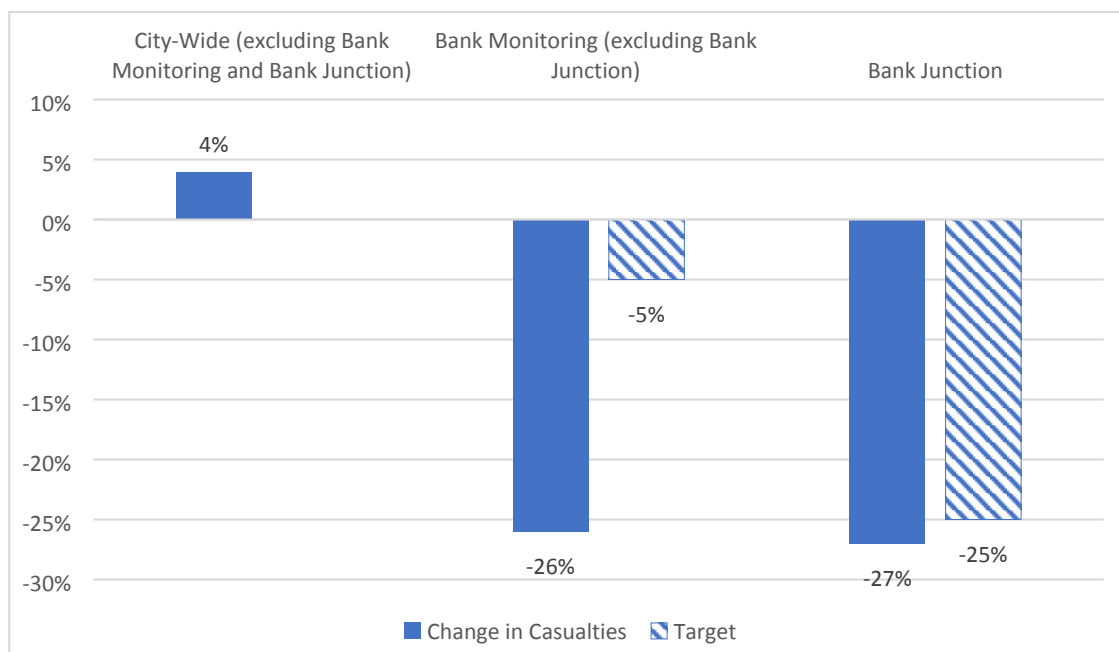
4. Figure 21 below shows the casualty datasets being used by officers to inform this report and an indication as to the data’s likelihood in being amended in the future.

Figure 21: Datasets used and officer confidence level



5. As figure 21 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 22: % change in casualties during operational hours compared to five-year average vs the scheme success criteria.



9. Figure 22 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 2 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 2: % 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 23 below.

Figure 23: 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) (five year average figures unrounded)

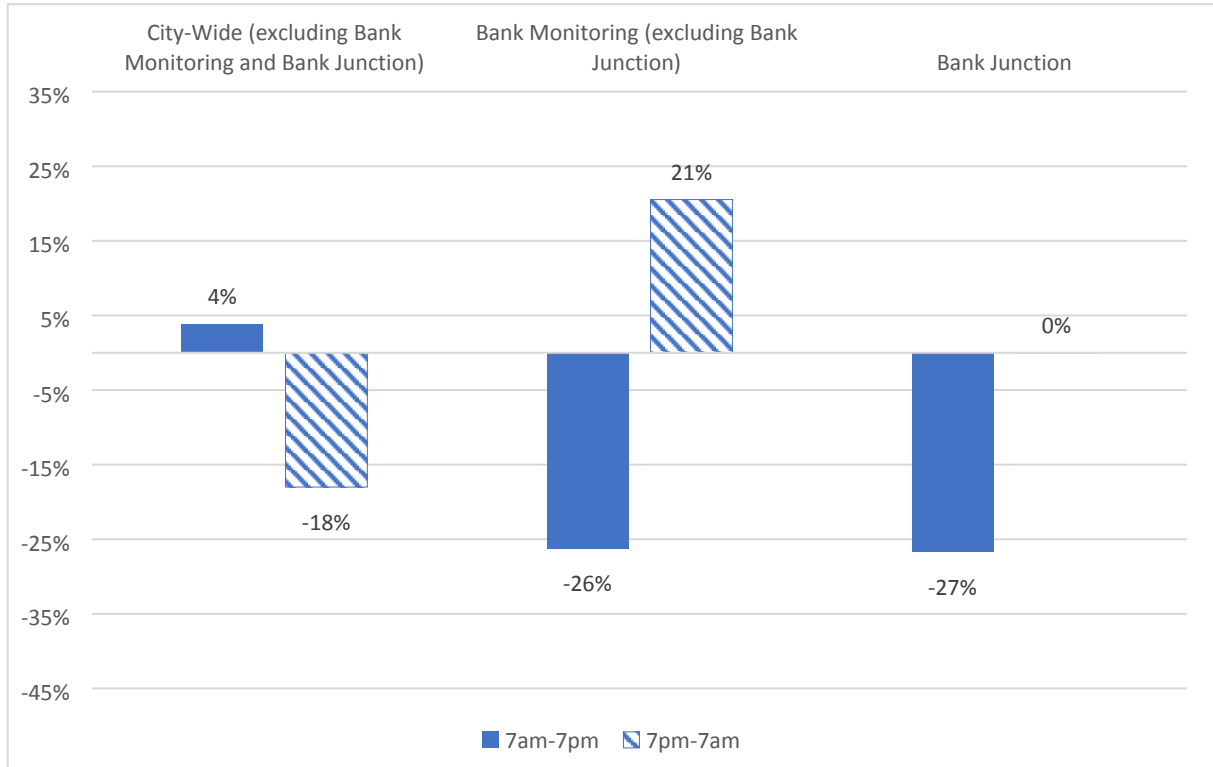
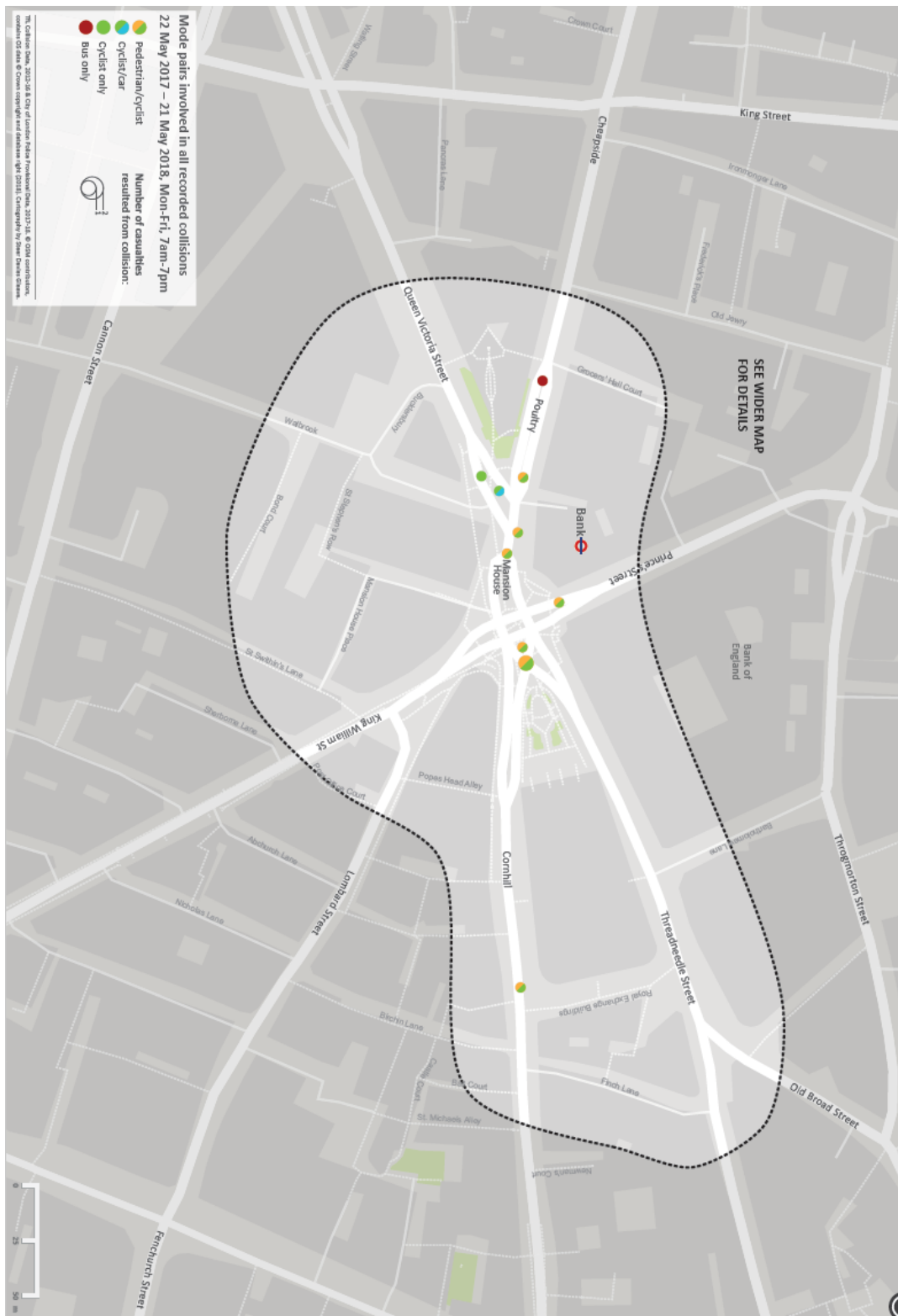


Figure 23 shows a reduction in casualties during scheme hours at both Bank Junction and in the Bank Monitoring area against the five-year average. When Bank on Safety is not operational no safety impact has been observed at Bank Junction, and an increase in casualties has been observed in the Monitoring area.

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 operation is making a positive difference to the casualty numbers in the wider monitoring area.

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Report – Policy and Resources Committee

Report of Urgent Action Taken: Museum of London Relocation Works

To be presented on Thursday, 13th September 2018

*To the Right Honourable The Lord Mayor, Aldermen and Commons
of the City of London in Common Council assembled.*

SUMMARY OF ACTION TAKEN

1. The Museum of London Relocation Project involves the refurbishment of Victorian buildings at the former General Market and Annexe Buildings, which will need to be substantially retained as part of the project.
2. Works to make these buildings safe were already underway, funded from the Landlord's budget. It had been anticipated that additional works might be required to stabilise and conserve the buildings as the project progressed and the works had been tendered in such a way that would facilitate this, with Members also having been advised of this likelihood in advance.
3. Over the summer period, it was confirmed that a number of additional works were indeed required to stabilise and improve access to these historic buildings and the specific actions necessary were identified.
4. An increased sum was therefore sought and approved under urgency procedures by your Policy and Resources Committee to stabilise the buildings and undertake the necessary works, with a waiver also approved to permit the extension of an existing contract.
5. As the funds represented an additional drawdown from City's Cash Reserves, the further approval of the Court of Common Council was also required. Approval was consequently sought and obtained pursuant to Standing Order No.19 to facilitate the undertaking of the requisite works.

RECOMMENDATION

6. We **recommend** that the urgent action taken be noted.

All of which we submit to the judgement of this Honourable Court.

DATED this 21st day of August 2018.

SIGNED on behalf of the Committee.

Catherine McGuinness, Deputy
Chairman, Policy and Resources Committee
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Report – Police Committee

City of London Police: Annual Report 2017/18

To be presented on Thursday, 13th September 2018

*To the Right Honourable The Lord Mayor, Aldermen and Commons
of the City of London in Common Council assembled.*

SUMMARY

The Annual Report, representing the achievements of the City of London Police for the past financial year, was approved by the Police Committee and is hereby submitted to the Court for information.

The report contains information on crime, financial and staff statistics, as well as a summary of the year. A dynamic web version of the report has been produced this year which can be found at <https://www.cityoflondon.police.uk/annualreport>.

Hard copies are available both in the Members' Reading Room and upon request from the Town Clerks' Department.

RECOMMENDATION

Members are asked to note the report.

All of which we submit to the judgement of this Honourable Court.

DATED this 24th day of May 2018.

SIGNED on behalf of the Committee.

**Douglas Barrow, Deputy
Chairman, Police Committee**

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Report – Police Committee

Appointment of Independent External Member to the Police Committee

To be presented on Thursday, 13th September 2018

To the Right Honourable The Lord Mayor, Aldermen and Commons of the City of London in Common Council assembled.

SUMMARY

The constitution of your Police Committee allows for the recruitment of two external individuals (i.e. not Members of the Common Council) onto the Committee, through an open process. In May 2018, one of these external members of the Committee, Lucy Sandford resigned from her position in order to avoid breaching the Membership criteria of the Committee when taking on a new professional role with the City of London Corporation. As a result, a round of recruitment has since been undertaken in order to fill this vacancy, in accordance with the Committee's membership scheme.

A selection panel was set up and the post was openly advertised. All applications were considered and five candidates who met the eligibility criteria were interviewed on 23 August 2018. Following deliberations, the panel was pleased to recommend one candidate for appointment to the position.

The Court's approval is now sought to the appointment of a new external member, Deborah Oliver, to the Police Committee for a four-year term commencing 13 September 2018. This appointment would be subject to the satisfactory completion of the required police vetting process currently ongoing.

RECOMMENDATION

The Court of Common Council is **recommended** to approve the appointment of Deborah Oliver to the Police Committee for a four-year term, commencing on 13 September 2018.

MAIN REPORT

Background

1. The constitution of your Police Committee allows for the recruitment of two external individuals (i.e. not Members of the Common Council) onto the Committee, through an open process.
2. In May 2018, one of these external members of the Committee, Lucy Sandford resigned from her position in order to avoid breaching the Membership criteria of the Committee when taking on a new professional role with the City of London Corporation. Ms Sandford served on the Committee for three years, and Police Committee Members would like to thank her for her significant contribution over

this period, demonstrating commitment to the Grand Committee as well as both the Professional Standards and Integrity and Performance and Resource Management Sub-Committees of which she was a Member.

3. A Selection Panel was set up to oversee the process comprising the Chairman and Deputy Chairman of the Committee alongside external panel member, Beverley Shears, Member of the British Transport Police Authority. The vacancies had been advertised in the press, across the City residential estates, social media and email networks to ensure that a diverse group of eligible people were reached. All applications were considered and five candidates who met the eligibility criteria were interviewed on 23 August 2018.
4. Following interviews and deliberations over selection, the panel is pleased to recommend Deborah Oliver to be appointed to the position. Miss Oliver joined the Post Office as a graduate recruit, rising to become a Member of the Executive Committee with responsibility for communications. Following further roles with the Ministry of Defence and the National Lottery Promotions Unit, she is now Director of Mackintosh Oliver Ltd, a consultancy that has provided leadership and advice to a wide range of clients in the legal and health sectors. She is a Member of the City of London Reserve Forces and Cadets Executive Committee, in which role she helps organise the annual Lord Mayor's Defence and Security Lecture. She has served as Colonel in the Territorial Army (Army Reserve), commanding the Royal Logistic Corps Postal Group. Miss Oliver has experience of equalities and sustainability through her role of Director (until 2002) and past Vice Chairman of The Women of the Year Lunch and as alumna of HRH Prince of Wales's Business and Sustainability Programme.

Proposal

5. It is proposed that the Court of Common Council be asked to appoint Deborah Oliver to the Police Committee.

Conclusion

6. In agreeing to the recommendation of this report, and approving the appointment of an external Member to the Police Committee, the Court of Common Council will enable the Police Committee to fill its current vacancy and to benefit from the insight and expertise of a candidate that has valuable knowledge of senior management, strategic communications, and equalities and sustainability in business.

All of which we submit to the judgement of this Honourable Court.

DATED this 23rd day of August 2018

SIGNED on behalf of the Committee.

Douglas Barrow, Deputy
Chairman, Police Committee

Report – Freedom Applications Committee

The Honorary Freedom

To be presented on Thursday, 13th September 2018

*To the Right Honourable The Lord Mayor, Aldermen and Commons
of the City of London in Common Council assembled.*

SUMMARY

At the meeting of the Court of Common Council on 12 October 2017, a Motion was considered in relation to the award of the Honorary Freedom. As a consequence of these discussions, the Freedom Applications Committee was instructed to undertake a review of the processes associated with the award of the Honorary Freedom, as well as the introduction of a process by which the Honorary Freedom might be rescinded.

This report updates the Court on the deliberations of the Freedom Applications Committee regarding the Court of Common Council's processes in relation to the award of the Honorary Freedom.

RECOMMENDATION

The Court of Common Council is recommended to:

- Note that the Freedom Applications Committee has deliberated over the processes for awarding and removing the Honorary Freedom as instructed by the Court; and
- Endorse the respective procedures for the award and revocation of the Honorary Freedom agreed by the Freedom Applications Committee, as set out in the report.

MAIN REPORT

Background

1. The Honorary Freedom is the highest honour which the City of London can confer on an individual and, for over two centuries, the City of London Corporation has offered the award to certain internationally important people as a mark of highest distinction for extraordinary achievement.
2. The Honour is not often conferred. Recipients have included individuals who have made an exceptionally significant mark on the national and international stage. Historically, recipients were drawn from the Royal Family, the military (following major campaigns) and international statesmen. Awards in recent years have marked a conscious departure from criteria used previously and reflect a renewed desire to recognise individuals' outstanding contribution to society across a wider field of endeavour.

3. Following an urgent motion put to the Court of Common Council, and subsequent discussion of that motion at its meeting on 12 October 2017, the Freedom Applications Committee was instructed by the Court of Common Council to review the process by which proposals for the Honorary Freedom are promulgated and brought before the Court; and to ensure that any future procedure should allow for wide informal and confidential consultation with Members prior to any proposal being made officially, and certainly before the proposed recipient is sounded out about the honour.
4. The Committee was also instructed to establish whether, once awarded, this Honorary Freedom may be removed, and if so, by what procedure; and in the event the Court does not currently have a procedure to revoke an Honorary Freedom once granted, then the relevant steps are taken to address this, and consideration is given to implementing and documenting such a procedure.
5. The relevant extract from the Motion as approved by the Court is set out in an appendix to this report.

Current Position

6. A Sounding Board, comprised of a small number of relevant Chairmen, Deputy Chairmen and Chief Officers, is the traditional method by which consideration has been given in confidence to potential candidates for the Honorary Freedom. For international figures, the advice of the Foreign and Commonwealth Office is also routinely sought. Other relevant external parties have also been consulted where appropriate.
7. Once the Sounding Board has come to a view, contact is made with the intended recipient. If the response is positive, a report is submitted to the Hospitality Working Party for the associated hospitality and, once agreed, reported to a meeting of the Common Council in non-public session (with the Chief Commoner putting forward a recommendation and inviting the Court's agreement).
8. The removal of the Honorary Freedom of the City of London is unprecedented and there is currently no arrangement in place that would allow for it. At an informal meeting of the Court of Common Council in February 2018, the Honorary Freedom was discussed, and it was felt that in the case which had inspired the original urgent Motion, no action should be taken.

Proposal

9. The Committee was asked to consider options to provide greater transparency in relation to the consideration of candidates for the award, as well as to implement a formal process for removing Honorary Freedoms.
10. Two of the significant points of discussion at the Court were used to inform the Freedom Application Committee's deliberations around the processes for awarding and removing the Honorary Freedom. It was recognised that several Members had expressed concerns over the lack of transparency in the process, with it being suggested that the process was concentrated amongst too small a group of Members. It was also noted that the informal Sounding Board process currently in place did not produce minutes or formal decisions.

11. The Honorary Freedom was recognised as a rare and special award and, as a consequence, Members agreed that consideration of its award merited convening a larger group. It was felt that moving towards a committee-driven process would add legitimacy and increase accessibility to the process for Members of the Court.
12. An initial proposal for removal of the Honorary Freedom was presented to the Freedom Applications Committee in a report of the Remembrancer, produced in consultation with the Comptroller and City Solicitor. The Committee, in considering the process, noted that removal of the Honorary Freedom from a recipient would theoretically always be open to initiation via a Motion in accordance with Standing Order No. 12.
13. It was proposed that the ultimate method for removing Honorary Freedoms should be by a simple majority vote of the Court of Common Council. If the removal of an individual's Honorary Freedom were proposed, in order to reduce the risk of challenge to such a decision, any such vote should comply with the rules of procedural fairness, one of which is the right to a fair hearing.
14. The nature of the Honorary Freedom is such that only the basic features of the right to a fair hearing are likely to be required i.e. that the person affected by the decision is given prior notice of what is proposed and why, with the opportunity afforded to make representations before the decision is taken.
15. Thus, it was agreed by the Freedom Applications Committee that the process for agreeing the award of an Honorary Freedom should be: -

That candidates for the Honorary Freedom, following initial consultations by the Remembrancer, should be considered by a Freedom Applications Committee meeting with additional, broader representation it believed appropriate to the case, before considerations are put forward to an informal meeting of the Court convened for the purpose before transmission to a formal meeting of the Common Council.

16. It was agreed by the Freedom Applications Committee that the process to remove an Honorary Freedom should be: -
 - a) The Freedom Applications Committee considers the initial proposal to remove and either rejects it, or resolves to inform the Honorary Freeman of the proposal to remove the Freedom, together with the reasons for the proposal, and invites their comments on it. The Freeman must be provided with sufficient information to permit them to give proper consideration to the proposal and make representations and they must be given a reasonable time to respond e.g. 28 days.
 - b) The Freedom Applications Committee then considers the Freeman's response, if any, together with all other relevant considerations and decides whether to proceed. The Freeman should be notified of the Committee's

decision and of the date the matter will be considered by the Court where appropriate.

- c) Taking account of the Committee's deliberations, all the relevant matters are put before a confidential meeting of Common Council for its consideration. While it is suggested that the power to decide not to recommend removal should rest with the Committee, it has an inherent discretion to refer such a decision to Court in particularly sensitive cases or where it is otherwise desirable to do so. Whilst the Freeman will not be invited to make further representation at this stage, should any be made they should be submitted to the Court.

Conclusions

17. The Committee agreed that, having discussed the matter at length and acknowledged the valid points raised by Members of the Court, its recommendations should be taken forward, hoping that the proposed processes move to address concerns about the procedure for awarding the Honorary Freedom, and to establish a procedurally fair and democratic process by which the Court of Common Council may decide to remove the award if necessary.

DATED this 26th day of July 2018.

SIGNED on behalf of the Committee.

Sir David Wootton, Alderman
Chairman, Freedom Applications Committee

Extract from Resolution of the Court of Common Council, 12 October 2017

Further resolved – That:-

- (a) The Freedom Applications Committee be instructed to review the process by which proposals for the Honorary Freedom are promulgated and brought before the Court;
- (b) Measures be taken to ensure that any future procedure allows for wide informal and confidential consultation with Members prior to any proposal being made officially, and certainly before the proposed recipient is sounded out about the honour;
- (c) To establish whether, once awarded, this Honorary Freedom may be removed, and if so, by what procedure;
- (d) In the event the Court does not currently have a procedure to revoke an Honorary Freedom once granted, then the relevant steps be taken to address this lacuna and consideration is given to implementing and documenting such a procedure.

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