



Streets and Walkways Sub (Planning and Transportation) Committee

Date: MONDAY, 21 MAY 2018

Time: 9.30 am

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

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

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Lunch will be served in Guildhall Club at 12.30PM
NB: Part of this meeting could be the subject of audio or video recording

John Barradell
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **PRESENTATION - CADENT GAS**

For Information

2. **APOLOGIES FOR ABSENCE**

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

4. **ELECTION OF CHAIRMAN**

To elect a Chairman for the ensuring year in accordance with Standing Order 29.

For Decision

5. **ELECTION OF DEPUTY CHAIRMAN**

To elect a Deputy Chairman for the ensuing year in accordance with Standing Order 30.

For Decision

6. **MINUTES**

To agree the public minutes and summary of the meeting held on 10 April 2018.

For Decision
(Pages 1 - 6)

7. **OUTSTANDING REFERENCES**

Report of the Town Clerk.

For Decision
(Pages 7 - 8)

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

Report of the Director of the Built Environment.

For Decision
(Pages 9 - 110)

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

Report of the Director of the Built Environment.

For Decision
(Pages 111 - 114)

10. **DOCKLESS CYCLE HIRE REVIEW**
Report of the Director of the Built Environment.
- (The appendix to this report is confidential and is item 13 in Part 3 of the agenda)*
- For Decision**
(Pages 115 - 134)
11. **OVERSIGHT & COMMUNICATIONS FOR MAJOR HIGHWAY ACTIVITIES**
Report of the Director of the Built Environment.
- For Decision**
(Pages 135 - 142)
12. **CLOTH FAIR NOISE DISTURBANCE**
Report of the Director of the Built Environment.
- For Decision**
(Pages 143 - 150)
13. **LOW EMISSION NEIGHBOURHOOD (LEN): PROPOSALS FOR AN ULTRA-LOW EMISSION STREET IN MOOR LANE & BEECH STREET**
Report of the director of the Built Environment.
- For Decision**
(Pages 151 - 162)
14. **TUDOR STREET**
Report of the Director of the Built Environment.
- There is a non-public appendix (3) to this report at Agenda Item 18.*
- For Decision**
(Pages 163 - 176)
15. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
16. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
17. **EXCLUSION OF THE PUBLIC**
MOTION – That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part I of Schedule 12A of the Local Government Act as follows:-

Part 2 - Non-public Agenda

18. **TUDOR STREET - APPENDIX 3**

Report of the Director of the Built Environment.

Agenda item 14 refers.

For Decision
(Pages 177 - 178)

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

For Decision
(Pages 179 - 180)

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

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

STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) **COMMITTEE**

Tuesday, 10 April 2018

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at the Guildhall EC2 at 10.30 am

Present

Members:

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

Officers:

Amanda Thompson	- Town Clerk's Department
Steve Presland	- Department of the Built Environment
Iain Simmons	- Department of the Built Environment
Leah Coburn	- Department of the Built Environment
Gillian Howard	- Department of the Built Environment
Mark Lowman	- City Surveyor's Department
Paul Monaghan	- City Surveyor's Department

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Deputy Clare James, Alderman Gregory Jones, Deputy Alastair Moss and Graham Packham.

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

Alderman Gowman declared a personal interest in agenda item 7 as her employer would shortly be relocating to 160 Aldersgate.

3. MINUTES

RESOLVED – That the public minutes and summary of the meeting held on 27 February 2018 be approved as a correct record.

4. OUTSTANDING REFERENCES

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

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

The Sub-Committee received a report of the Director of the Built Environment providing an update on the monitoring and performance of the Bank on Safety scheme.

Officers reported that data was now available in relation to the first six to eight months of the scheme for the various monitoring criteria, and to date each of the agreed success criteria had either been met or exceeded.

Other related monitoring to assess impacts of the changes in the surrounding areas was also being undertaken, although it was important to note that not all could be directly attributed to the closure of Bank Junction.

In response to a question concerning data from the London Taxi Drivers Association (LTDA), officers advised that this would require validation before it could be included in the final decision-making report.

RESOLVED – That performance to date against each of the agreed success criteria be noted.

6. **BANK ON SAFETY: EXPERIMENTAL SCHEME CONSULTATION FINDINGS REPORT**

The Sub-Committee received a report of the Director of the Built Environment detailing the consultation results of the Bank on Safety consultations.

Members were advised that of the consultation survey, 45% of respondents supported the experiment as implemented, a further 29% generally supported the scheme but wanted to see changes, and a total 75% of respondents supported or generally supported the experiment.

Members noted that the majority of business and representative group respondents were supportive, including the City Property Association, which represented 150 businesses within the City.

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

Members commented that the consultation response had been excellent and the data entirely conclusive.

RESOLVED – That the outcomes of the Bank on Safety Consultation exercise be noted.

7. **CITY TRANSPORTATION MAJOR PROJECTS CONSOLIDATED REPORT**

The Sub-Committee received a report of the Director of the Built Environment consolidating the Gateway 7 outcome reports for three City Transportation projects managed by the Major Projects team:

- 10 Trinity Square S278

- 160 Aldersgate S278
- 9-13 Aldgate S278

Members noted that the projects had delivered a number of enhancements across the City, including an improved pedestrian environment, improved public spaces, cycle contra-flows on one-way streets, and changes to waiting and loading restrictions to mitigate local traffic problems

RSOLVED – To receive the outcome information and approve the recommendations on individual projects.

8. **LOW EMISSION NEIGHBOURHOOD - AIR QUALITY GREENING PROPOSALS**

The Sub-Committee received a report of the Director of Markets and Consumer Protection concerning the LEN proposals for 2018/19 to deliver, in partnership with FCOG and the City Gardens team, two air quality greening projects on City streets or walkways.

In response to a question concerning the wider issues at Beech Street, officers advised that the LEN team had been working with the City Gardens team to develop proposals for the installation of planters and green climbing plants and a report in relation to this would be considered by the Port Health Committee.

Members welcomed the proposals and asked if more modelling could be undertaken to identify further locations for greening projects, possibly on an even larger scale. Officers advised that a comprehensive review of all projects was currently being undertaken and would be reported to the Sub-Committee, and it might be possible to combine the projects together.

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

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

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

The Sub-Committee received a report of the Director of Built Environment in relation to the highway changes and public realm improvements at Aldgate.

Officers advised that although the approved budget for the pavilion was currently £4.4M, there was a further risk exposure of £0.5M given unresolved early warning notices and compensation event requests made by the contractor. These claims were currently being negotiated by the City Surveyor.

RESOLVED - To

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

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

The Sub-Committee received a report of the Director of the Built Environment relating to the agreed Culture Mile programme of activity, which had recently been approved by Policy and Resources Committee.

The Chairman expressed concern that the Sub-Committee was being asked to provide general funding without knowing the specifics, and it was suggested that these be reported back to future meetings.

RESOLVED – To approve the budget for 2018/19 for the Culture Mile Pop Ups programme of £750,000, subject to the specifics of the spend being ratified by the Chairman, to be funded by the £5m capital allocation for the implementation of the Look and Feel Strategy.

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

TfL Active Health Consultation

In response to a question concerning whether or not the Corporation would be submitting a response to this, officers advised that it would be and an update would be provided to the Sub-Committee.

ATTRO

In response to a question concerning the undertaking that a full report back to the Sub-Committee on the ATTRO would be provided, officers agreed to do this.

Public Lifts at London Wall

A member reported that the lifts at London Wall were crucial to users yet often out of service and asked what could be done to ensure they were maintained.

The Chairman advised that a regular report on the public lift service was presented to the Planning & Transportation Committee by the City Surveyor, and he asked the City Surveyor should respond directly to the member.

CHOGM Event – Communication with Residents

A member reported that local residents had received no information from the police regarding the security and access restrictions which would be in place around the City during the CHOGM event and it was agreed that officers should flag this up with the Commissioner.

12. ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT

Gas Main Replacement – Gracechurch Street

The Chairman reported that both he and the Deputy Chairman had joined officers in a meeting with Cadent to discuss the gas main replacement works at Gracechurch Street which were due to start the following Monday and would continue until December.

The Chairman advised that the traffic implications of this would be very serious, and officers were currently working with TfL to try and proactively manage this.

22 Bishopsgate Public Realm Project

The Sub-Committee received a report of the Director of the Built Environment concerning the public realm project at 22 Bishopsgate.

RESOLVED - To

- 1) Note that the project will be delivered in two phases in order to align with the programme for the development, but that the design will be developed in a unified way;
- 2) Approve Option 1 for Great St Helen's;
- 3) Approve a budget of £150,000 to progress Phase 2 of the project to Gateway 5, subject to receipt of funds; and
- 4) Agree to delegate Gateway 5 approval to the Chief Officer.

13. **EXCLUSION OF THE PUBLIC**

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

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

There were no non-public questions.

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

None

The meeting closed at 12.30 pm

Chairman

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<i>Date</i>	<i>Action</i>	<i>Officer responsible</i>	<i>To be completed/ progressed to next stage</i>	<i>Notes/Progress to date</i>
Ongoing Action 25 July 2016 27 September 2016 8 November 2016 6 December 2016 14 February 2017 16 May 2017 20 June 2017 24 July 2017 5 September 2017 17 October 2017 23 January 2018 27 February 2018 9 April 2018	Swan Pier Swan Pier area is to be tidied up in conjunction with the delivery of the Fishmongers Ramp project which is due for completion Summer 2016	City Surveyor	Ongoing	The matter had now been referred to the City Surveyor. Officers to update. The City Surveyor advised that consultant engineers were currently preparing technical documentation for tenders to repair the flood defence wall, and this would be completed by 9 th February 2018. The City Surveyor reported that the first tender exercise had resulted in very little interest and a second exercise was scheduled for June.
24 July 2017 17 October 2017 23 January 2018 27 February 2018	22 Bishopsgate The Sub-Committee considered an outline options appraisal report of the Director of Built Environment concerning works to improve the public realm areas and security in and around the 22 Bishopsgate development (formerly known as 'The Pinnacle').	Director of the Built Environment	Ongoing	Reference was made to servicing and consolidation measures and officers agreed to report back on this. Officers reported that a meeting had been scheduled with relevant stakeholders to discuss security and public realm improvements and a report back was expected May 2018. <u>To receive any update.</u>
23 January 2018 27 February 2018 9 April 2018	<u>Dockless Bikes</u> In response to a question concerning the dumping of yellow bikes in the City,	Director of the Built Environment		Officers agreed to speak to the relevant operators and report back to a future meeting. In response to a suggestion that a Pan-London approach be sought to address the

	<p>officers reported that as a dockless cycle hire scheme could operate with no on-street infrastructure, companies were able to operate their schemes without the express consent of the Highway Authorities although bikes deemed to be causing an obstruction or nuisance could be removed.</p> <p>Officers agreed to speak to the relevant operators and report back to a future meeting.</p>			<p>problem of bikes being dumped, officers advised that this was something currently being brokered by TfL and would be covered in the full report to the Sub-Committee in May 2018.</p> <p><u>On Agenda</u></p>
<p>23 January 2018 27 February 2018 9 April 2018</p>	<p><u>Road Closures</u></p> <p>A report on the new arrangements and the involvement of the Chairman in the consideration of road closures would be brought to a future meeting.</p>	<p>Director of the Built Environment</p>		<p>Report to May 2018 meeting</p> <p><u>On Agenda</u></p>
<p>9 April 2018</p>	<p><u>ATTRO</u></p> <p>In response to a question concerning the undertaking that a full report back to the Sub-Committee on the ATTRO would be provided, officers agreed to do this.</p>	<p>Director of the Built Environment</p>		

Committees:	Dates:	
Streets and Walkways Sub-Committee	21/05/2018	
Projects Sub-Committee	13/06/2018	
Planning and Transportation Committee	19/06/2018	
Policy and Resources Committee	05/07/2018	
Resource Allocation Sub-Committee	05/07/2018	
Subject: Bank on Safety: experimental safety scheme conclusion	Issue Report: Regular	Public
Report of: Director of the Built Environment Report Author: Gillian Howard		For Decision
<p style="text-align: center;"><u>Summary</u></p> <p>Project Status: Green Total estimated Project Cost: £1,437,207. Spend to date: £ 1,342,015 Overall Project Risk: Green Approved Budget: £1,401,207.</p> <p>• Last Gateway approved: Gateway 4/5 December 2016</p> <p><u>Summary:</u> This report seeks a decision on the future of the current Bank on Safety experimental scheme.</p> <p>This is a major safety scheme which was designed to meet the Court of Common Council demands to see road danger reduced at Bank following the fatality of June 2015.</p> <p>The experimental scheme was approved for implementation by the Policy and Resources Committee in December 2016. The agreed success criteria were:</p> <ol style="list-style-type: none"> 1. A significant safety improvement at Bank; 2. Maintain access for deliveries; 3. Improve air quality at Bank; 4. Not unreasonably impact on traffic flow, whilst preferably improving bus journey times. <p>Performance monitoring against the success criteria was reported and has confirmed that, to date, each of the success criteria has either been met or exceeded.</p> <p>In addition to the assessment of performance, a consultation exercise was carried out which was responded to by almost 4,300 people.</p>		

Of the consultation survey, 45% of respondents supported the experiment as implemented. A further 29% generally supported the scheme but would like to see changes (see paragraphs 33-34) and 25% of people did not support the experiment. In total 75% of respondents support or generally support the experiment.

Other considerations resulting from the consultation exercise and the Equality Analysis include:

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

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

• Proposed way forward

Officers are recommending that the experimental scheme is made permanent, and that complementary measures to further improve the performance of the scheme are investigated.

Total Estimated Cost:

£1,437,207. (£1,401,207 approved)

Recommendations

Streets and Walkways

1. To note the content of this report for information and make comment.
2. To agree that if the experiment is approved to be made permanent by Planning and Transportation and Policy and Resources Committees, officers be instructed to develop proposals to further improve compliance, behaviour and performance within the vicinity of the junction.
3. Agree the inclusion of £36,000 into the budget to investigate measures to further mitigate issues raised through the consultation and equalities analysis in the above recommendation.

Planning and Transportation

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

Project Sub Committee

5. To note the contents of this report for information.
6. Agree the inclusion of £36,000 into the budget, if recommendation 2 and 3 are agreed.

Policy and Resources

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

Resource Allocation Sub

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

Main Report

1. Issue description	The experiment is reaching conclusion, and the evidence for a decision to be made is set out in this report. A decision is now required to make the scheme permanent and consider any minor modifications, or plan to revoke the experimental order and return to the previous operation of the junction.
2. Last approved limit	£1,401,207
3. Background	<p>Why was this project commenced?</p> <ol style="list-style-type: none">1. Bank junction was highlighted as an issue of concern in the Bank Area Strategy which was adopted by the Court of Common Council in May 2013. Shortly after in November/December 2013 the Bank Junction improvements project was initiated by the Planning and Transportation and Projects Sub committees. Work on this longer-term project was underway when a fatality occurred at Bank in June 2015.2. The Court of Common Council discussed (25/06/15) the need to bring forward safety measures at Bank. The Chairman of Planning and Transportation of the time committed to presenting options to Members in the Autumn.3. Road Safety was recorded as a corporate red risk, with Bank junction a key focus following the fatality. Officers were tasked with proposing options to deliver safety improvements more quickly than the existing All Change at Bank project. A report was submitted for final consideration to the Policy and Resources Committee in December 2015, where approval was given to investigate the feasibility of making Bank bus and cycle, possibly taxi, only, Monday to Friday 7am to 7pm. This was the time when 75% of the collisions were occurring.4. The Coroner's investigation in July 2016 into the 2015 fatality considered written evidence from the City around the work that was being done to make changes at Bank (including developing the experimental scheme). On this basis the Coroner concluded that nothing constructive could be added by way of a preventative death report on this occasion. There was however an expectation that measures to improve safety in this complex location would be brought forward.

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

What is the experiment?

6. The Bank on Safety scheme focuses on restricting the number of vehicles that cross Bank Junction during the working day to significantly reduce the number of collisions. The top causation factors for accidents in the area were pedestrians walking into/in front of vehicles and vehicles making turns. This scheme reduces the probability of both.
7. Between the hours of 7am-7pm Monday to Friday, only buses and pedal cycles are permitted to cross the junction and travel westbound from Leadenhall Street into Cornhill. The scheme was implemented on 22 May 2017 using experimental traffic orders.
8. The experiment also saw the addition of two new taxi ranks close to the junction, on Princes Street and Queen Victoria Street (adjacent to the Magistrates Court). An extension of hours of the existing taxi rank on Cornhill was also made so that there were nine spaces available close to the junction during operational hours of the scheme. Previously there were two spaces overnight on Cornhill.
9. In addition, there were some changes to loading and disabled parking bays in the vicinity of the junction (see maps in Appendix 1) to help ease the traffic flow on the alternative routes away from Bank.

Has it been successful?

10. The four agreed key success criteria areas are:
1. A significant safety improvement at Bank
 2. Maintain access for deliveries
 3. Improve air quality at Bank
 4. Not unreasonably impact on traffic flow, whilst preferably improving bus journey times

These criteria are consistent with meeting our statutory duties. See Appendix 2

11. All of the success criteria have been met or exceeded. The results were reported to the Streets and Walkways Sub, Projects Sub and Planning and Transportation Committees in April/May 2018.
12. This report summarises the previous report and, where appropriate, updates information.

Criteria 1: A significant safety improvement at Bank

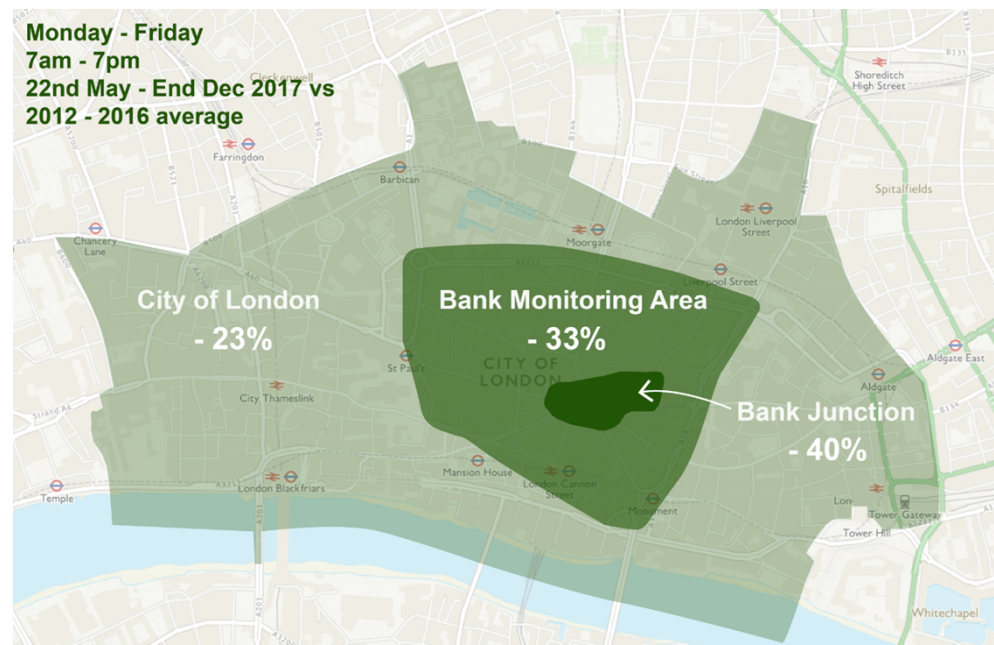
13. The last report, received in April and May 2018, contained provisional casualty information from the City of London Police. This indicated that in comparison to the previous five-year average for the same time period, (22

May to 31 December 2017), there were casualty savings of -40% at the junction during operational hours (6 casualties vs 10 average).

14. Provisional data to the end of March 2018 has recently been received and this indicates that for the 10 months of operation there has been a -52% reduction in the number of casualties when compared to the five-year average (7 casualties vs 14.4 average). The minimum success criteria had been set at -25% but with an anticipated -50-60% saving forecast.

15. In the Bank monitoring area, the most recent report indicated that there had been a -33% decrease (34 casualties vs 51 average) in the number of reported casualties during operational hours to the end of 2017, which was significantly above the minimum agreed success criteria of -5%. The provisional data for 2018 continues to support this reduction in casualties in the Bank monitoring area.

Figure 1: Percentage casualty reduction during scheme operating hours to the end of 2017. (Each area is excluded from the other areas)

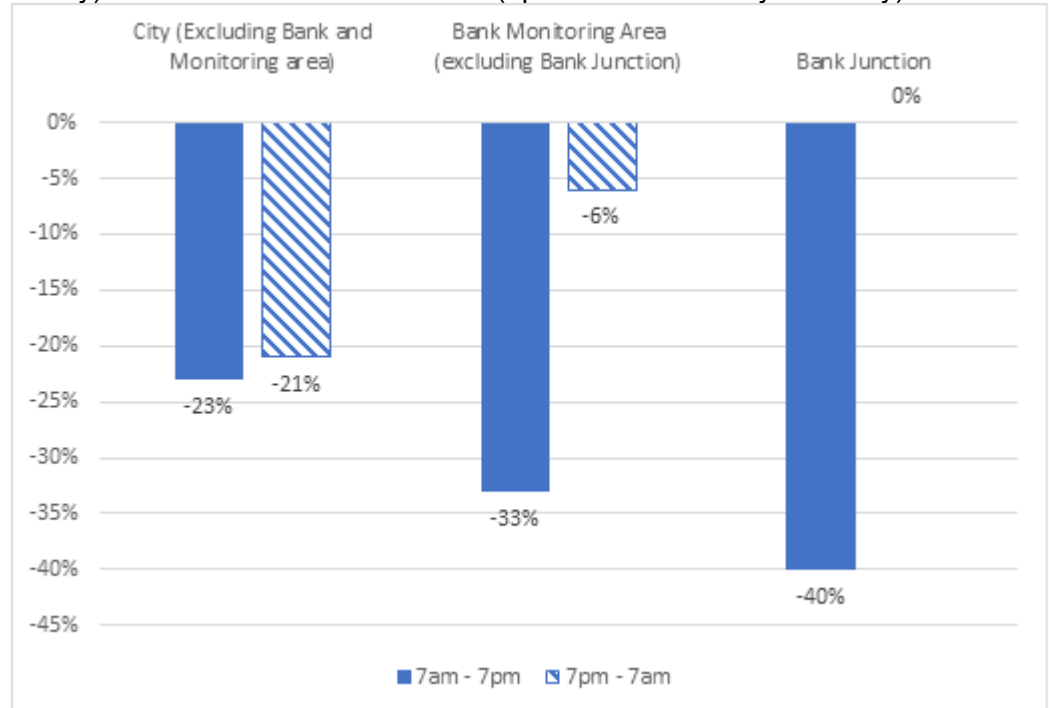


16. For completeness, the previous reports have shown the changes to casualties in the wider City area (outside the Bank monitoring area). This shows that there has been a reduction of -23 %. Officers do not believe that this casualty reduction is a result of the Bank on Safety scheme. Whilst not able to specifically attribute the cause, it should be noted that there has recently been the introduction of two cycle superhighways, the Aldgate gyratory removal and the changes at Holborn Circus; which may have all contributed to this improvement.

17. As shown in Figure 2, it should be noted that both the monitoring area and Bank junction see reduced casualty savings during operational hours of the scheme. The saving, if any, is minimal outside of the operational hours.

(The data in Figure 2 is based on the 22 May-31 December 2017 vs the previous five- year average for the same time period.)

Figure 2: Casualty reduction during operational hours (7am to 7pm Monday to Friday) and outside of scheme hours (7pm to 7am Monday to Friday).



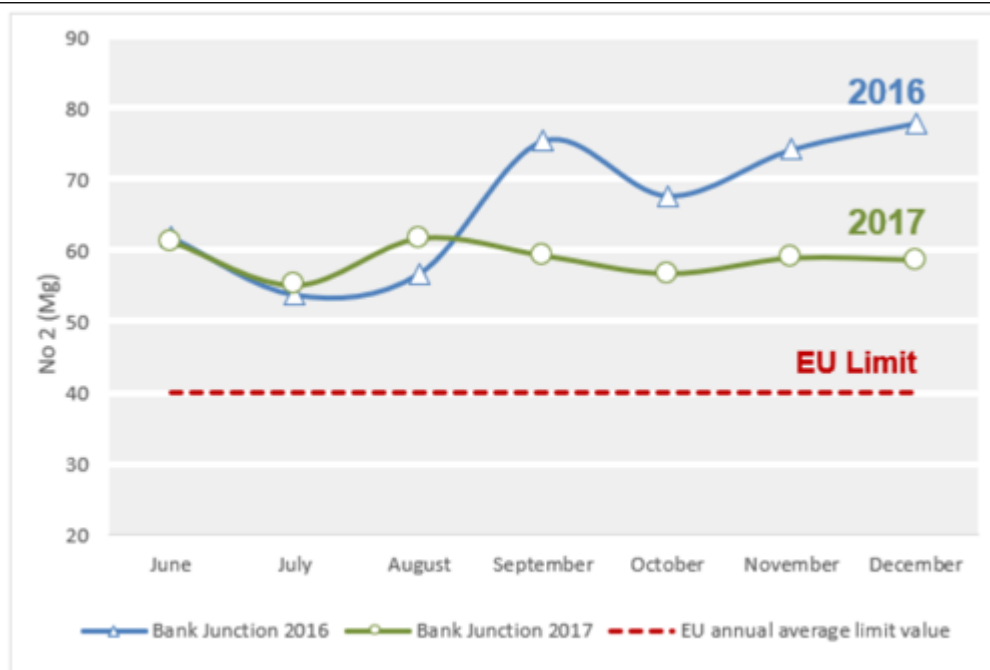
Criteria 2: Maintain access for deliveries.

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

Criteria 3: Improve Air Quality

19. This measure is difficult to capture accurately because of the number of things that can impact on the readings including weather, traffic diversions and missing diffusion tubes. However, the first six months of data was available in the latest performance report and showed that on average NO₂ had decreased at Bank and in the surrounding area compared to the 2016 readings. It should be noted that this data cannot be split between scheme and non- operational hours.

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



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

20. The continuous monitoring sites within the City also showed that there appears to be a trend across the City of a reduction in NO₂ comparing 2016 and 2017 data (see Figure 11 in Appendix 3).

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 so far, even if we cannot be certain what contribution the Bank on Safety scheme has made to this reduction.

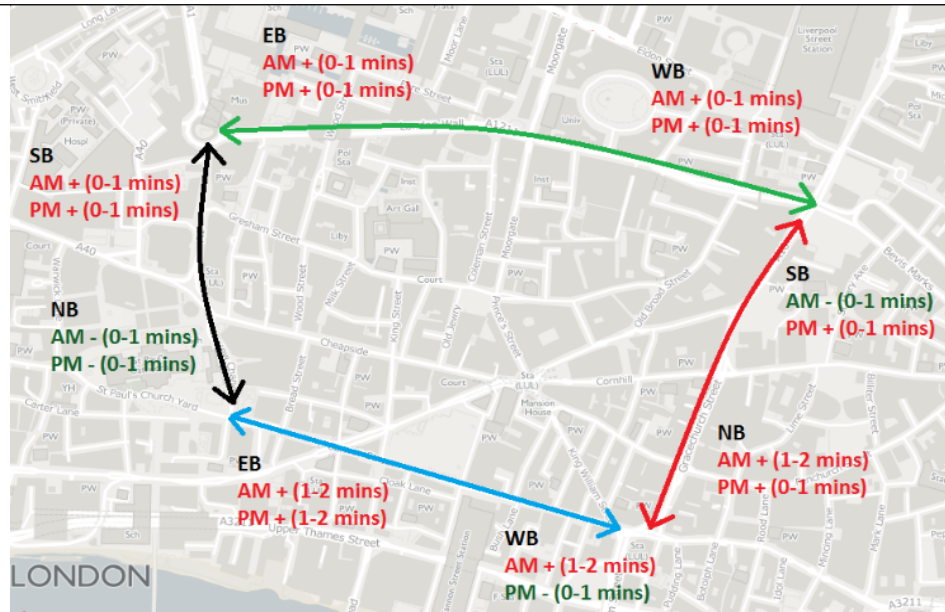
Criteria 4: Not unreasonably impact on traffic flow, whilst preferably improving bus journey times

22. The City has numerous statutory duties which it must comply with. These are set out in more detail in Appendix 2, and arise under the Road Traffic Regulation Act 1984. This criteria seeks to monitor the impact on some of these duties.

General traffic

23. Journey times are shown below in Figure 4, and have, on average, largely remained the same 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. Journey times have been assessed for general traffic by using IBus data (collated by TfL using GPS data); which is a reliable proxy for general traffic. The IBus data for this purpose excludes time spent at bus stops and there are no bus lanes on these corridors. These IBus results have since been verified using the outputs of the Traffic Master data (derived from satellite navigation data) for the first four months of operation of the scheme. The results are broadly aligned indicating that the methodology adopted for the using the IBus data is robust for this purpose as a proxy.
25. Traffic Master data is currently not available beyond September 2017. So, the IBus methodology and the extensive data set has been used to indicate general average traffic journey times on the four key corridors to the end of February 2018 as shown in Figure 4.
26. The data collected suggests that the success criteria has been achieved for general traffic.

Bus Journey times

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

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

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

28. It should be noted that bus journey times are analysed across the modelled area unlike the key corridor information above, which is why the journey times are different. Given the journey time savings are regular and reliable, London Buses have already reprofiled some bus routes and others are expected. This in turn contributes to reducing City congestion.

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

Scheme success criteria summary

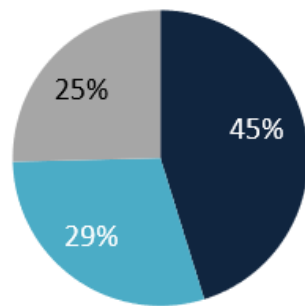
30. With regard to the four key success criteria, all of the data so far indicates that the experiment has been successful and that these criteria are being met or exceeded.

What do people think?

31. 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. Of the consultation survey results, 75% of respondents supported or generally supported the experiment when directly asked the question.

Figure 5: Consultation support split.

3 IN 4 ARE SUPPORTIVE OF THE SCHEME



Base: (All respondents) n=3,730

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

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

This was reported in an information report submitted to Planning and Transportation, Streets and Walkways and Projects Sub Committee during April and May 2018.

- 32.** In particular, there was strong support from pedestrians and cyclists (over 90%); who were the main people passing through the junction in its previous operation and involved in a large number of the collisions.
- 33.** As can be seen in Figure 5, 29% of respondents generally supported the scheme but wanted to see a variation. The variations were a mixture of both progressive responses of people who wanted to see the scheme introduce greater restrictions and those who wanted to see the scheme operate in a less restrictive way. For example, increasing the operational hours or allowing more types of motor vehicles through. Respondents also suggested enhancements that would not change the technical detail of the traffic order but would improve the look and feel of the junction; such as better enforcement and wider pavements.
- 34.** The most cited variation was to allow black cabs into the junction and was supported by 12% of all survey respondents. Of the 12% supporting this variation, 70% had identified themselves as a taxi or private hire driver.
- 35.** There were also groups and representative organisations that responded to the consultation; which were largely in support of the scheme (see Appendix 4). These, along with the other emailed comments received, were reviewed as part of the previous consultation report.
- 36.** Overall the consultation showed low levels of support for removing the experiment and strong levels of support for accepting the scheme as trialled. There has been a relatively low level of public support expressed for taxis to access the junction (which has been a concern raised by some Members).

Statutory consultation responses

- 37.** Alongside the public opinion consultation, there were also statutory consultations undertaken on both of the experimental traffic orders, as explained in the previous consultations findings report. There were 23

representations received to the main restriction experimental traffic order #1 which closed on 24 November 2017.

38. 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.

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

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

The responses explain what can be undertaken during the experimental hours, that access to properties is maintained, but direction of travel to the properties has been reduced. The responses also cover network planning, publicity and enforcement.

40. 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.

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

Other issues raised informally

Finch Lane access

42. A concern raised informally was the need for the westbound closure of Cornhill from Leadenhall Street and whether Finch Lane could be accessed by vehicles from this direction. This restriction is strongly recommended to avoid large vehicles attempting to u-turn in Cornhill once they realise that they cannot proceed straight ahead across the junction. This could be dangerous, particularly if they overhang the footway. It could also encourage the use of Finch Lane as a rat run. Finch Lane is very narrow and heavily used by pedestrians and has previously been agreed to be enhanced as an accessible walking route. It is therefore not appropriate to encourage the use of this lane for westbound traffic from Leadenhall Street. To compensate for the restriction into Cornhill, the banned right turn from Leadenhall Street into Bishopsgate has already been revoked to ease the flow of traffic from Leadenhall Street and provide an alternative route to travel westbound.

Taxi access through the junction

43. Officers were asked to conduct preliminary investigations into the journey time impact across the modelled area, of permitting the limited access to the junction by taxis. A total of nine scenarios have been considered as part of this assessment. Each scenario permits taxi movements on specific

approaches through the junction, in addition to the buses and cyclists already moving through. The scenario routings can be found in Appendix 6. Officers were asked to consider the idea of straight ahead movements just for taxis, with cycle and bus movements permitted as now. This is not something which is which is easy to sign or enforce. For this piece of work the focus has been on restricting entry to the junction by taxis only. The work also concentrates on the PM peak, when there are more taxis in circulation.

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

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

U-turning vehicles

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

Considerations/Issues raised

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

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

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

48. A full Equality Analysis has been undertaken based on the operation and experience of the experiment and can be found in Appendix 7. In Summary there are three protected characteristics which are deemed to have ‘a neutral with possible negative impacts’ as a result of the Bank on Safety Scheme. These are: Age, Disability, and Pregnancy and Maternity. The possible negative impact of the scheme on these groups results from potentially increased vehicle journey time and costs, removal of one disabled parking bay and removal of the zebra pedestrian crossing on Threadneedle St.

49. Overall it is felt that there are continued mitigation measures which can be undertaken to improve the situation such as raising awareness through publications and continued monitoring of key performance data; However, there are also positive impacts experienced, particularly as a bus passenger or pedestrian experienced within these characteristics. Further, future monitoring and mitigation measures may reduce the negative impacts as the scheme progresses.

Disabled access:

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

51. This particular topic should be considered under the Equalities Act 2010 and our public-sector duty (which can be found in Appendix 2).

52. Under the scheme taxis and other private vehicles are able to pick up or drop off passengers close to the junction. The map in Appendix 8 shows:

- The doors to the buildings surrounding the junction and whether they are step free;
- Where the existing barriers (prior to the experiment), such as guardrails are and which would prevent the ability to pick up and set down; and
- The location of the stop lines at the junction. (Vehicles should not in any event stop to set down and pick up within the junction)

The ability to pick up or set down safely to these locations at Bank has not been significantly impacted during the operational hours of the scheme.

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

Traffic in the surrounding area

- 54.** Through the consultation in answering the question 'what is not working well' (answered by 3684 people), 37% (1363 people) identified that traffic had worsened since the scheme had become operational.
- 55.** The two routes that have often been cited by Members as being more congested are Cannon Street and Gresham Street. Cannon Street as a key corridor has been monitored closely and on average journey times are 1-2 minutes greater than before the scheme went in. Work has been undertaken, and is continuing, to better enforce parking and loading activity on the street.
- 56.** In terms of Gresham Street, increased enforcement resources have been deployed. Discussion with TfL to improve the operation of the signalised junctions is taking place.
- 57.** It should be noted that Gresham Street has also been affected by the development on the corner of Wood Street with the introduction of temporary traffic lights and one way working. These works are scheduled to be completed by July 2018.

Enforcement and Signage

- 58.** 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.
- 59.** Current signage has been independently audited for suitability and compliance and has been found to be 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

- 60.** 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).
- 61.** NO₂ levels have shown an average decrease across the Bank monitoring sites (see Figure 8 in Appendix 3) compared to the 2016 values. There is therefore little evidence that this perception has been realised in practice.

Impact on taxi passengers

- 62.** 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'.

63. Unreasonable has not been defined in this instance and is a judgement. Data was collected in two 'after surveys' based on 80 journeys each time. The average journey time changes in terms of time and cost are set out below in Table 2.

Table 2: Change in average Taxi Journey time and price (80 journeys per survey).

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

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

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

66. 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 and Officers are satisfied that the wider benefits outweigh these smaller impacts and that these impacts do not appear unreasonable.

Taxicard users

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

68. Anonymising the data is necessary but prevents like for like analysis. It is however still possible to review average journey times. The data used covered the 8 months prior to the scheme and the following 8 months (excludes May 2017 as the scheme started operation on the 22 May).

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

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

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

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

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

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

Conclusion of the experiment.

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

- The performance of the scheme so far has to date met or exceeded the agreed minimum success criteria.
- Consultation was largely positive and showed a level of support for the changes at Bank, but also raised some concerns.
- These concerns have been looked into and some do not appear to be borne out by the available data, such as pollution in the surrounding areas, and to a certain degree the concerns of traffic levels in surrounding areas.
- Of those issues where improvements may be made, such as signage, enforcement and compliance some suggestions are made in the next section of the report should Members approve the first recommendation.
- The issue of potential impacts on some people with a protected characteristic around journey time and cost to disabled/taxicard users is acknowledged. There has been no evidence shown of unreasonable impact and any impact has been partly mitigated through the design to date. Considerations for further improvement, if required, are set out below if the recommendations are accepted.

73. In conclusion, the evidence satisfies that the scheme has had due regard to the City's statutory duties including: maintaining reasonable access to

	<p>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 that due regard has been paid to the interests of those with protected characteristics. This report recommends that the experiment should be made permanent as trialled.</p>
<p>4.</p>	<p><u>Way forward</u></p> <p>74. If Members are minded to agree the recommendation, the following actions will be undertaken to make the scheme permanent:</p> <ul style="list-style-type: none"> • Communicating the intention to make the scheme permanent; • Advertising the notice to make the traffic orders permanent; and • Sealing the Orders. <p>This will take approximately 2 months to complete.</p> <p>75. Also, a further report on the procurement options for the enforcement cameras and likely costs will need to be prepared. In the meantime, Officers will seek to extend the existing enforcement camera contract to cover the period between the existing contract expiring in November and the contract for the long-term solution being concluded.</p> <p>76. The above work will be undertaken within the existing agreed project budget. The proposed budget line changes are in Table 7 in Appendix 10. Not all of the fees line budget has been utilised as planned. The emergency gas work at Monument left the network in a disrupted state. Therefore, the remaining surveys, such as taxi availability to hire and the junction vehicle count spot checks (to verify the traffic model forecasts for the reassignment routes), have not been undertaken. These surveys will not be required moving forward, as they would have been used in this report as additional evidence for Members. There has also been a saving of approximately £35,000 on the works line. It is proposed that both of these savings are moved to the staff costs line to cover the work required, after this report has been decided, to make the scheme permanent, or for it to be removed.</p> <p><u>What can be done to make it better?</u></p> <p>77. There are additional elements that Members may wish to consider, to assist in mitigating some of the concerns raised through the consultation and equalities impact assessment discussed above.</p> <p>78. The items that could be considered include:</p> <ol style="list-style-type: none"> a. Improving compliance (Cue's and clues) <ul style="list-style-type: none"> • Enforcement gateway build outs; • Lining changes at, and in, the junction (lane compliance); • Opportunity to extend the pedestrian crossing time; • Some footway build-outs (increasing formal space for pedestrians); • Colourful crossings/ coloured surfacing treatments.

	<p>All of the above would help to either improve compliance of the scheme by motorists or improve behaviour within the junction.</p> <p>b. Increased enforcement on alternative routes</p> <ul style="list-style-type: none"> This will be covered by a further report on the use of the congestion officers in the City. <p>c. Taxi rank visibility</p> <ul style="list-style-type: none"> Improving signage to, and the visibility of, the taxi ranks. <p>79.It is suggested that Members agree to items a) and c) above to be investigated in more detail within the project, and report back to Streets and Walkways Sub and Projects Sub Committees outlining what could be done and how much this would cost to implement.</p> <p>80.This investigative and design work is estimated to require additional funding of £36,000 for staff costs. It is recommended that this be taken from the On-Street Parking Reserve.</p> <p><u>King Street/Cheapside banned right turn</u></p> <p>81.The right turn from King Street into Cheapside has been in operation on a temporary basis since January 2018 to facilitate the southbound closure on Queen Street and has been monitored for performance and safety. It is intended that to provide additional westbound travel options for reassigned traffic, that this will be looked to be made permanent using existing delegated authority if the experiment is approved. This is not essential for the Bank on Safety scheme operation; but will provide additional routing opportunities to complement the scheme.</p>
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Background Documents

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

Appendices

Appendix 1	Loading and disabled parking bay maps
Appendix 2	Statutory duty extracts
Appendix 3	Air Quality graphs
Appendix 4	Representative groups and businesses: summary response to consultation
Appendix 5	Statutory Objections and response to Order #1
Appendix 6	Taxi modelling: scenario routings
Appendix 7	Equality Analysis
Appendix 8	Access to the junction map

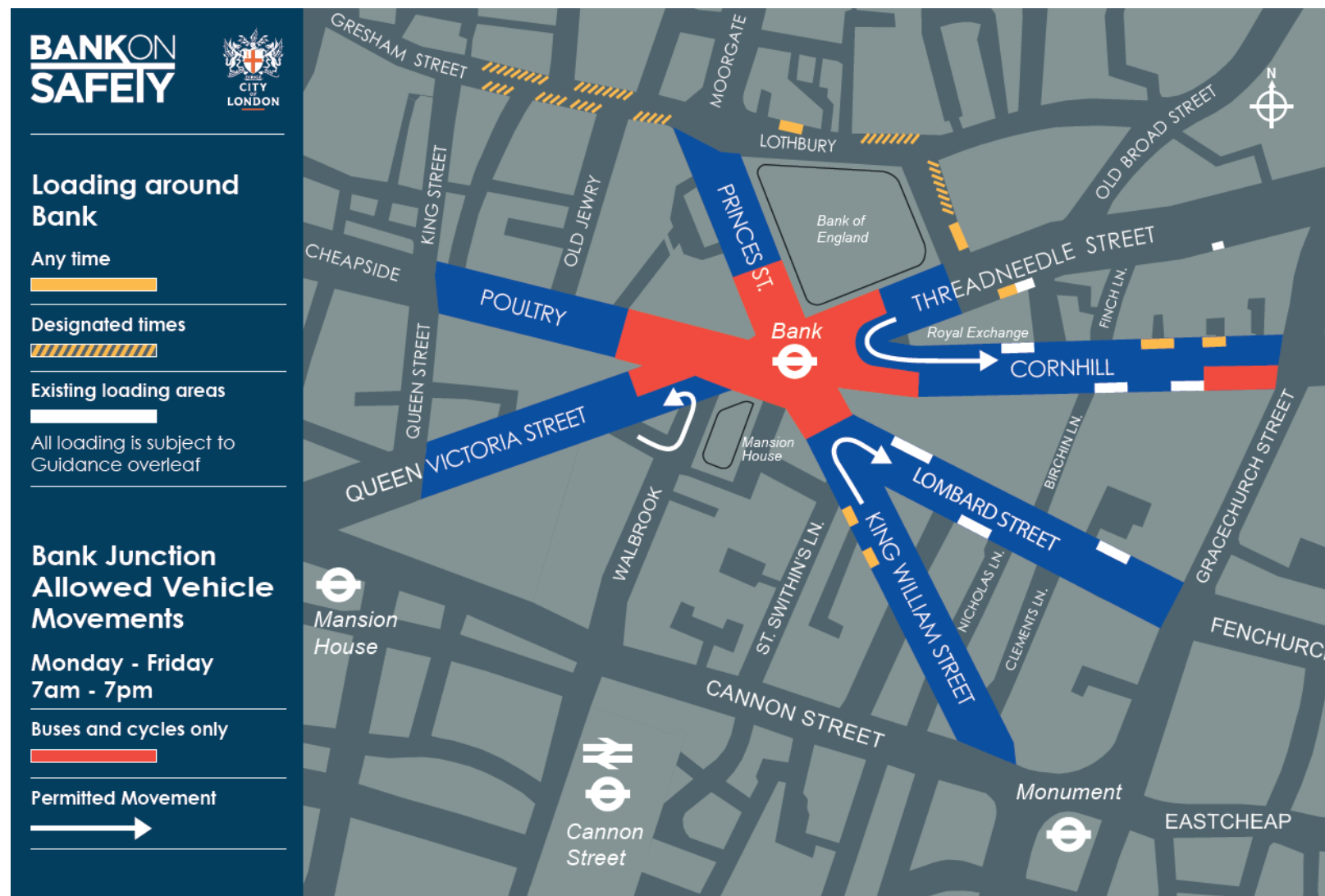
Appendix 9	Taxi journey time data
Appendix 10	Finance Table

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Map 1



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Map 2



Appendix 2

Statutory Duty Extracts

Road Traffic Regulation Act 1984:

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

Equalities Act 2010

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

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

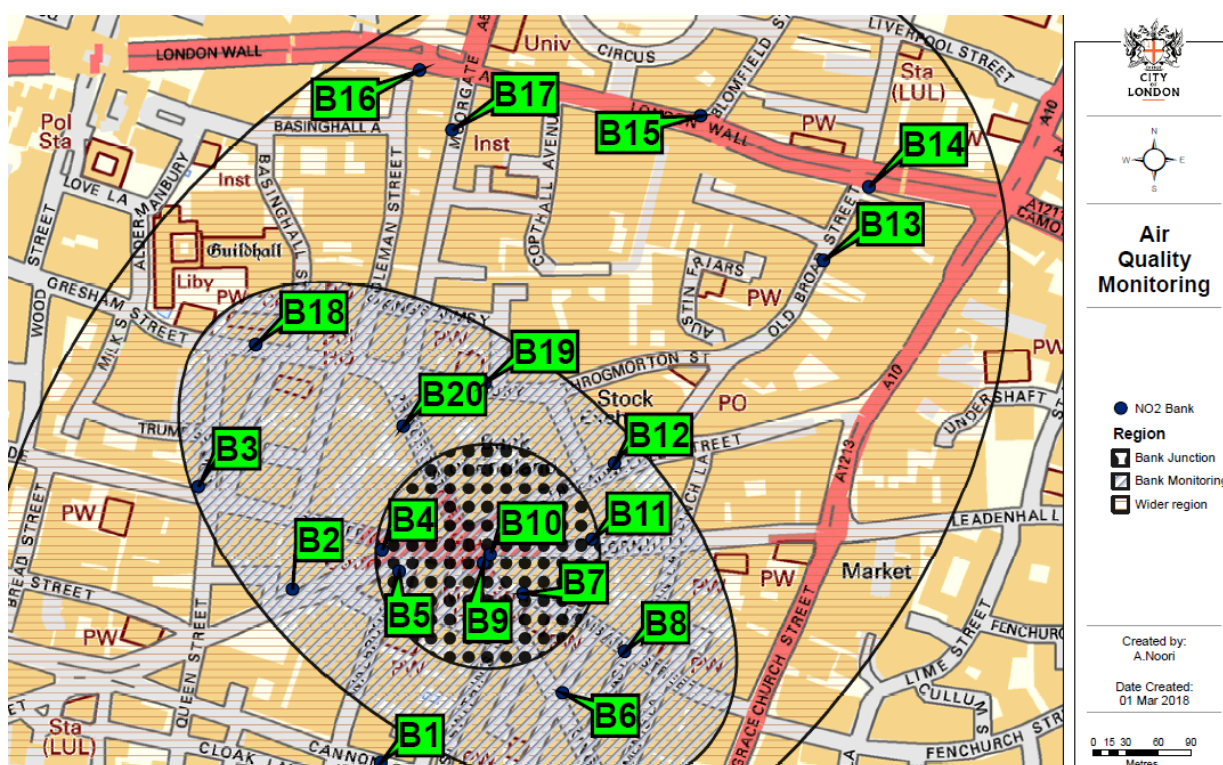
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Appendix 3

Air Quality

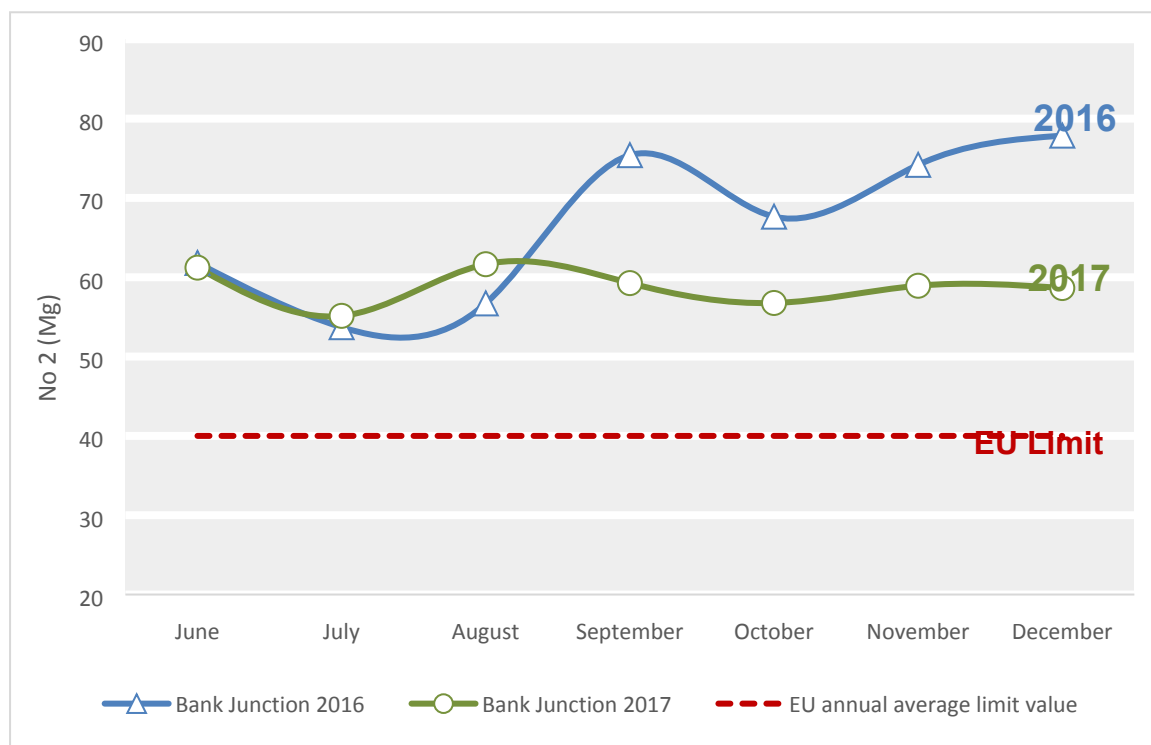
Figures 8 – 11 below compare 2017 post-scheme data to 2016 data for the same months (June to December). Emerging data appears to indicate that there has been an improvement in air quality at Bank Junction and in the surrounding area since the introduction of the Bank on Safety scheme. Diffusion tube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

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



It should be noted that site B20 (Princes Street) was removed from this dataset due to repeated missed readings from 2017 i.e. the tube was no longer in position when it was supposed to be collected. Importantly, the diffusion tube method cannot distinguish the difference between the operational hours of the scheme as it is an accumulative reading each month. Therefore, it is impossible to say from this method of monitoring what contribution the experiment has had in comparison to other initiatives to improve air quality. It is clear however that the air quality in the area still has much room for improvement to meet the EU annual average limit.

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



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

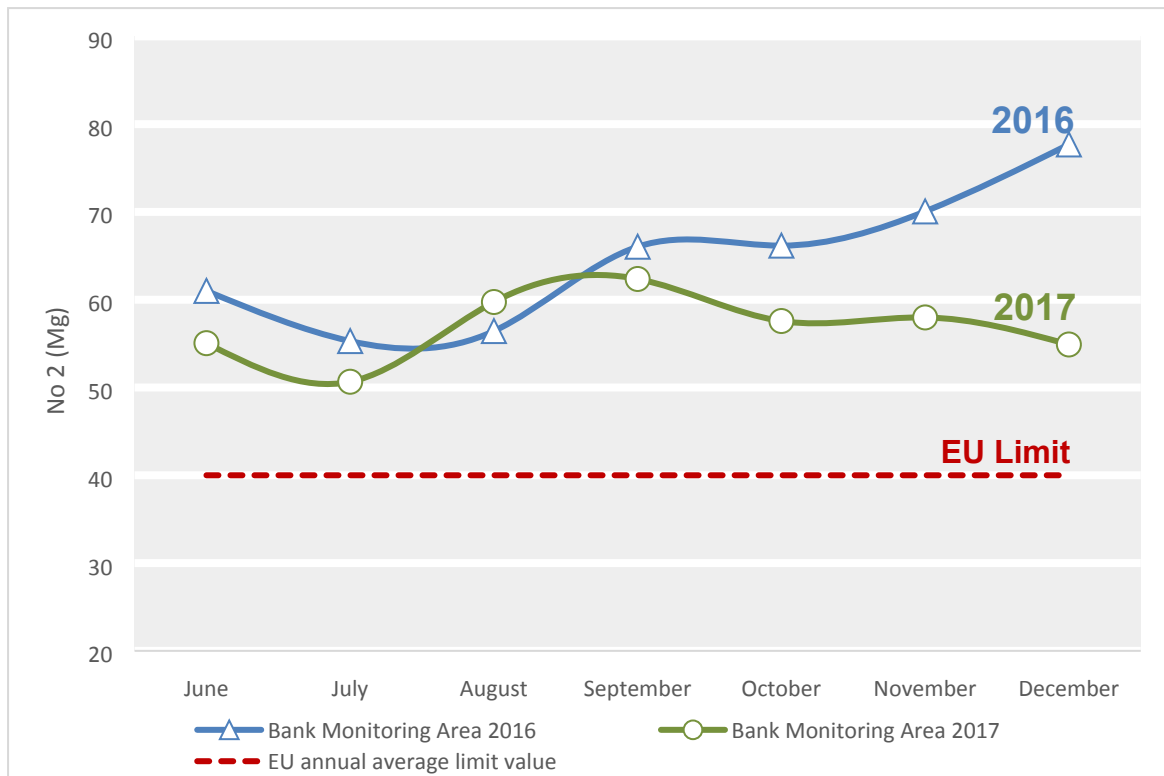


Figure 10
changes in No₂ between 2016 and 2017 in the Wider Area

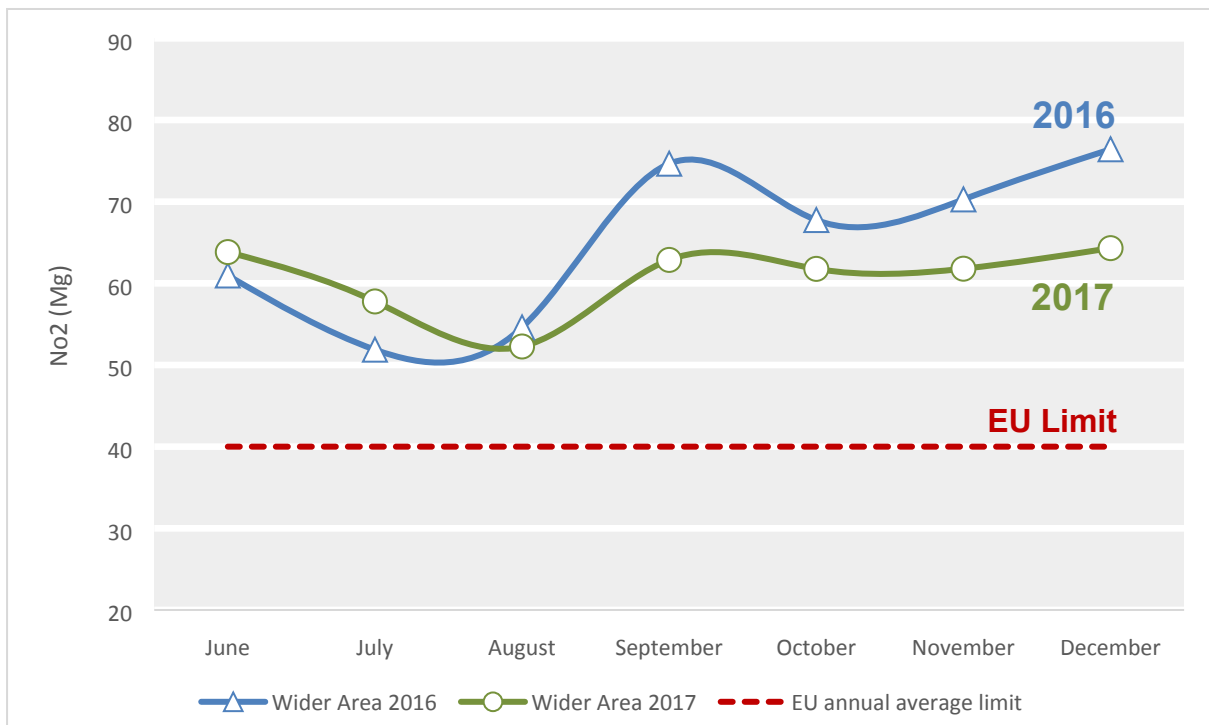
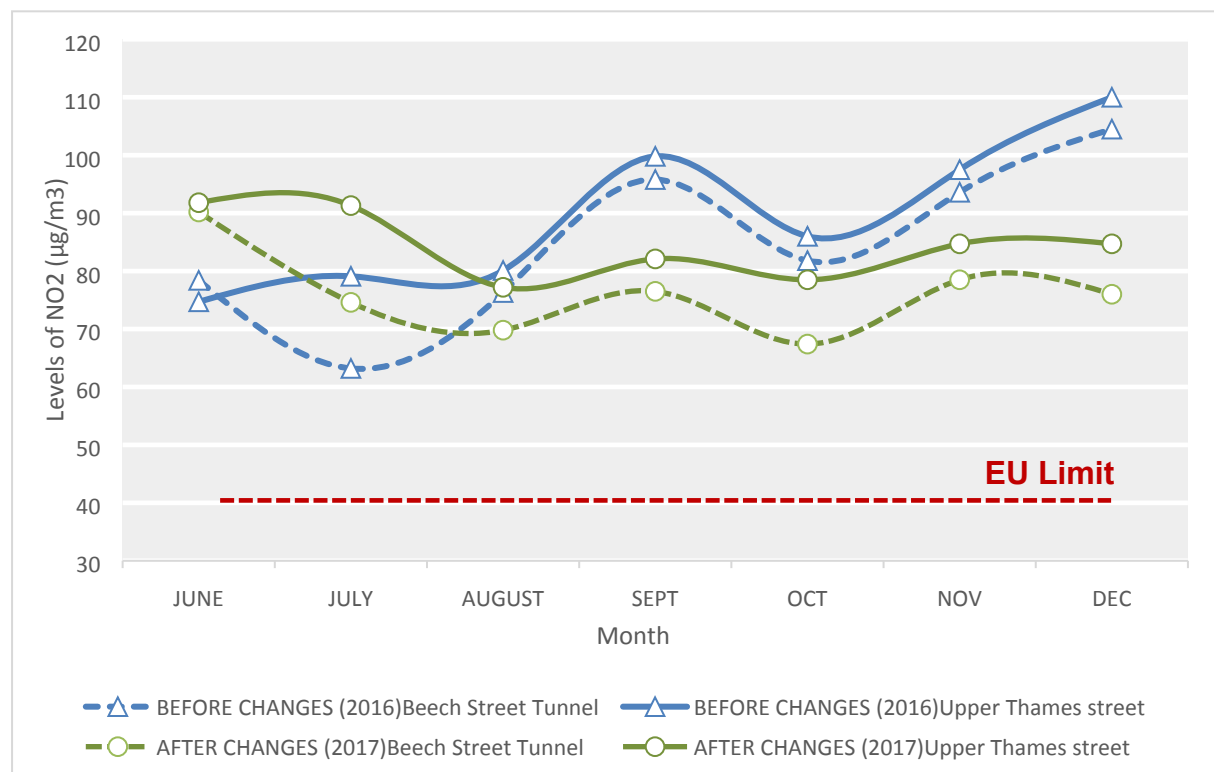


Figure 11

Changes in No2 between 2016 and 2017 at City of London continuous monitoring locations (locations not shown in Figure 8)



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

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

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

Table 4

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

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

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

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

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

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

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

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

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

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

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

RESPONSE TO OBJECTION POINTS:

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

The experiment at Bank is proving, so far, to have reduced casualties at this location by some 50% (compared to the previous five- year average) and had a positive effect in the surrounding area in terms of casualty reduction. The monitoring work on NO₂ has to date not shown a specific detrimental impact and is under continuous review.

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

RESPONSE TO OBJECTION POINTS:

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

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

Date: 24 November 2017	Name: ID20	Address: By email
Comments: 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: Taxi Drop-Off/Pick-Up <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 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. Servicing and Logistics The Ned has also received complaints from private drivers and delivery and servicing vehicle operators who have been compromised; <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 Surrounding Areas 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		

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 Prices Street from 15-21 Nov submitted]

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

Accidents

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

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

Further Studies

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

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

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

RESPONSE TO OBJECTION POINTS:

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

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

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

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

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

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

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

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

RESPONSE TO OBJECTION POINTS:

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

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

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

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

Figure 12: Scenario 1

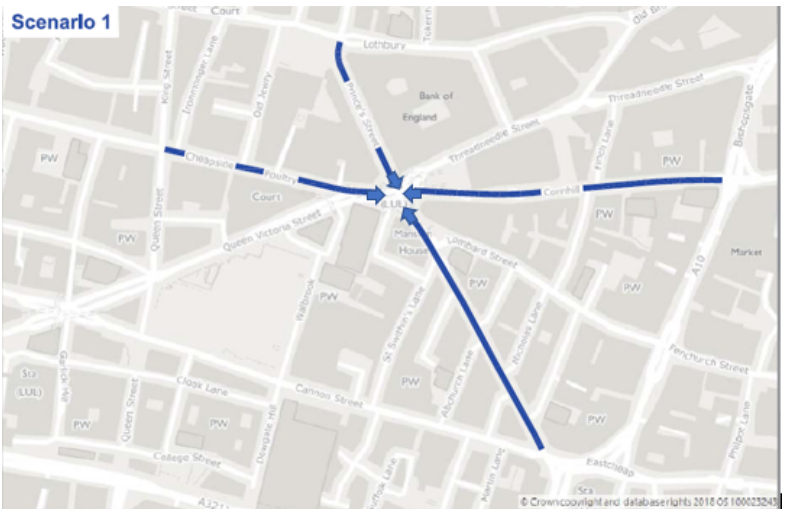


Figure 13: Scenario 2

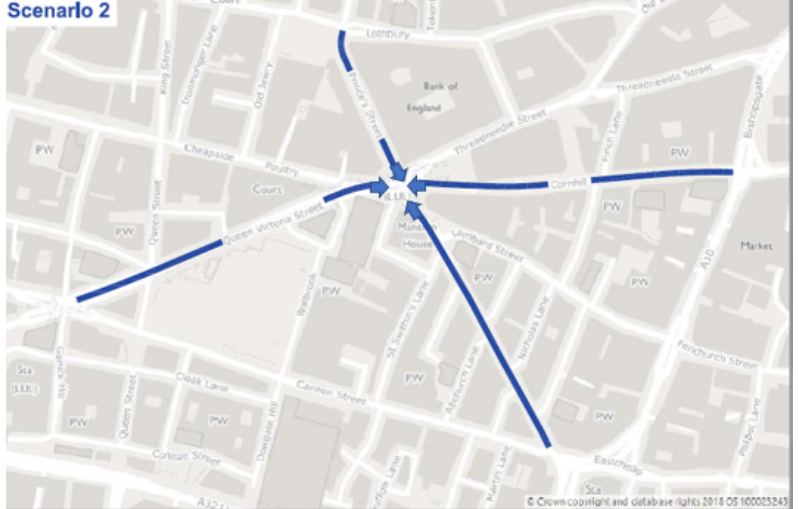


Figure 14: Scenario 3

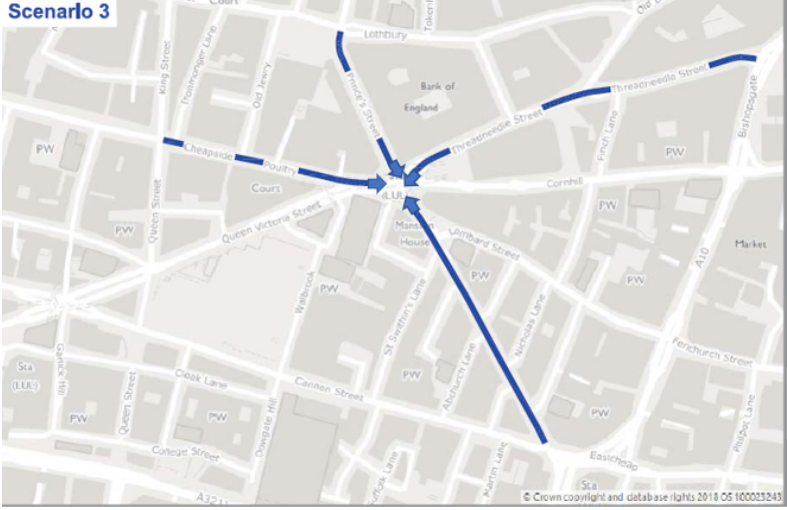
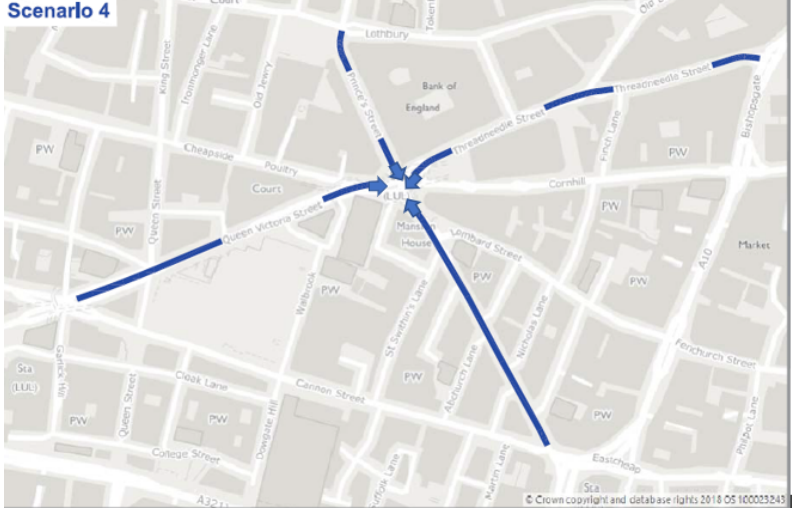


Figure 15: Scenario 4



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

Figure 16: Scenario 5

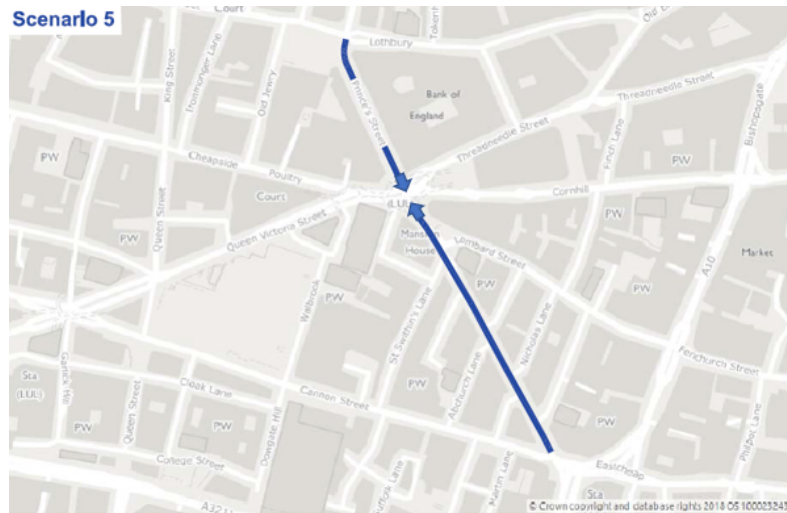


Figure 17: Scenario 6

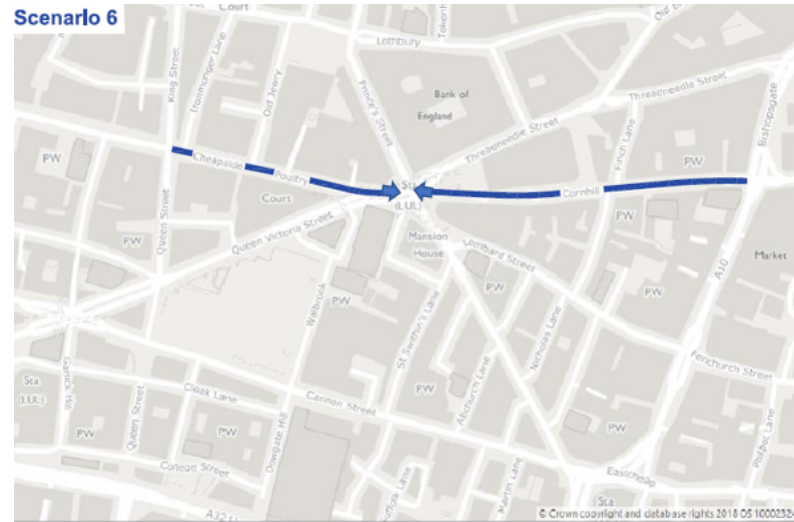


Figure 18: Scenario 7

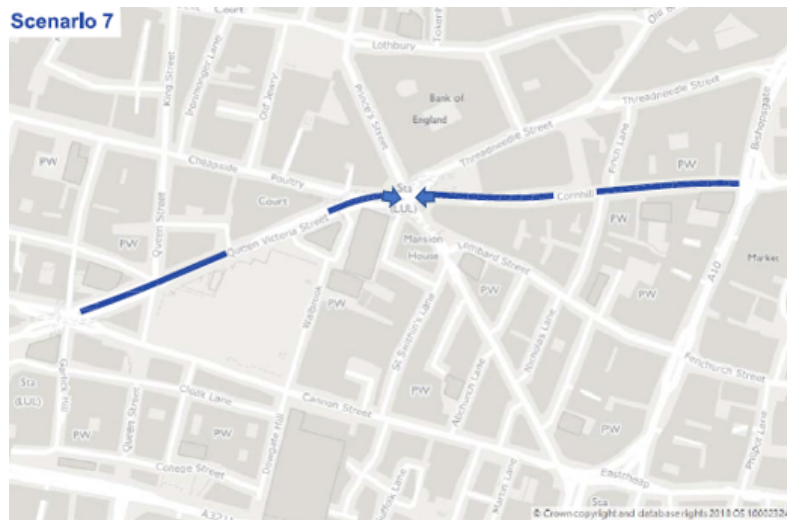


Figure 19: Scenario 8

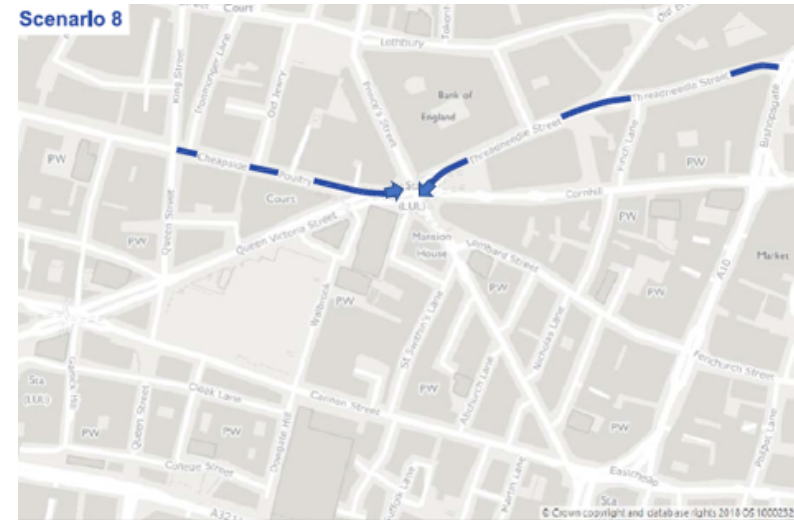
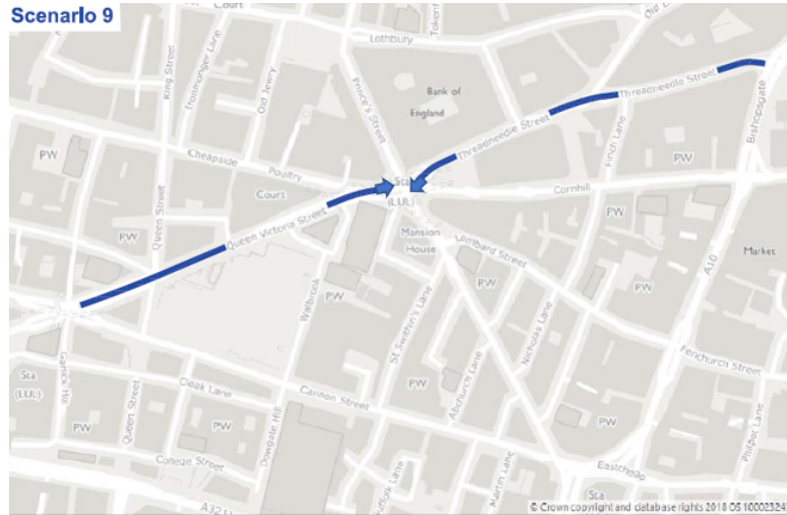


Figure 20: Scenario 9

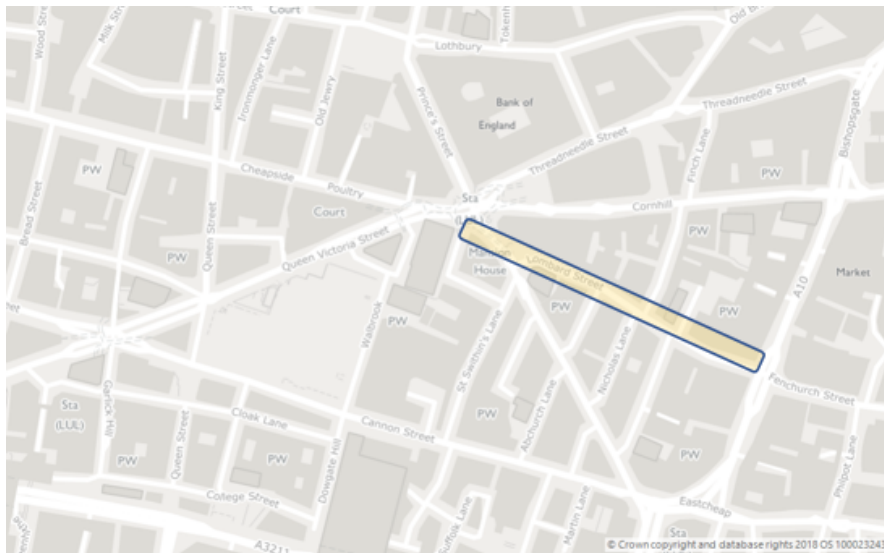


- Once within the Junction, all vehicles would be able to undertake any currently permitted turn.
- The images above depict the arm of entry to the junction available.

Lombard Street

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

Figure 21: Location of Lombard Street.



Appendix 7

Bank on Safety

Equalities Analysis



Prepared by: Gillian Howard (Programme Manager)

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

Date 09 May 2018

Section One: The Proposal

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

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

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

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

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

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

Section Two: Who is affected by the proposal?

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

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

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

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

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

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

Section Three: Have you consulted on this project?

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

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

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

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

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

Section Four: Impacts on those with Protected Characteristics

The characteristics protected by the Equality Act 2010 are;

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

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

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

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

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

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

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

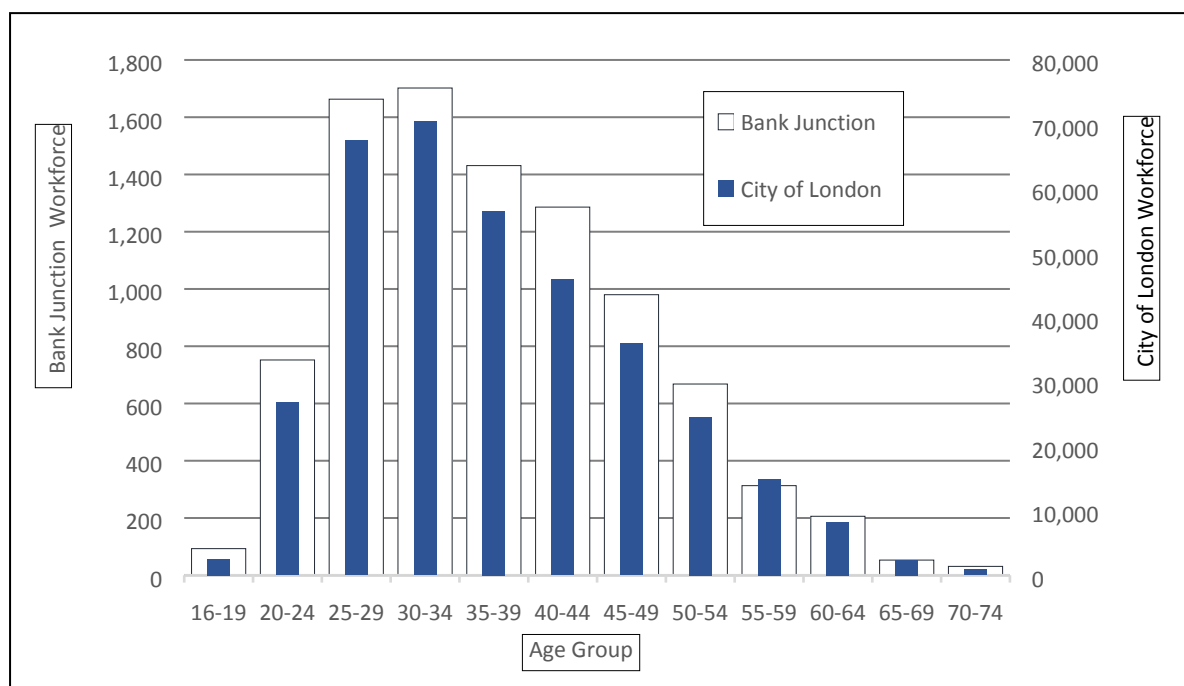
Each of the nine characteristics is assessed in the remainder of this report in the following structure:

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

Protected Characteristic: Age

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

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



Source: Office for National Statistics © Crown Copyright 2014

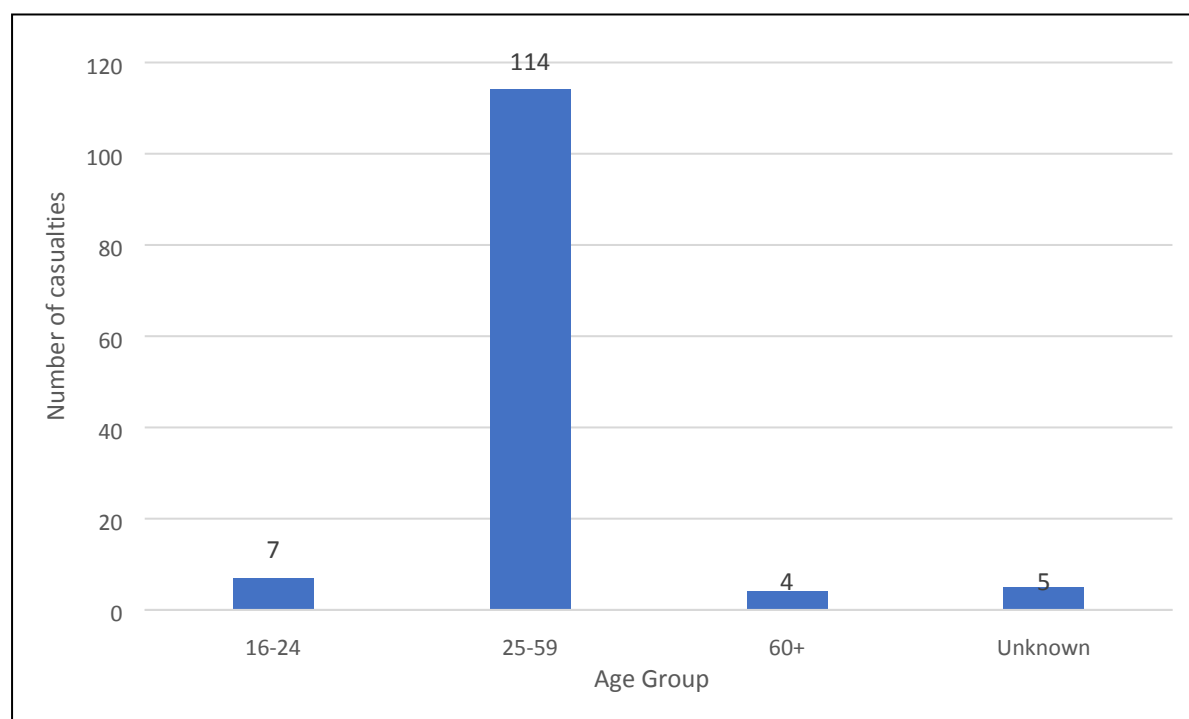
Within the City of London, the Census of Population Workforce for the City of London was 357,000 of which 9,100 was located within the Bank Junction zone.

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

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

Scheme-Specific Data

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



Assessment of impact on those with protected characteristic

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

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

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

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

Protected Characteristic: Disability

City of London Level Data

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

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

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

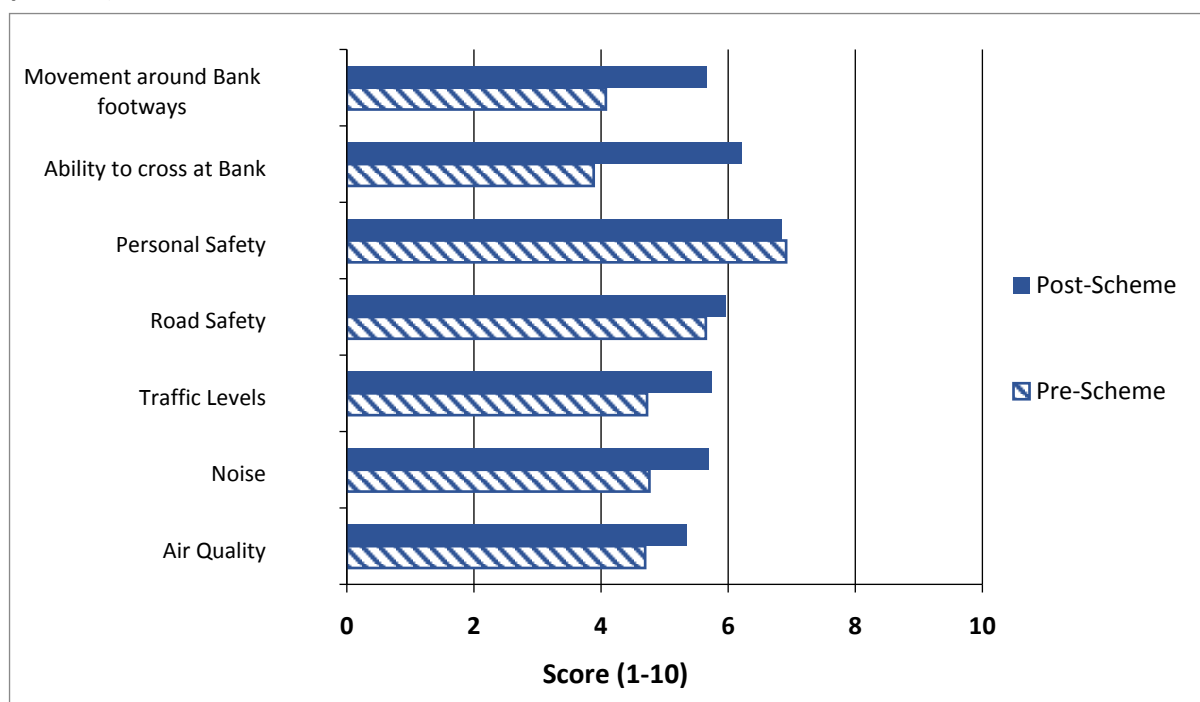
Bank Junction Level Data

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

Scheme-Specific data

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

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



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

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

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

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

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

Assessment of impact to the protected characteristic

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

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

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

<p>limited diversions and increases in journey time which could occur to some journeys and it is not felt that the impacts of the scheme weigh disproportionately on disabled people.</p> <p>Appendix 2 also illustrates that the Bank on Safety scheme restriction area broadly mirrors the original junction stop lines and that therefore the scheme is likely to have had little effect on normal pick up and drop off by taxi at the Junction.</p> <p>Further detail is provided on Licensed Taxi availability in Appendix 4.</p>	<p>Communications</p> <ul style="list-style-type: none"> - Engaged with the taxi and private hire trade to ensure the scheme is publicised with drivers - Awareness raised for the scheme through consultation and engagement with the public and local businesses - For those consultation respondents that have left contact details such as email addresses, officers will make direct contact to discuss any concerns and provide clarification
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Summary of impact on the Protected Characteristic: Disability

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

Protected Characteristic: Pregnancy and Maternity

City of London Level Data

Conception

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

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

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

Bank Junction Level Data

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

Scheme-Specific Data

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

Assessment of impact to the protected characteristic

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

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

Physical Changes

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

Data

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

Communications

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

Summary of impact on the Protected Characteristic: Pregnancy and Maternity

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

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

Protected Characteristic: Race

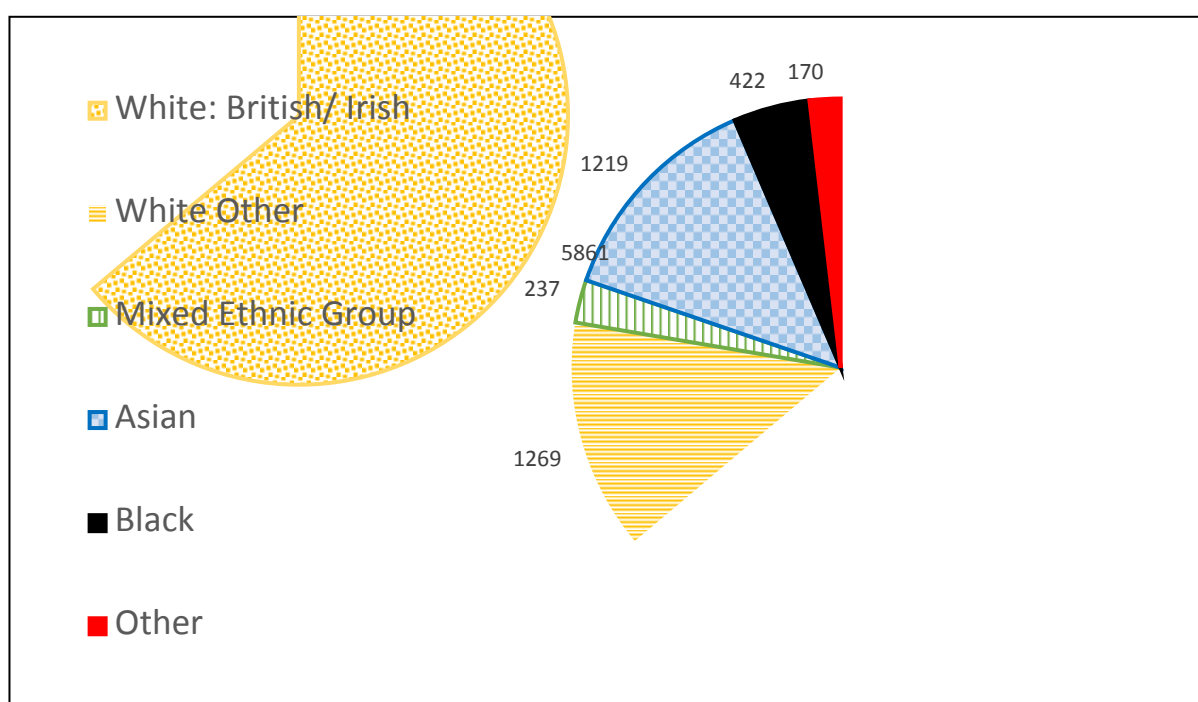
City of London Level Data

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

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

Bank Junction Level Data

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



Source: Office for National Statistics © Crown Copyright 2014

Scheme-Specific Data

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

Assessment of impact to the protected characteristic

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

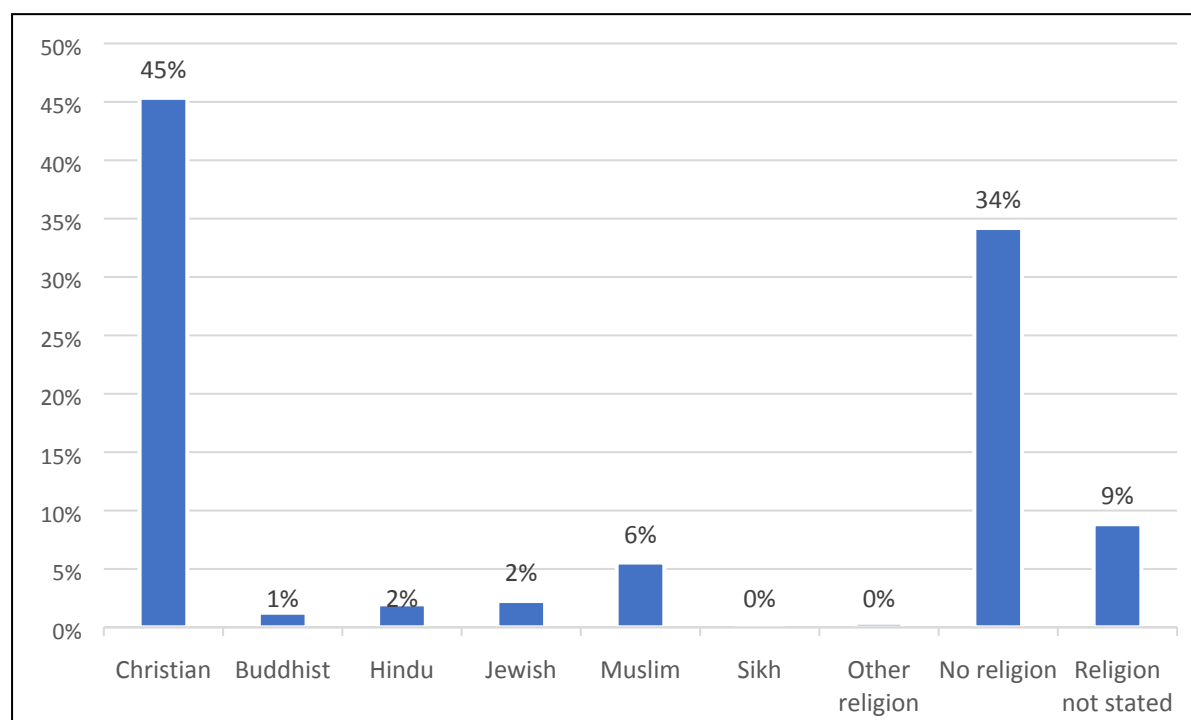
Summary of impact on the Protected Characteristic: Race

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

Protected Characteristic: Religion or Belief

City of London Level Data

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



Bank Junction Level Data

Scheme-Specific Data

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

Assessment of impact to the protected characteristic

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

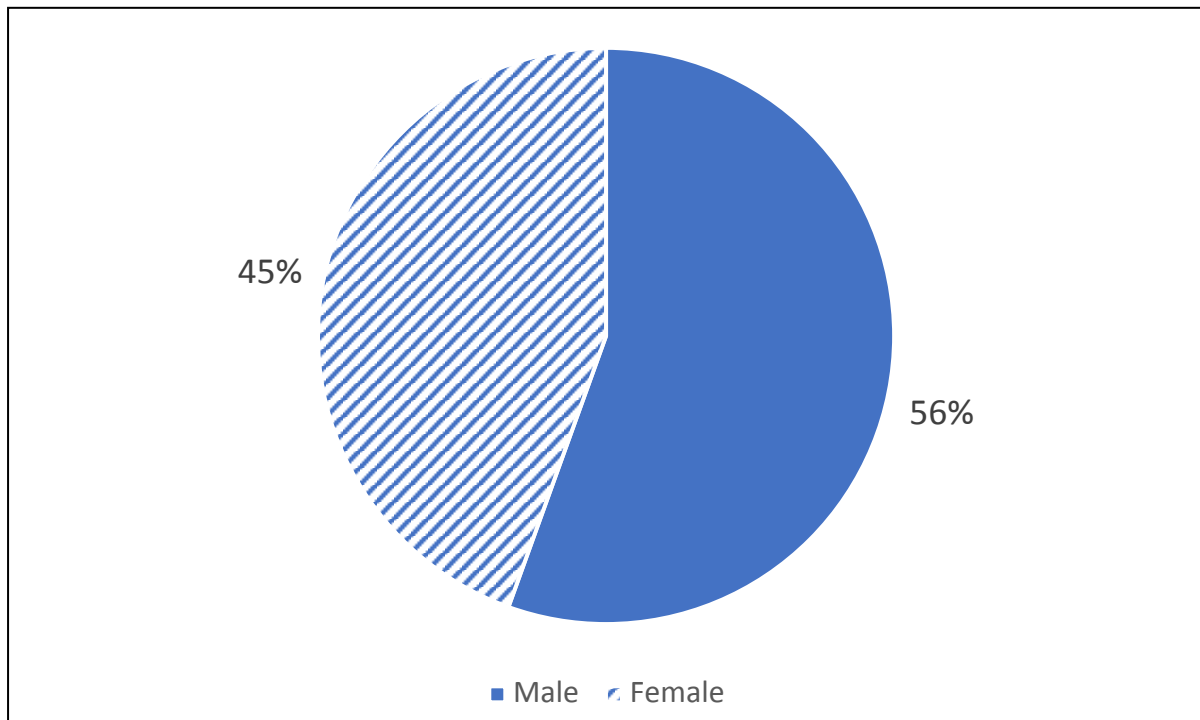
Summary of impact on the Protected Characteristic: Religion or Belief

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

Protected Characteristic: Sex

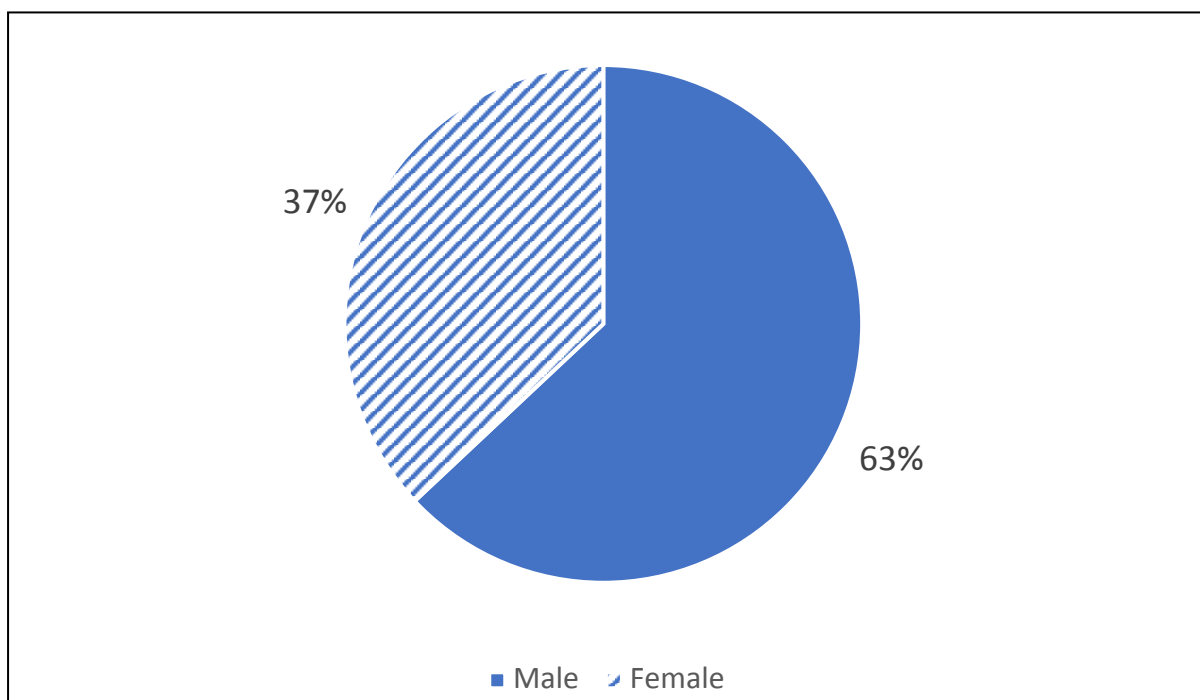
City of London Level Data

Figure 6: Census 2011 Split of Residents by Sex



Bank Junction Level Data

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



Scheme-Specific Data

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

Assessment of impact to the protected characteristic

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

Summary of impact on the Protected Characteristic: Sex

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

Protected Characteristic: Sexual Orientation and Gender Reassignment

City of London Level Data

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

Bank Junction Level Data

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

Scheme-Specific Data

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

Assessment of impact to the protected characteristic

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

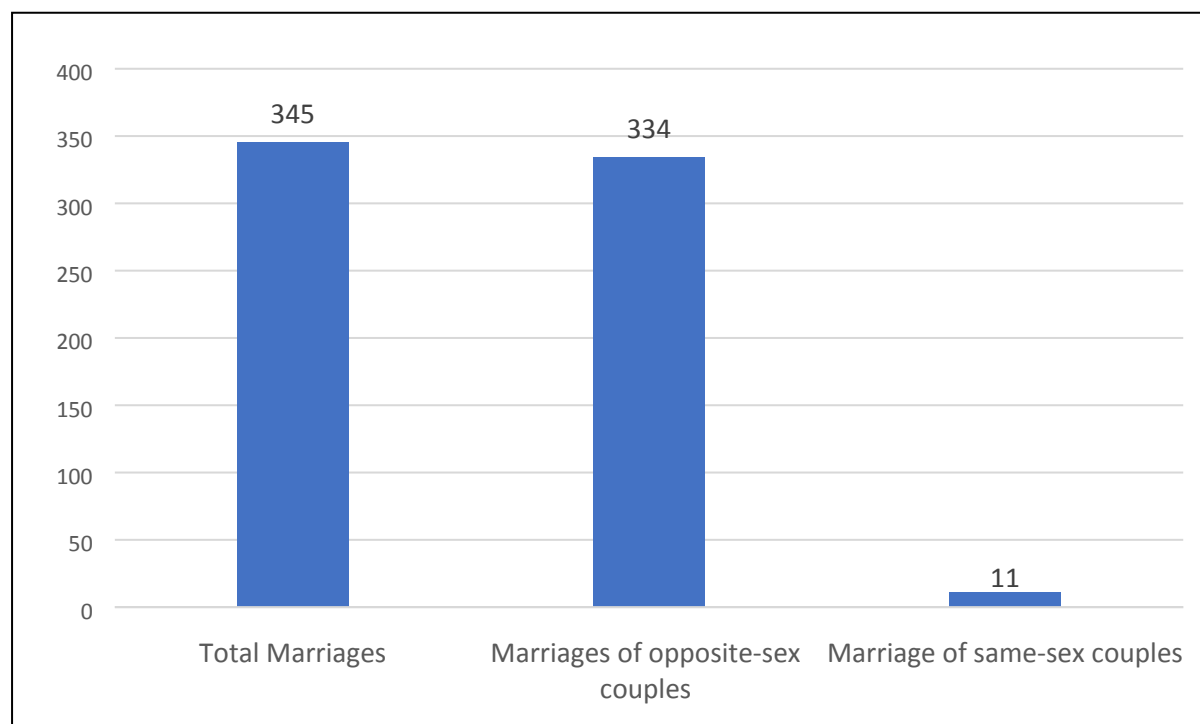
Summary of impact on the Protected Characteristic: Sexual Orientation and Gender Reassignment

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

Protected Characteristic: Marriage and Civil Partnership

City of London Level Data

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



Bank Junction Level Data

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

Scheme-Specific Data

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

Assessment of impact to the protected characteristic

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




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









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

Section Six: Summary of Impacts to the Protected Characteristics

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

Table 3: Summary of impacts to protected characteristics

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

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

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

Table 4: Summary of mitigations to protected characteristics

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

Section Seven: Next Steps

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

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

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

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

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

The purpose of the equality analysis process is to:

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

The objectives of this equality analysis are to:

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

However, there is no requirement to:

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

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

By undertaking an equality analysis officers will be able to:

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

Annex Two: Statutory Consultation

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

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

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

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

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

Public Consultation

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

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

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

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

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

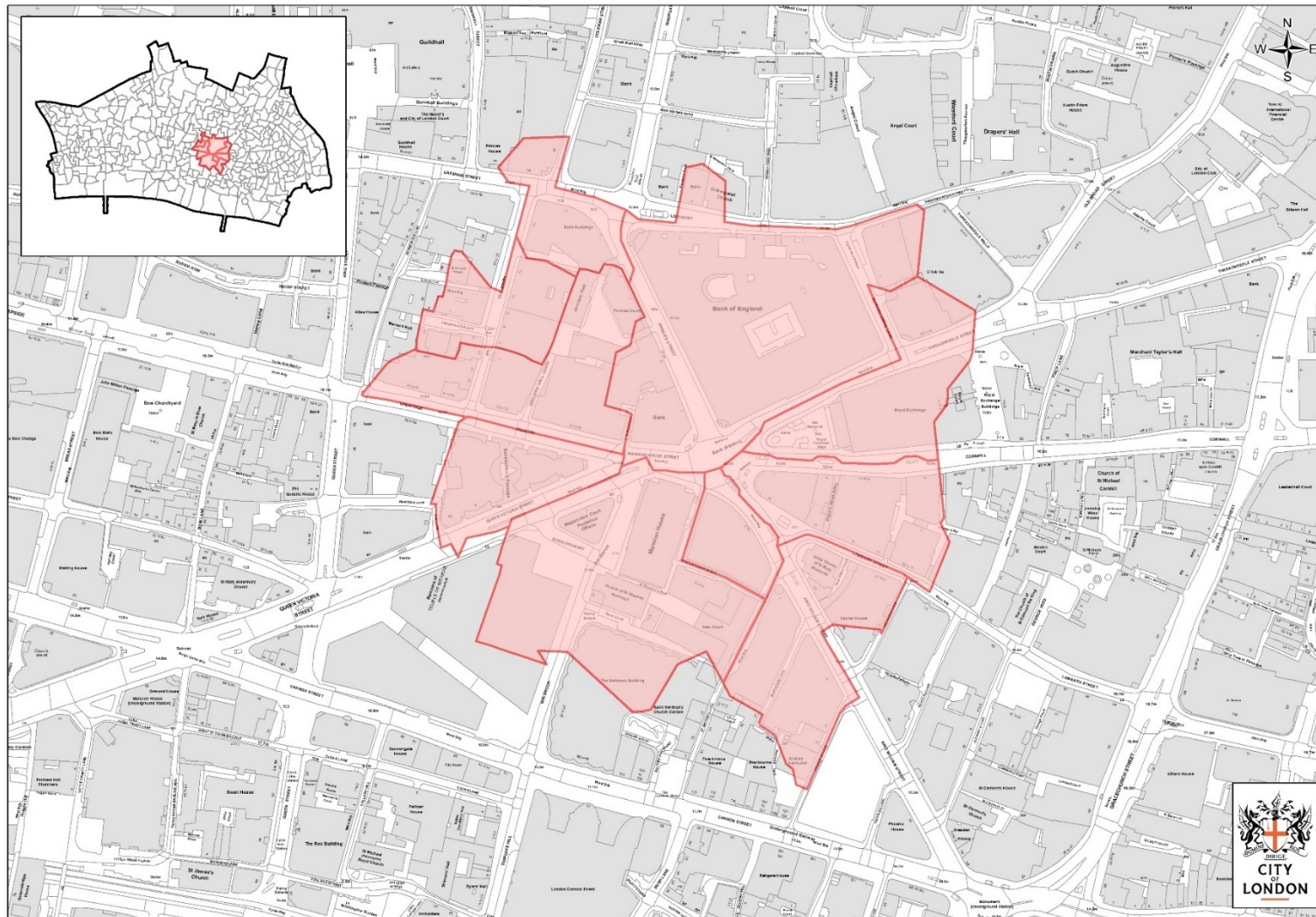
November 2017: Public consultation survey closes with 3730 completed responses.



Figure 9: Bank on Safety public engagement event

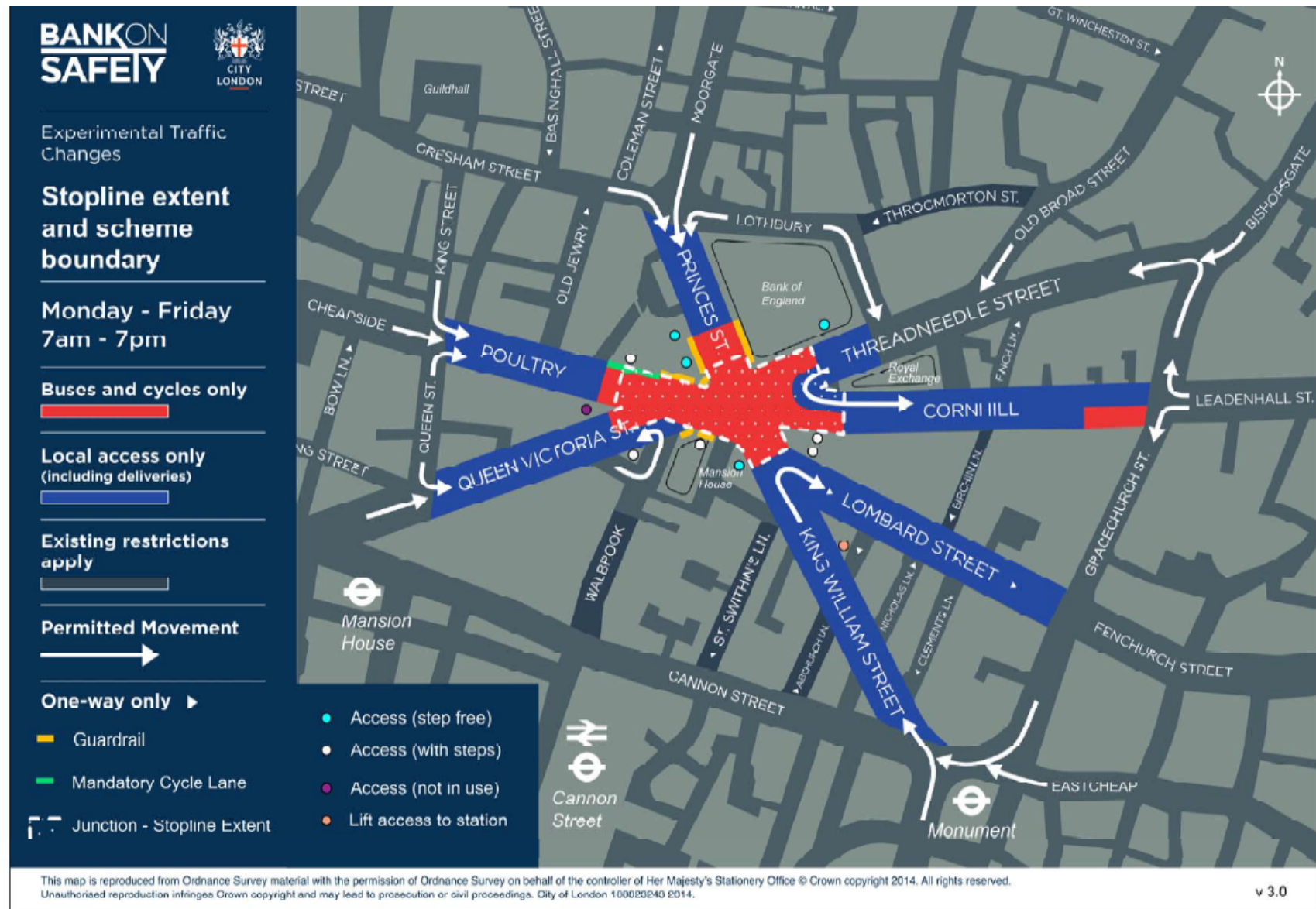
Section Eight: Appendices

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

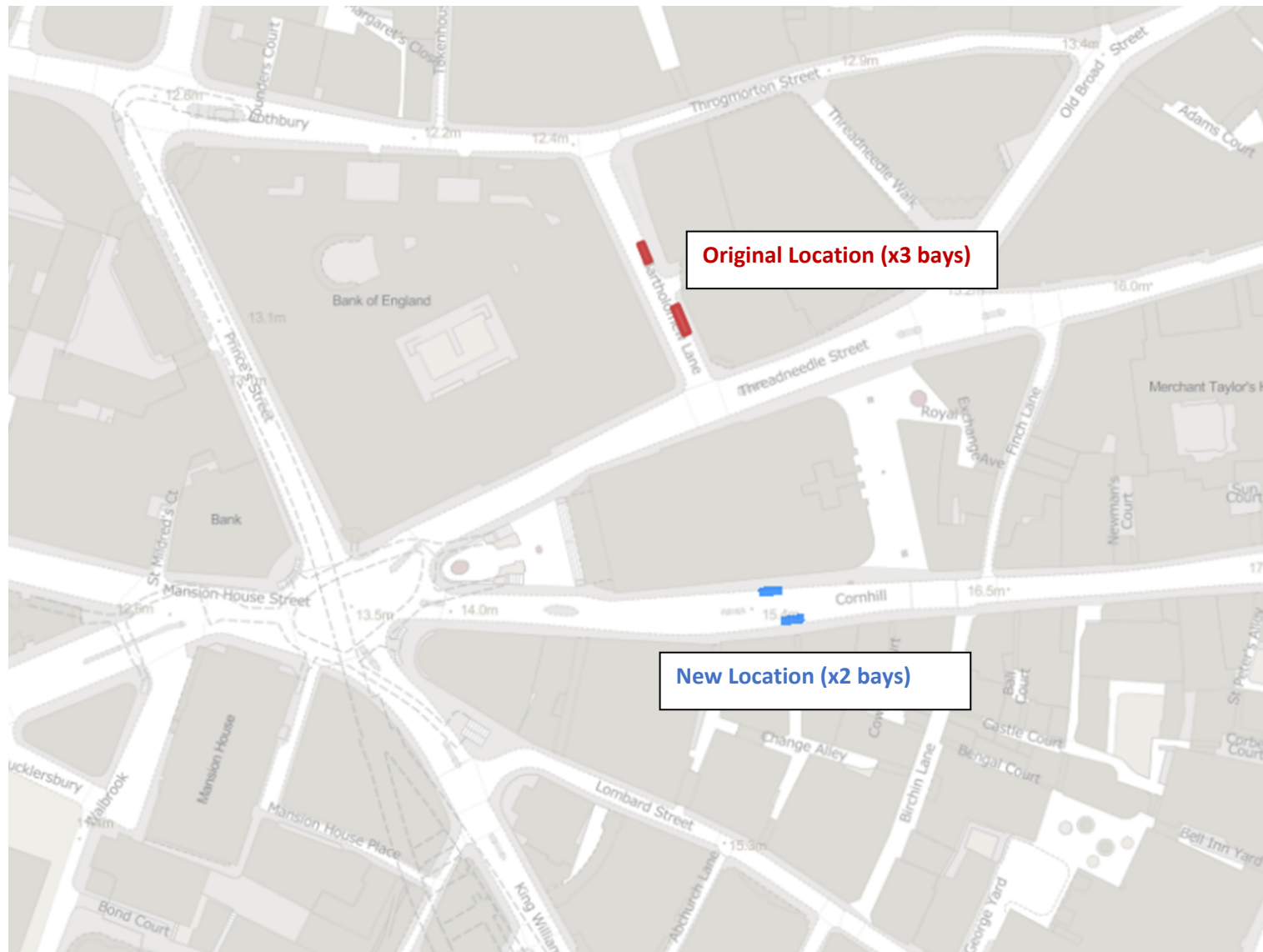


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Appendix 2 – Map showing: Bank Junction Stopline Extent, Bank on Safety Scheme Boundary, Accessible Entrance Locations and building accesses.



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



Appendix 4 - Licensed Taxi availability

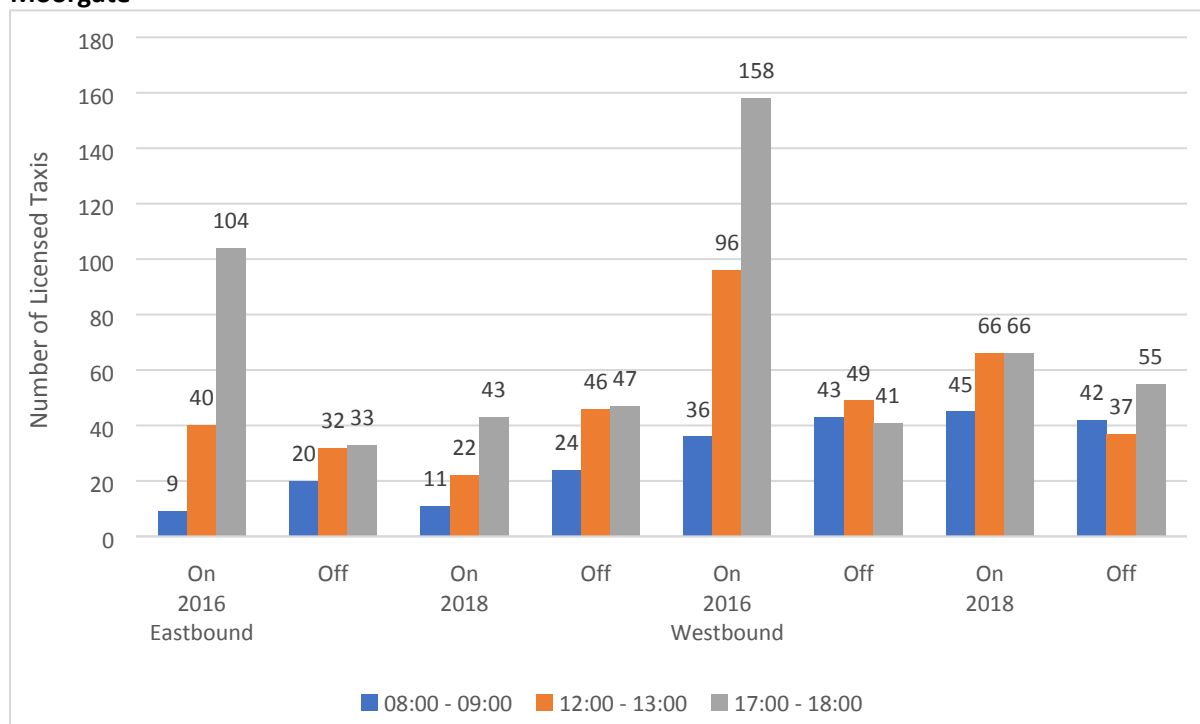
As part of the City of London's ongoing monitoring of the changes brought about by the Bank on Safety Scheme, the April 2017 Monitoring Strategy stated that the ability to hail a taxi should not be unreasonably worsened by the implementation of the scheme. Access to Licensed Taxis and private hire vehicles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

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

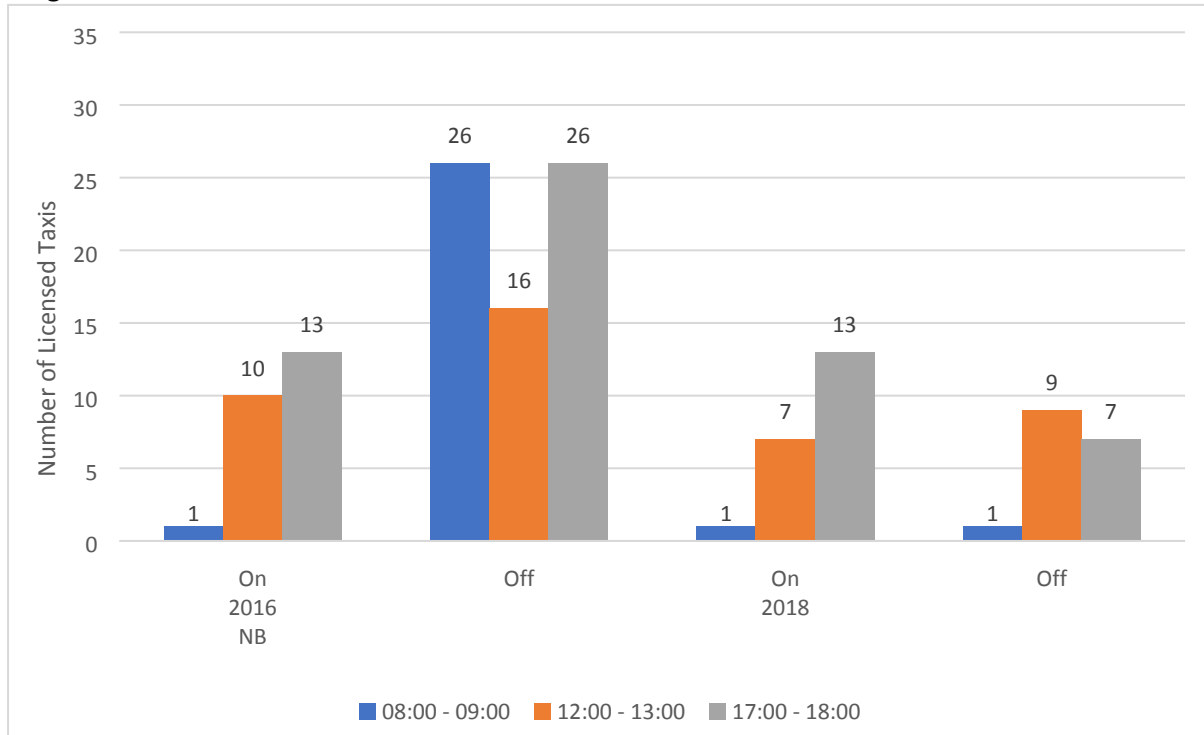
Pre-Scheme Surveys were undertaken in March 2016 by Nationwide Data Collection across a total of 17 sites at Bank Junction and in the surrounding area. The surveys were due to be repeated in March of 2018 in the same locations, however in late January 2018 Cannon Street was closed to traffic due to emergency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

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

Moorgate

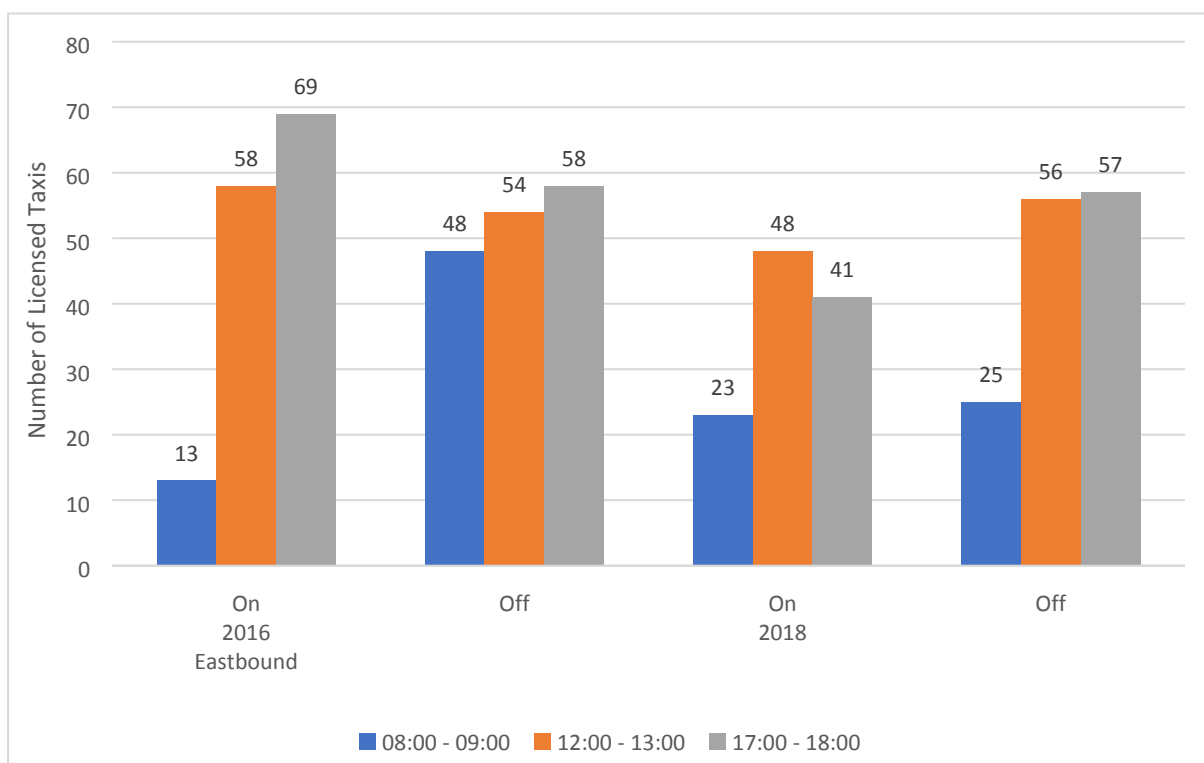


King William Street



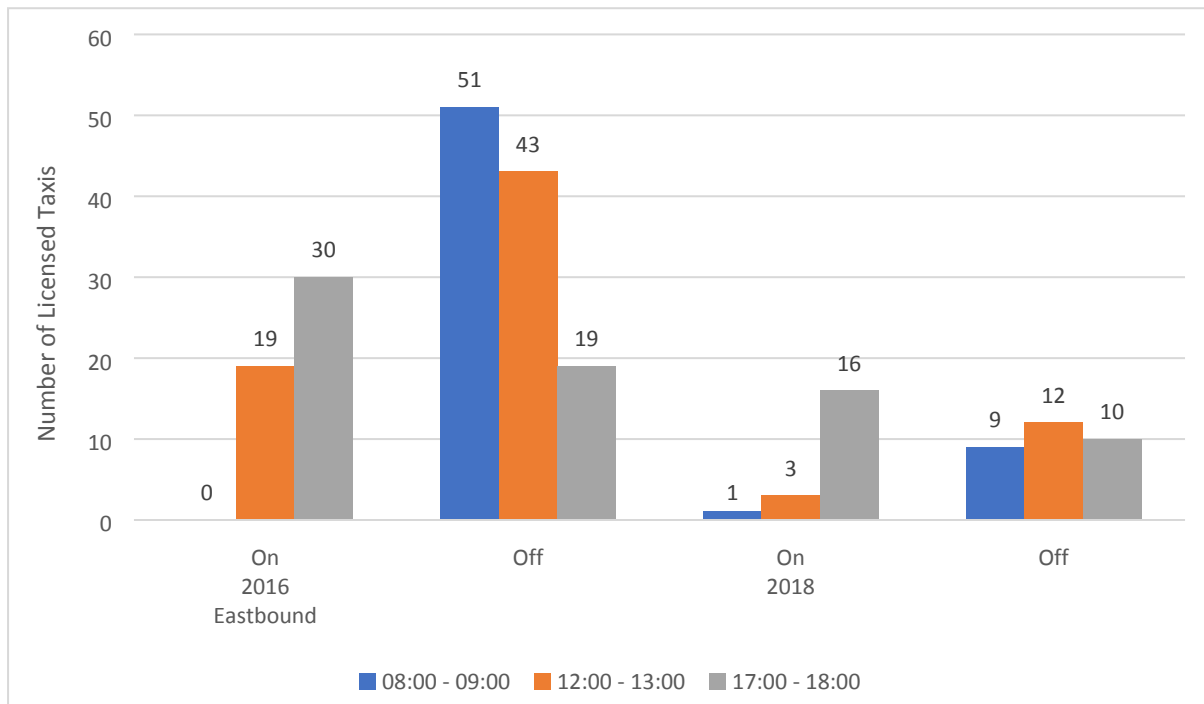
King William Street southbound is not included as this movement is no longer possible

Poultry



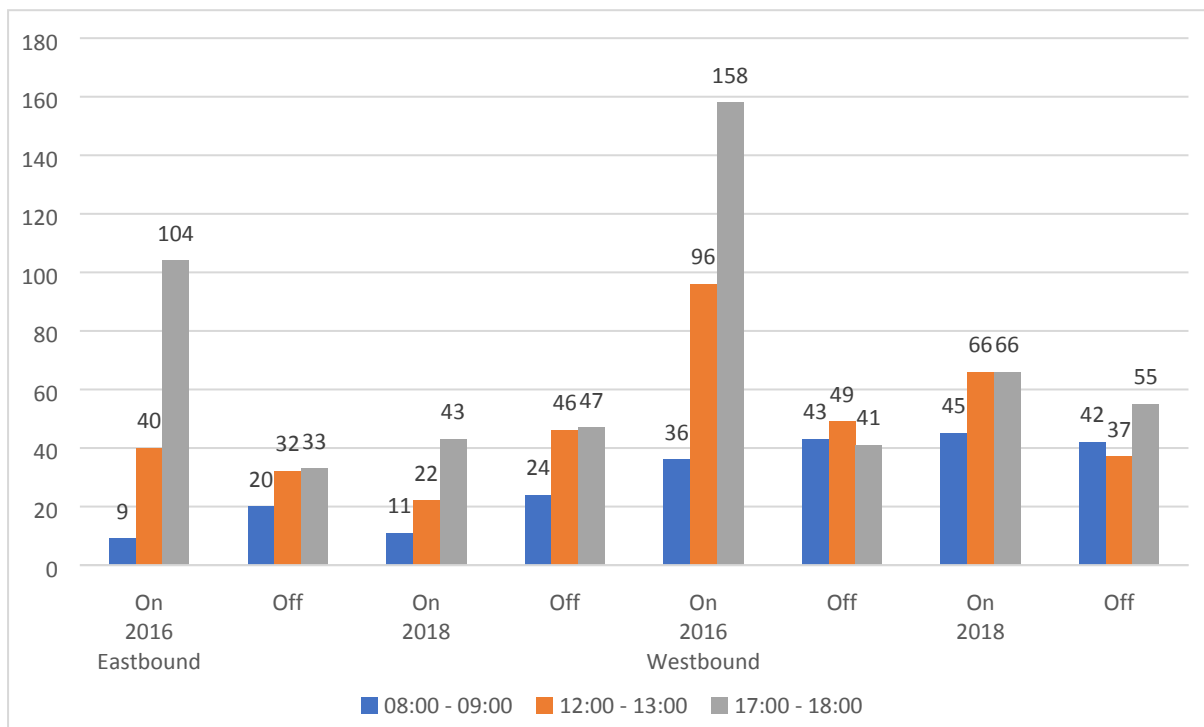
Poultry Westbound is not included as this movement is no longer possible

Threadneedle Street



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

Gresham Street



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

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

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

Appendix 5 – Taxicard

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

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

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



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

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

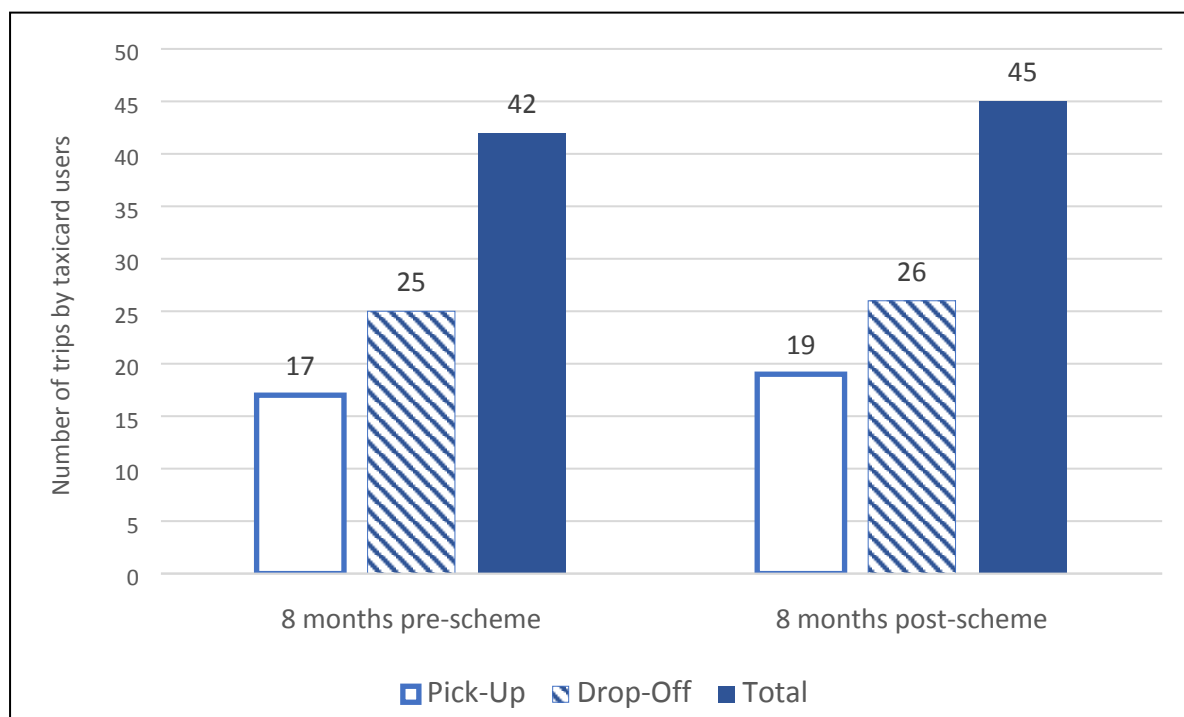


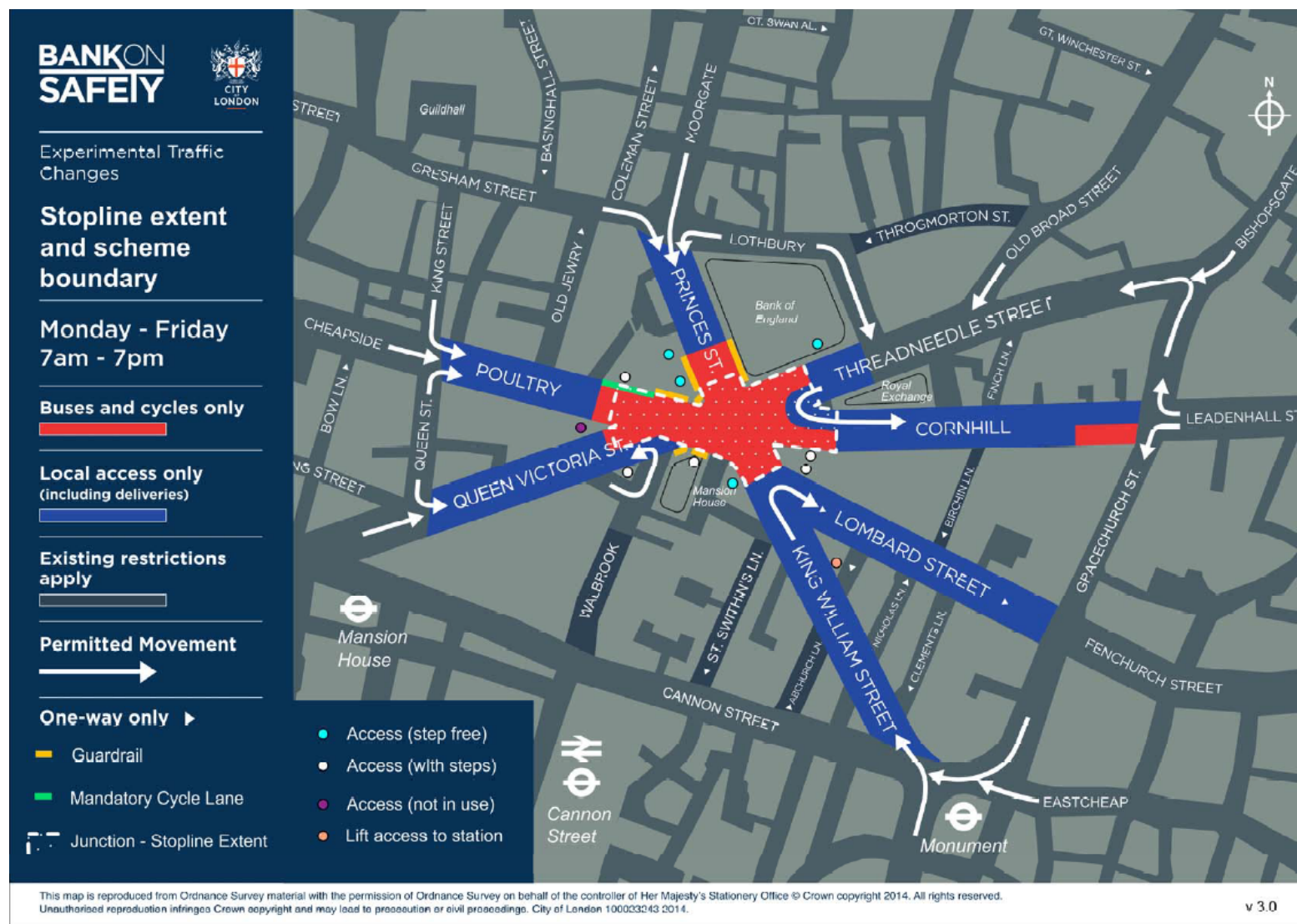
Figure 11 demonstrates that there has not been a meaningful change in the numbers of Taxicard users taking taxis into and out of the area shown in Figure 10 since the implementation of the Bank on Safety Scheme.

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

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

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Map 3: Access to the buildings surrounding the junction.



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Appendix 9

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

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

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

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

The following datasets have been included in this analysis:

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

The following datasets were not included in this analysis:

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

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

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

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

South to North (Approximately London Bridge to Moorgate stations)

Figure 22: South to North Journey Lengths

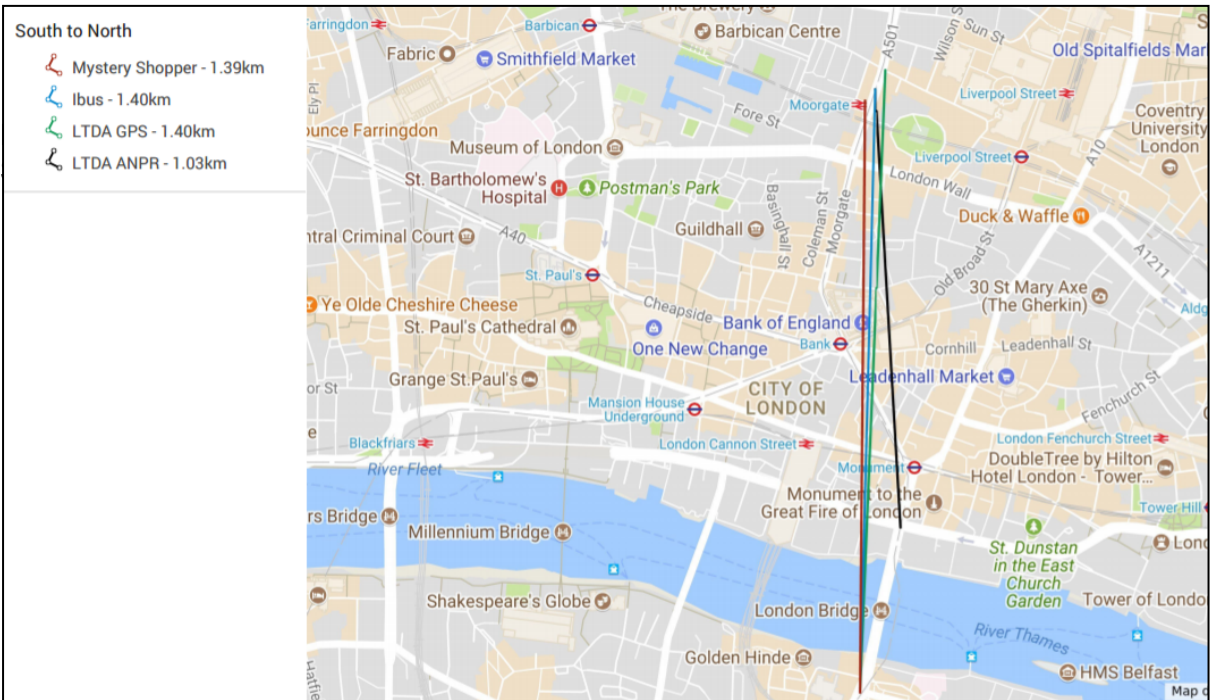
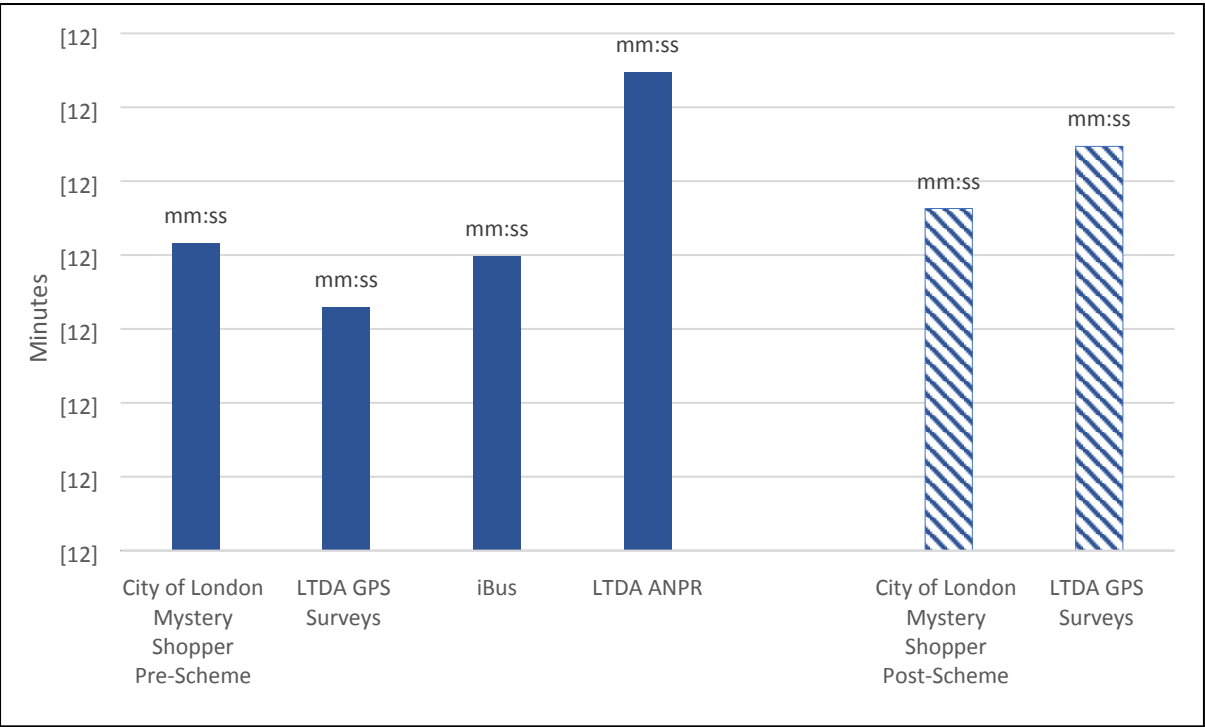


Figure 23: Average Journey Times for South to North Journeys by dataset, split by pre and post scheme.



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

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

North to South

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

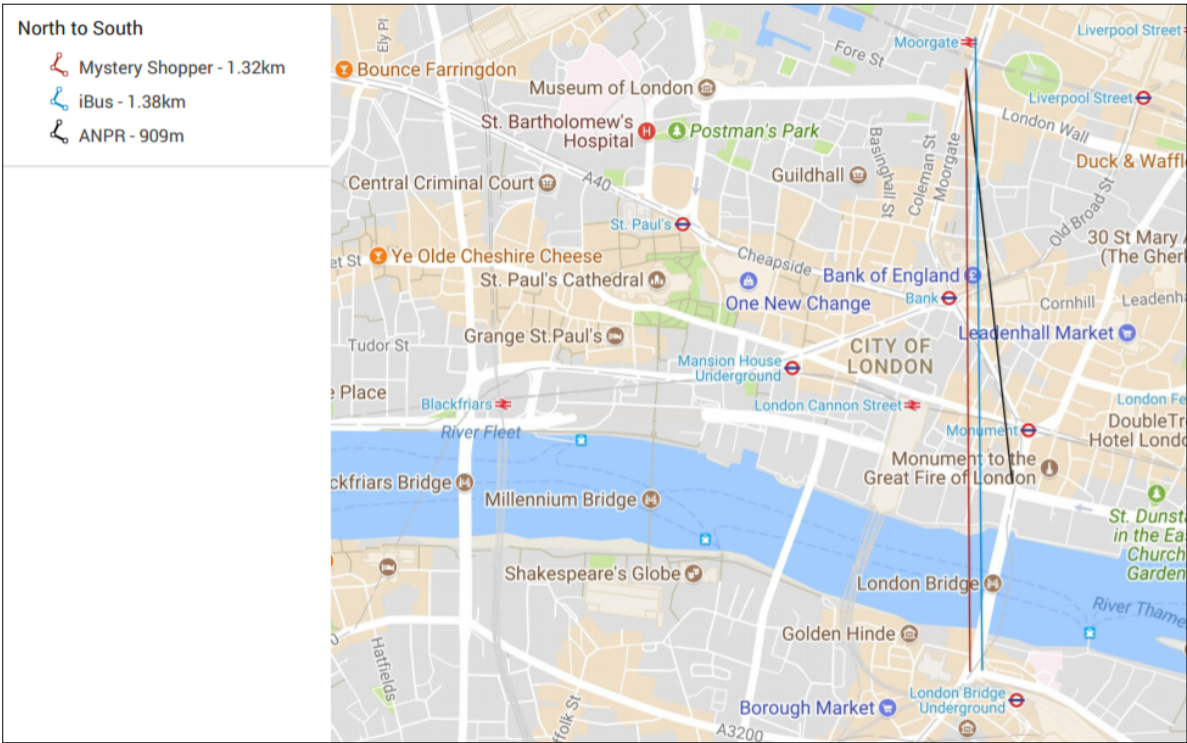
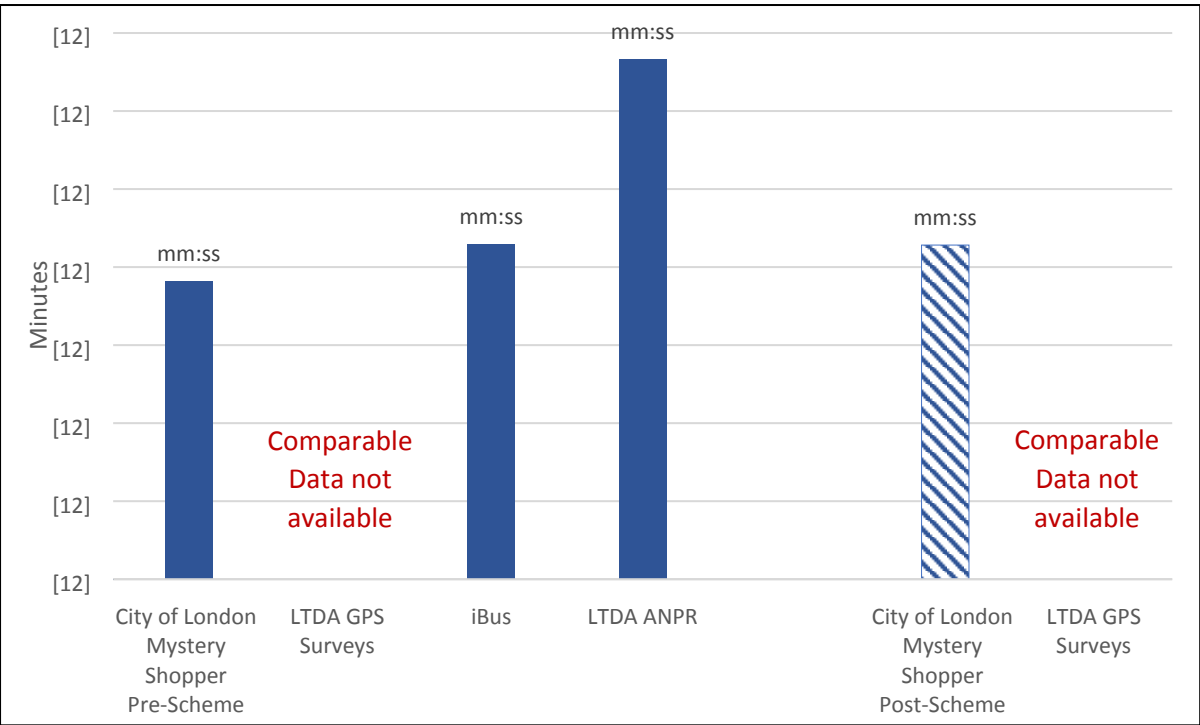


Figure 25: Average Journey Times for North to South Journeys by dataset, split by pre and post scheme.



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

West to East

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

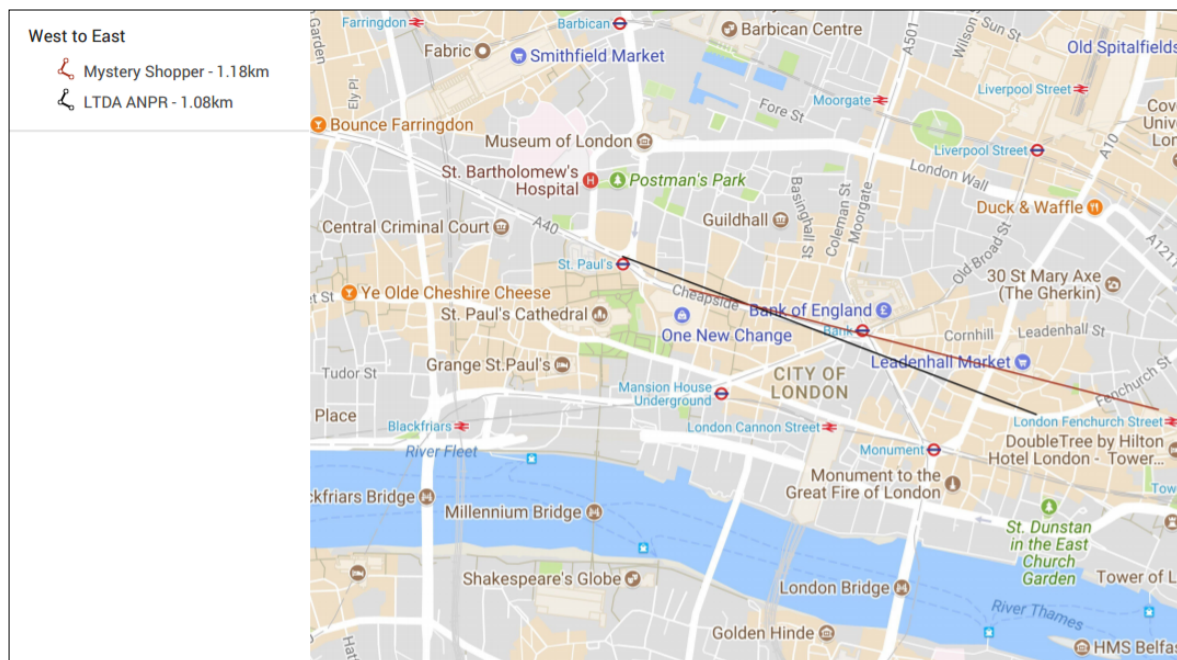
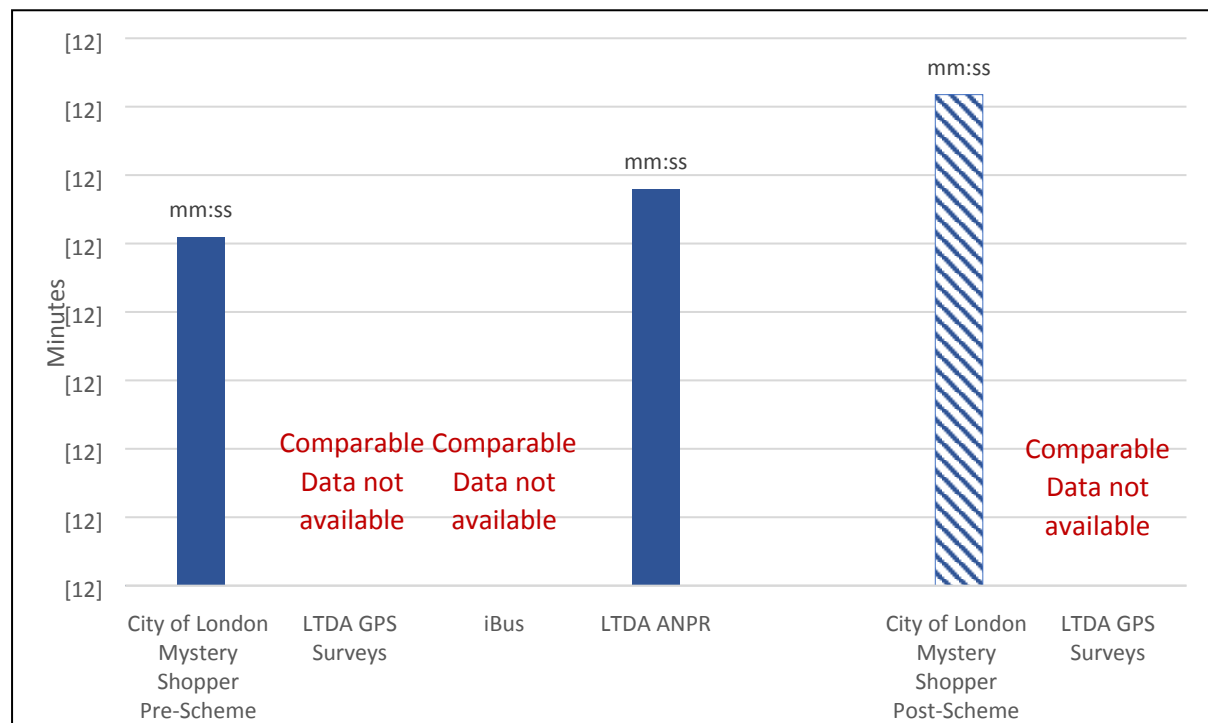


Figure 27: Average Journey Times for West to East Journeys by dataset, split by pre and post scheme.



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

East to West

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

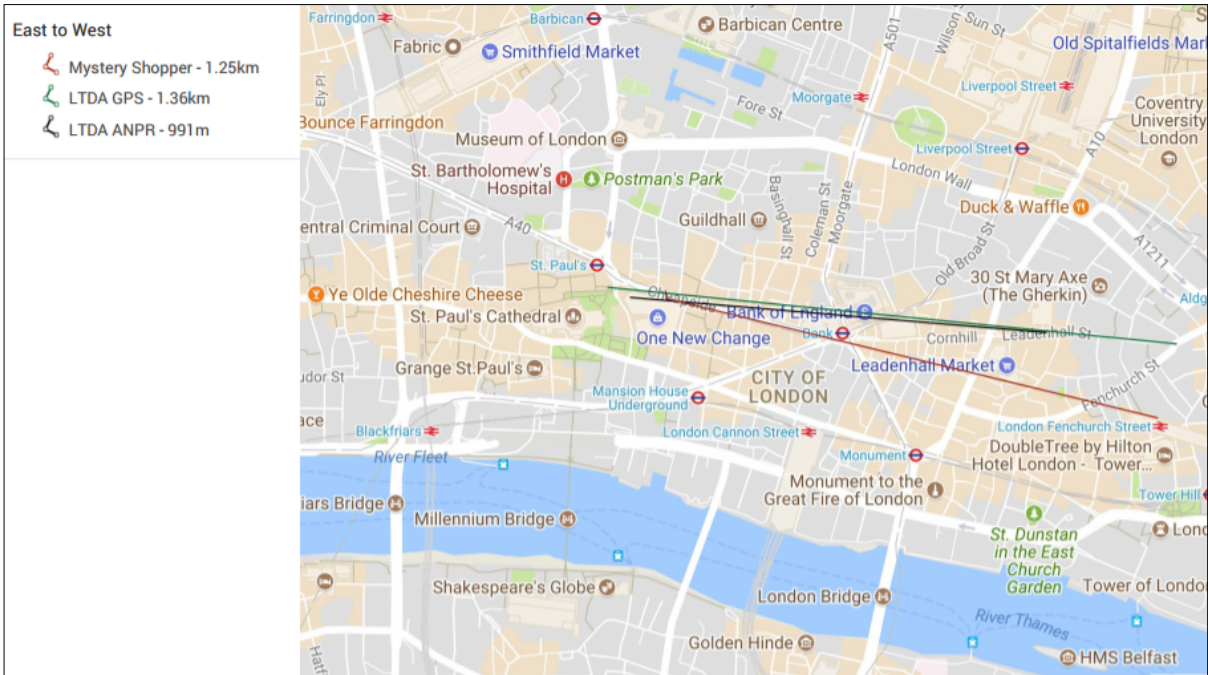
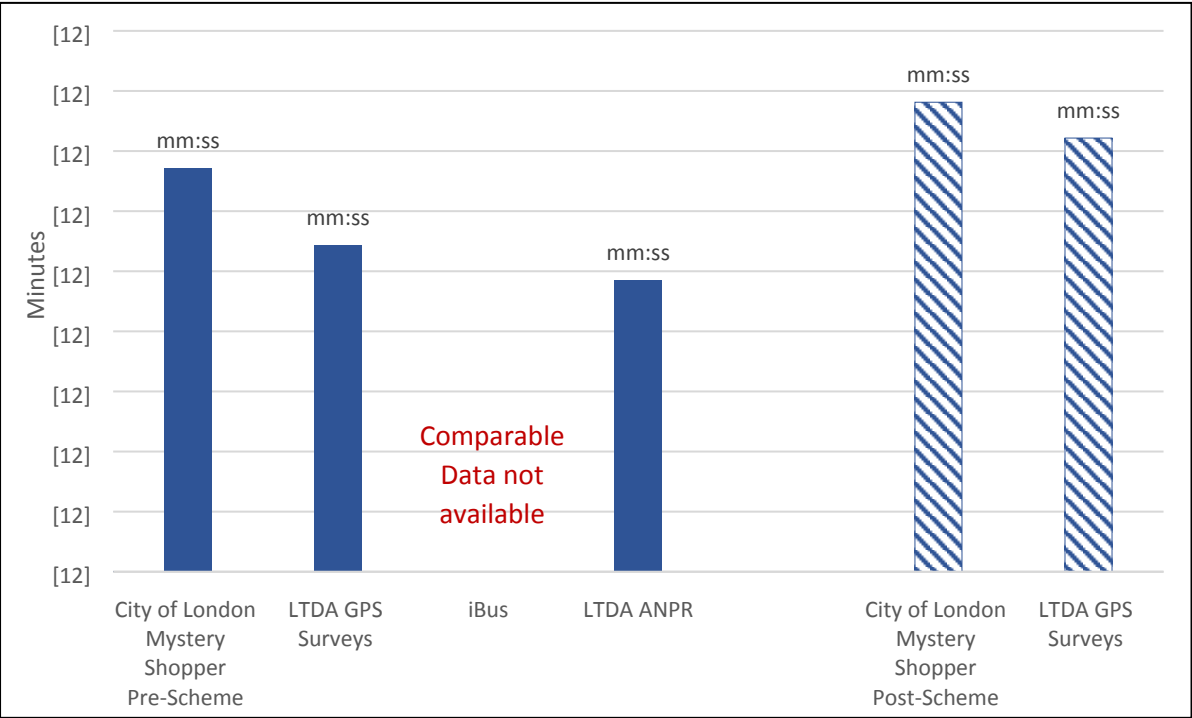


Figure 29: Average Journey Times for East to West Journeys by dataset, split by pre and post scheme.



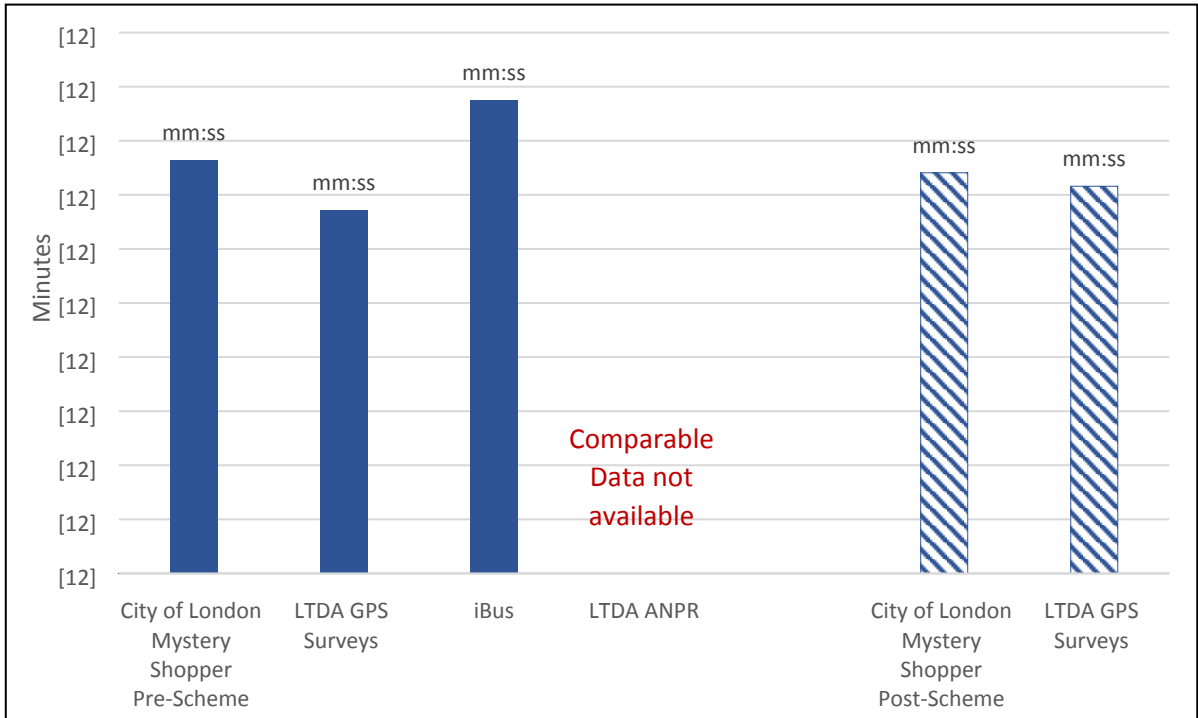
There is good correlation of the post survey data sets with some variability of the pre-survey data. The ANPR data is a shorter route and therefore does correlate very well with the LTDA GPS survey.

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

Figure 30: North East to South West Journey Lengths



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



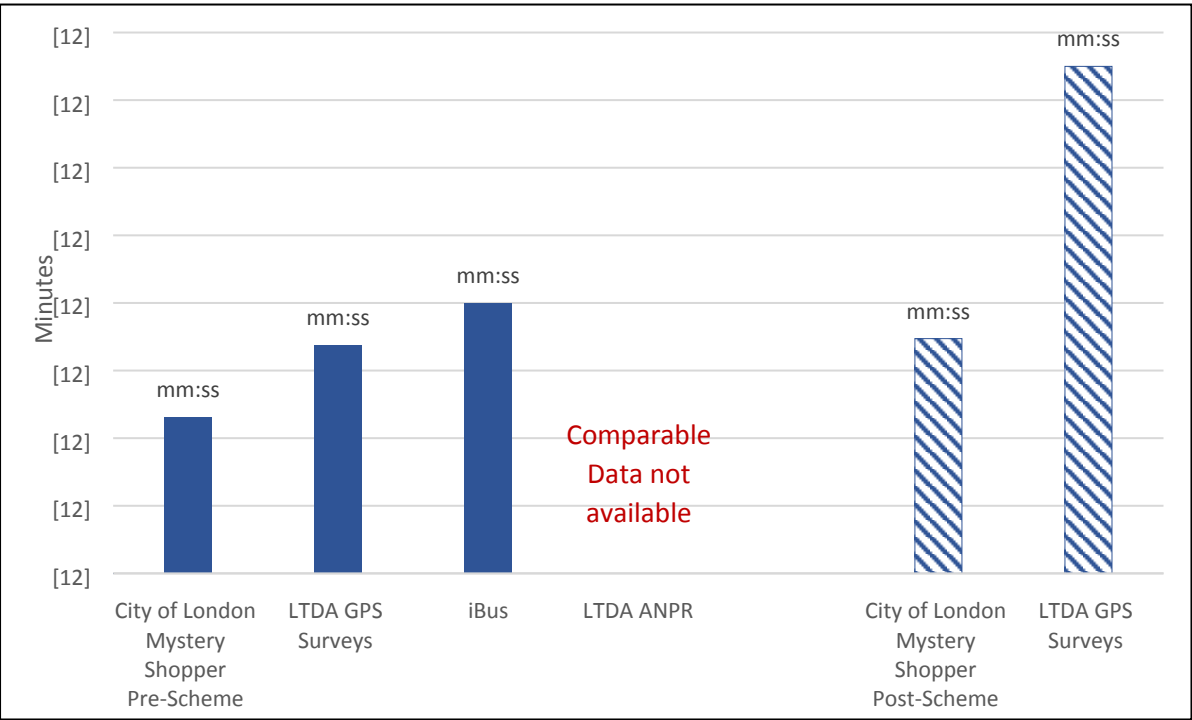
There is good correlation in the post scheme surveys between the City's Mystery Shopper and the LTDA GPS surveys. Variance in the pre-survey can most likely be attributed to the different journey distances observed in Figure 30.

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

Figure 32: South West to North East Journey Lengths



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



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

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Appendix 10

Finance tables:

Table - 6

Bank Junction Interim Safety Scheme - Expenditure incurred			
Description	Approved Budget (£)	Spend (£)	Balance (£)
Staff Costs	781,997	771,453	10,544
Staff Cost - Taxi Modelling	14,285	448	13,837
Fees	418,584	385,139	33,445
Fees - Taxi modelling	18,715	17,350	1,365
Works	167,626	167,625*	1
Total	1,401,207	1,342,015	59,192

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

Table - 7

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

**Includes the additional £36k requested.

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Committee(s):	Date:
Streets & Walkways Sub Committee	21 st May 2018
Subject: Replacement of non-electrified street furniture to support City of London Wireless Concession	Public
Report of: Director of Built Environment	For decision
Report author: Steven Bage Strategic Infrastructure Advisor	

Summary

This report seeks Members approval to replace selected existing 3 metre non-electrified street furniture columns (housing road signs / cigarette bins) with taller columns between 6-8 metres, to support the Wireless Concession agreement signed between the City Corporation and the City's wireless delivery partner Cornerstone Technology Infrastructure Ltd (CTIL) to deliver 4G (and eventually 5G) "small cells" to improve mobile coverage at street level. It is expected that following the initial deployment of 400 4G small cells by March 2019 there will be a need for additional locations to host further 4G small cell infill and future deployment of 5G cells once network roll out commences post 2021. The replacement of 3 metre street furniture columns with 6- 8 metre columns, will play a key part in enabling the timely roll out of 5G small cell infrastructure, to ensure that City businesses, residents and visitors will be amongst the first in the UK to benefit from 5G technology.

Recommendations:

- i. **That Members grant approval to replace selected 3 metre columns with 6-8 metre columns, where required, to facilitate the housing of 4G and 5G small cell equipment to improve mobile coverage across the Square Mile.**

Main Report

Background

1. Many parts of the Square Mile suffer from patchy 4G mobile coverage owing to the sheer volume of users trying to connect the network, coupled with the difficulty in getting signal penetration due to the City's historic narrow streets and dense urban environment. In maintaining its reputation as a world business centre, the City is seeking to provide the optimum environment for businesses, workers, visitors and residents, and it is therefore fundamental that all users have access to world class mobile connectivity.
2. The Department of Built Environment has established a "Gigabit City" programme being led by the City Property Advisory Team (CPAT) to improve wired and wireless connectivity across the Square Mile. In taking forward the wireless element of the programme the City Corporation has signed a 15 year contract with

Cornerstone Technology Infrastructure Ltd (CTIL) in March 2017, to deliver world leading wireless coverage (Wi-Fi and mobile) across the Square Mile using City owned street furniture (street lighting columns, CCTV columns and electrified signposts).

Gigabit City programme – Wireless Concession

3. The Wireless Concession has already delivered a world leading free to use gigabit Wi-Fi network (at no cost to the City Corporation) using 156 street furniture locations which went live in September 2017, and currently has over 100,000 users.
4. The second phase of the project is for the roll out of “small cells” to improve 4G mobile coverage at street level. This is now underway with 59 already having been built and a further 341 small cells being mounted on the City’s street furniture by Q1 2019. This will be the largest concentration of small cells deployed anywhere in the UK. Whilst O2 is currently the only mobile operator installing small cells in the Square Mile, CTIL expect other mobile network operators to follow suit for 4G services and eventually 5G (the next generation of mobile standards) in the next few years.
5. 5G will offer greater data speeds and will be heavily reliant upon small cells to ensure optimum coverage at street level. The City Corporation is committed to becoming an early adopter of 5G to support future mobile phone usage and future technologies such as smart city applications and it is expected that there will be significant demand for small cells be installed on City owned street furniture post 2021 (once 5G standards have been internationally ratified).
6. The Wireless Concession promotes the City as an exemplar in providing world class wireless infrastructure, to support agile working and future adoption of smart cities applications. The London Assembly Regeneration Committee’s *“Digital Connectivity in London”* report published on 29th June 2017 recognised the leading role of the City Corporation in delivering a world leading wireless infrastructure across the Square Mile.
7. It is important that the Square Mile is in a state of readiness for the roll-out of 4G cells and for when 5G becomes available. Under the Wireless Concession CTIL has been granted exclusive use of City owned street furniture for the provision of wireless services, however CTIL has since undertaken an audit of existing City street furniture and found that many of the assets are either in the wrong location to provide optimum coverage (requiring relocation) or are not tall enough to ensure that equipment can be mounted at a height where there will be no signal interference with buses, trees and other structures on the highway.
8. As the roll out of 5G evolves beyond 2021, it is widely anticipated that due to the growing requirement for small cells to support 5G, and the limited number of street furniture locations in areas such as the Square Mile, there will be a need to house small cells on building elevations facing the street. This would require a widening of current planning legislation around the number of antennae permitted to be housed on a building (under the General Permitted Development Order 2015), and

this is likely to be a future work stream for the City Corporation in line with partner organisations such as the GLA.

9. CTIL has identified a number of existing 3 metre street furniture columns owned by the City Corporation, (currently housing either non-electrified signage or cigarette bins), which could potentially be replaced with 6-8 metre columns to allow the housing of small cells, to enhance 4G and eventually 5G coverage in these areas. Many of these 3 metre columns are in locations where there is an absence of other street furniture which impacts on the ability to improve mobile signal in these areas, and it is considered that the replacement of columns will allow for enhanced network coverage in poorly served areas. All costs of replacing the 3 metre columns with taller columns and all associated civil works and electricity connections would be borne by CTIL.

Protocol for deployment of posts

10. It will be necessary to establish a protocol for replacement of posts and deployment of 4G / 5G cells to ensure that there is firstly a clear on-going need for the post to host street signage and that secondly there are no major planned programmes of enhancement to be undertaken by the City Corporation that could impact on the future location of the post. Posts would only be able to be replaced where there remains a clear highway need for a post in that location.

Conclusion

11. The City has for several years suffered from substandard mobile coverage, which must be improved if the Square Mile is to remain competitive as a global business centre. The Wireless Concession agreement with CTIL presents a unique opportunity to create attractive market conditions for mobile operators by offering street furniture assets to encourage widescale roll out of cutting edge wireless technology. It is considered that the replacing of 3 metre columns with 6-8 metre columns would reinforce the City Corporation's position as a global business centre and to be recognised as an exemplar in the delivery world leading wireless connectivity.

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Committee(s)	Dated:
Streets and Walkways Sub Committee – For comment Planning and Transportation – For decision	21 May 2018 29 May 2018
Subject: Dockless Cycle Hire Review	Public
Report of: Carolyn Dwyer, Director of the Built Environment	Streets and Walkways – For comment Planning and Transportation - For Decision
Report author: Eddie Jackson, Department of the Built Environment	

Summary

Dockless cycle hire has been operating in London since autumn 2017, with operations based in several boroughs, including three boroughs neighbouring the City. Dockless cycle hire schemes do not require the explicit consent of the City Corporation to operate on City streets, and the City Corporation has no powers to remove bikes unless they are causing an obstruction, danger or nuisance. In October 2017 the City of London Corporation adopted a policy of working with dockless cycle hire companies operating on City streets, with certain conditions agreed with the operators. Two operators - ofo and Mobike have since launched operations in inner London and have been operating on City streets on a six-month trial basis.

The trial period has now expired and is being reviewed. This report sets out the proposal to extend the trial for a further 12 months following the adoption of additional measures to achieve more effective management of the operations. The measures include the identification of preferred locations for parking dockless bikes, and the consideration of making space available on a commercial basis in City Corporation car parks to facilitate the management of the operations. The policy of not allowing operators to place bikes directly on City streets will be continued.

Recommendation(s)

Members are asked to:

- Approve the proposed adoption of additional management measures for dockless cycle hire operations and the continuation of the dockless cycle hire trial for a further 12 months.

Main Report

Background

1. 'Dockless cycle hire' is a generic term for a short-term cycle hire scheme, similar to Santander Cycles, but entirely 'free floating' – with no on street docking infrastructure required. The schemes are commercially operated and do not require any public funding or subsidy. The fact that no on-street docking infrastructure is required represents a real advantage over the Santander Cycles scheme, which often suffers from full docking stations preventing users ending their journey near their destination, or empty stations preventing people from hiring bikes.
2. Two operators (of0 and Mobike) have launched operations in boroughs that neighbour the City of London – Hackney (of0 only), Islington (of0 and Mobike) and Southwark (of0 and Mobike). It is expected that operations will launch in other neighbouring boroughs in the near future. The City Corporation has no powers to prevent the bikes being cycled into the City.
3. In October 2017, Members of the Planning and Transportation Committee agreed to adopt a policy on dockless cycle hire operations within the Square Mile (see Appendix 1 and background papers). The policy recognises that the bikes will be used in the City, and allows dockless cycle hire to operate on City streets subject to conditions. These include adherence to a TfL Code of Practice (Appendix 2) and a requirement to not directly place cycles on City streets.
4. of0 and Mobike have been operating on this basis since November 2017. As the agreed six-month trial period for each operator has now expired, the policy and operation has been reviewed.

City of London powers and current management

5. Under current legislation, the City Corporation has no powers to prevent dockless cycles from being parked by customers on City streets, unless those cycles cause an obstruction, danger or nuisance. Neither do operators require consent or a licence from the local authority as no docking infrastructure is placed on the highway. However, the City Corporation does have a statutory duty to assert and protect the rights of the public to use and enjoy the highway, the network management duty and a duty to secure the convenient and safe movement of traffic (including pedestrian traffic).
6. If a bike is deemed to be causing an obstruction, danger or nuisance, the City Corporation's Street Enforcement Officers manage dockless cycle hire bikes as follows:
 - a. As the owner of the bikes is known, any bike causing a danger or obstruction will be reported to the operator for removal within 90 minutes of notification. After this time bikes will be removed by the City Corporation without further notice.
 - b. The City Corporation as a Highway Authority also has the power to remove bikes that are deemed to be causing a danger (including a danger

caused by obstructing the view) to users of the highway without notice (under Highways Act 1980 s149).

7. If a bike is removed then operators will be informed and given the opportunity to recover the bike, with operators liable for all associated costs as set out in TfL's Code of Practice.

Usage and operational approach

8. Details regarding cycle hire usage, (number of hires, etc) are commercially sensitive and are provided in a separate non-public appendix (Appendix 3).
9. Both dockless cycle hire operations are experiencing growing membership and use both London-wide and in the City – even over the winter months. This includes a significant number of hires that are entirely within the Square Mile. It is expected that use will increase over the summer, especially if more boroughs choose to allow schemes to operate. This means there is a need to ensure that the operations are effectively managed in the future to ensure the schemes operate for the benefit of the City.
10. The ease and accessibility of dockless cycle hire for City workers, residents and visitors gives these schemes particular appeal for short trips within the City or central London, providing an alternative to short taxi, private hire or public transport trips.
11. To date operations have generated relatively few complaints to the City Corporation or to the operators themselves. There have been no complaints to the City Corporation's Contact Centre, and no bikes have been removed by the City's Street Enforcement Officers since the start of the trial.
12. Both ofo and Mobike have a member of staff patrolling the City 24 hours a day who can respond to requests to remove bikes. These staff also reposition bikes to move them alongside cycle stands to avoid obstructing pavements. When necessary, bikes are also redistributed back to a host borough.
13. Requests for bikes to be relocated that have been passed to operators have been dealt with in a timely fashion and within the target time agreed with the City Corporation.

Policy Considerations

14. Dockless cycle hire is a new phenomenon in the UK; but offers a lower-cost and more space-efficient type of cycle hire operation compared with the Santander Cycles scheme. The lack of docking infrastructure means that bikes are much more flexible, and can be ridden directly to the hirer's destination, increasing the appeal to additional users.

15. Usage patterns of dockless cycle hire – presented in appendix 3 – show that the dockless bikes are well used during the day for trips within the City and central London, not just for commuting.
16. The emerging draft Transport Strategy for the City of London is likely to include proposals to increase the use of cycling for short trips within the City. The availability of dockless cycle hire to help enable these short trips is expected to be a significant factor.

Proposals

17. Since the lack of infrastructure required to operate the schemes means that express consent is not required from the highway authority, setting out standards for operation for all operators via the City Corporation's adopted policy statement, TfL's Code of Practice and proposed additional management measures remains an effective way for the City to encourage good management and use.
18. Unless they are causing an obstruction, danger or nuisance, the City Corporation has no powers to remove dockless cycle hire bikes from City streets, so a policy of allowing the bikes to be hired means that bikes are moved by customers relatively frequently rather than awaiting removal by the operator themselves. In several cases where a poorly parked bike has been reported to officers, the bike has been ridden away by a customer before the operator has reached the location.
19. Good availability of affordable cycle hire is now an important part of the transport mix for any modern city, and dockless cycle hire operations are likely to be a feature of cycle hire schemes in the future. The City of London's forthcoming Transport Strategy will set out what part cycle hire can play on City Streets in the next 25 years as part of the wider transport agenda. In addition, City Corporation officers are working proactively with TfL and central London boroughs on establishing longer term solutions for managing cycle hire operations on a London-wide scale.
20. Given the relative lack of powers to manage the dockless cycle hire operations, it is recommended that the current policy of working with operators is continued, with some additional measures to encourage more considerate use of dockless cycles by the public and facilitate good management of the schemes by operators. It is proposed that this be continued on a trial basis for 12 months. The following measures are proposed;
 - Both operators have suggested that identifying preferred locations for bikes would improve their management of the scheme. While space on City streets is at a premium, in many cases there is space adjacent to existing cycle parking stands which could accommodate a small number of dockless bikes in places that do not impact on space for people walking. An example is on Silk St (photo 1), where a utility cover means that there is a gap in a row of cycle stands which could be used for parking by dockless bikes.

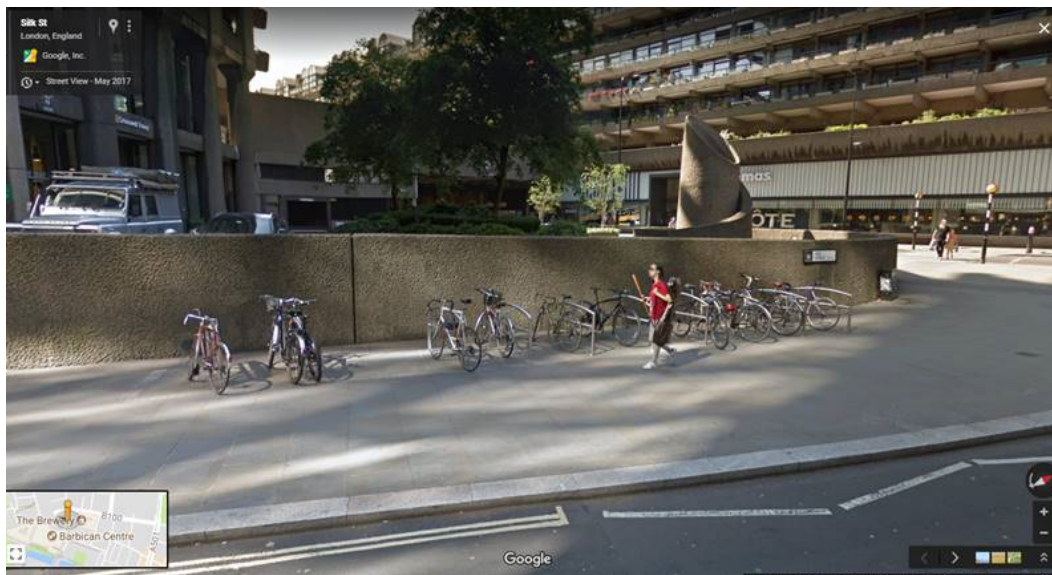


Photo 1 – example of where dockless cycle hire parking could be accommodated

- It is proposed that officers identify spaces adjacent to existing cycle parking stands where a small number of dockless cycles may be clustered, to be agreed by the Transportation and Public Realm Director. Users will be encouraged to drop bikes in these locations where possible, and operators will be required to relocate any bikes left anywhere in the City to one of these preferred locations or outside the City boundary to a borough where placing bikes is permitted within an agreed timeframe. In each location, a maximum number of bikes will be specified with the operators. If that maximum number is reached, operators will be required to move bikes outside the City boundary. All street-based City officers will be briefed to proactively report bikes parked outside the preferred locations to the relevant operator so that they can be quickly relocated.
- Dockless cycle hire operators will be reminded of the City of London's Street Obstructions policy, which states that obstructions will not be tolerated;
 - on footways which are narrower than two metres wide
 - on footpaths identified as having a high footfall (such as transport hubs, stations and related pedestrian routes)
 - where they interrupt safe pedestrian movement (regardless of the width of the pavement)
- Officers will proactively work with operators to encourage considerate parking practices, including exploring 'geofencing' (whereby the bikes built-in GPS might be able to stop bikes being parked outside designated areas), reward mechanisms for parking in preferred areas and penalties for inconsiderate parking. The potential for setting more challenging targets for relocating poorly parked bikes will be explored.
- Officers will explore the possibility of making space in under-utilised City-owned car parks available on a commercial basis to dockless cycle hire operators for storage of bikes to allow more effective operation and removal of

bikes from streets. The decision to reallocate car park space in this way would be subject to Planning and Transportation committee approval.

- The policies of not permitting operators to directly place dockless cycle hire bikes on City streets, and the requirement to adhere to the London-wide Code of Practice will be continued.

Corporate & Strategic Implications

21. The proposals support the Corporate Plan aims to Contribute to a Flourishing Society – particularly promoting good health and wellbeing – and to Shape Outstanding Environments by enhancing the physical connectivity of the City.
22. The proposals support the emerging Draft Transport Strategy outcome to promote a relaxing cycling experience in the City.
23. There is a reputational risk that the City Corporation may be seen as unsupportive of a scheme to encourage cycling if neighbouring authorities permit dockless cycle hire schemes, but the City does not allow their operation within our boundaries.

Legal Implications and Enforcement

24. Legal Implications - The City Corporation has no powers to remove bikes that are parked on City streets unless they are causing an obstruction, nuisance or danger to the public, and operators do not require consent or a licence from the local authority as no infrastructure is placed on the highway. However, setting out standards for managing the schemes is consistent with the City Corporation's duties referred to in paragraph 5.
25. Financial Implications - Accommodating a dockless cycle hire scheme has no direct cost to the City Corporation. Costs may be incurred if the City Corporation had to remove bikes deemed to be causing a danger, nuisance or obstruction from the streets in default of the operator removing them. Storage costs would be incurred in these circumstances. No bikes have been removed under these powers during the trial. Instances of removals will continue to be monitored and inform reviews of the City's position. Costs will be sought from operators in all instances where they are liable.

Health Implications

26. The proposals would support cycle hire facilities in the City. This will encourage active travel within central London, and particularly shift journeys from short bus, taxi and tube trips, with potential benefits to air quality and public health.

Equality Implications

27. The City Corporation's management of schemes to encourage considerate use/ parking of bikes which helps protect vulnerable road users (e.g. visually impaired) is consistent with the public sector equality duty.

Conclusion

28. Dockless cycle hire operations launched in London in the latter part of 2017, and have steadily increased their presence in inner London boroughs, now operating in Hackney, Islington and Southwark. More boroughs are expected to launch schemes in the coming months.

29. Given that the City Corporation's express consent to operate dockless cycle hire schemes in the City is not required, the continuation of the trial for a further 12 months on the basis of the adopted Policy Statement and additional measures to support the considerate use and management of dockless cycle hire bikes is recommended.

Appendices

- Appendix 1 – City of London Dockless Cycle Hire Policy Statement
- Appendix 2 – TfL Dockless Cycle Hire Code of Practice
- Appendix 3 – NON-PUBLIC – Dockless Cycle Hire Usage

Background Papers

Dockless Cycle Hire – Report to Planning and Transportation Committee 3 October 2017.

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Appendix 1 – City of London Dockless Cycle Hire Policy Statement

The City of London Corporation recognises that a well-run dockless cycle hire scheme can be a good addition to the transport network but must be managed to avoid negative impacts on the City streets.

The City Corporation endorses the Transport for London Dockless Cycle Hire Code of Practice and has issued the following policy statement.

- The City of London Corporation recognises the role that well-organised dockless cycle hire schemes can play in providing low-cost public access to cycles for short urban journeys and endorses the Dockless Bike Share: Code of Practice for Safe Operation in London (“the Code”).
- Operators are expected to follow the requirements and recommendations of the Code.
- While the City of London is likely to be a popular destination for trips undertaken by dockless cycle hire, the street layout and extremely high footfall in the City means that highways in the City are an unsuitable location for dockless cycle hire operations to be based. An operator should not place cycles on City Corporation highway. Cycles should not be placed on any other land in the City without the consent of the land owner. The City Corporation must be informed in advance of any proposals to base cycles on private property within the City.
- The City Corporation will engage with operators wishing to operate dockless cycle hire schemes to ensure that users of the schemes leave the cycles in appropriate locations on City streets, subject to the cycle hire operators' compliance with the Code and the City Corporation Policy Statement.
- Cycles belonging to operators not complying with the Code and causing danger, obstruction or nuisance will be removed by the City Corporation and operators will be liable for costs as set out in the Code.

Operators wishing to run a dockless cycle hire scheme in the City of London should contact the Strategic Transportation team to discuss their proposals.

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Dockless bike share code of practice

For Operators in London

September 2017

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1. Introduction

- 1.1. Transport for London (TfL) and the Boroughs have a key role in shaping what life is like in London, helping to realise the Mayor's vision for a 'City for All Londoners'. We are committed to creating a fairer, greener, healthier and more prosperous city. The Mayor's Transport Strategy sets a target for 80 per cent of all journeys to be made on foot, by bike or using public transport by 2041. To achieve this, TfL, the Boroughs and other transport providers must work together to make the city a place where people choose to walk and cycle more often.
- 1.2. **The potential to get more people cycling is huge, and dockless bikes are a way to make cycling more accessible and will complement London's existing public transport network.**
- 1.3. Alongside this, streets must be made more accessible for those who prefer to walk, especially children and older and disabled Londoners. Safety remains our primary objective and it is our duty to protect the rights of the public to use and enjoy the Capital's highways and footways. **Dockless bike share schemes must work for everyone without impacting, or causing a Danger to, other road users.**
- 1.4. This code of practice (this Code) has been developed in collaboration with London's Boroughs. It outlines the requirements and recommendations that Operators are expected to follow as part of delivering safe and effective schemes in the Capital.
- 1.5. **This Code will be reviewed and updated regularly so it continues to reflect best practice and the interests of Londoners.**
- 1.6. It complements the existing legal and regulatory framework, which Operators must observe and comply with at all times. Failure to follow this Code may be taken into account should any Highway Authority take enforcement action (see Section 7 of this Code) or begin legal proceedings against any Operator.
- 1.7. Copies of this Code are publicly available, in accordance with the Local Government (Access to Information) Act 1985.

2. Aim and scope

- 2.1. A key aim of this Code is to ensure well-designed, dockless bike share schemes that complement London's public transport network and support the Mayor's Transport Strategy.
- 2.2. This Code applies to all Operators and sets out the operational and safety standards that Operators are expected to adhere to.

3. Definitions

- 3.1. For the purpose of this document the following definitions apply:

Boroughs

- 3.2. Boroughs mean all of the 32 London boroughs and the City of London.

Danger

- 3.3. Danger means risk of bodily harm or injury or damage to property.

Geographic Controls or Geo-fencing

- 3.4. Geographic Controls or Geo-fencing means the use of Global Positioning Systems (GPS) or Radio Frequency Identification Device (RFID) technology to create a virtual geographic fence. When a device moves into (or out of) the space defined by the fence, triggers are sent and the user will receive, for example, a text or push notification.

The technology allows Operators to specify where a bike can be safely parked, or create an exclusion zone that prevents the bike from being manually locked.

Highway Authority

- 3.5. Highway Authority means a body responsible for the administration of Public Roads including TfL, Highways England and the Boroughs.

Non-participating Borough

- 3.6. Non-participating Borough means any Borough which is not directly associated with an Operator that could be interpreted as not supporting dockless bike share schemes, either explicitly or implicitly.

Nuisance

- 3.7. Nuisance means an act, omission, situation or practice that materially affects the reasonable comfort and convenience of the public.

Obstruction

- 3.8. Obstruction means a situation arising from the deposit of a bike or bikes (whether by reason of its or their position, their number, or otherwise) so as adversely to affect the free use of a highway (including a footway or a carriageway), or adversely to affect the free use of any other public or private land which is not specifically assigned for the purposes of dockless bikes.

Operator

- 3.9. Operator means any Operator running or planning to run a dockless bike share scheme on Public Roads or which may affect any premises or assets of TfL or the Boroughs.

Participating Borough

- 3.10. Participating Borough means a Borough that has entered into a Memorandum of Understanding (MoU) or other agreement with an Operator to support the operation of a dockless bike share scheme in that Borough.

Public Road

- 3.11. Public Road means any highway or other road maintainable at public expense.

4. General requirements

- 4.1. Any Operator wishing to run a dockless bike share scheme within the Capital should be an accredited London Living Wage Employer. It must also:
- Comply with all applicable laws, codes of practice and standards
 - Take out and maintain appropriate insurances, for itself and users of the scheme, as well as appropriate public liability insurance

5. Engagement

Prior to launching a dockless bike share scheme, Operators must engage with TfL and all other relevant Highway Authorities responsible for the Public Roads on which the scheme is proposed to operate or whose premises may be affected by such scheme.

- 5.1. Engagement with Highway Authorities includes (without limitation):
- Agreeing a detailed operations plan specifying how the scheme will comply with all of the requirements contained in this Code, in particular the provision and application of:
 - Strict Geographic Controls
 - Parking infrastructure and control
 - Agreeing detailed plans outlining where and when the Operator plans to introduce a scheme, the number of cycles and the extent to which the Operator expects the volume of bikes to grow and be managed
 - Providing evidence the Operator has engaged with Highway Authorities likely to be affected by the scheme in the Participating Borough (eg neighbouring Boroughs)

The Operator must also agree to any additional terms required by the relevant Highway Authorities to supplement this Code.

- 5.2. As well as adhering to this Code, it is recommended that Operators establish an appropriate form of agreement with Participating Borough(s). It must be noted, however, that any such agreement is without prejudice to the requirement for Operators to comply with all applicable laws including those governing interference with free passage on Public Roads.
- 5.3. Dockless bike share schemes should be introduced on a trial basis. Parameters should be set with Participating Boroughs specifying, as a minimum, the number of bikes to be deployed, when the trial will take place, how long it will last and reporting on the performance and impact of the trial scheme.
- 5.4. Operators must agree to cease operations and remove all bicycles if instructed to do so by a relevant Highway Authority.
- 5.5. Operators should also consider the benefits of wider engagement, at proposal stage and during operation, with the public, private landowners, and other stakeholders likely to be impacted by the scheme. This should include (without limitation):
- Communicating the general nature of the scheme including approval to operate from the relevant Borough(s)
 - Explaining the scope, for instance the number of bicycles involved and the geographical area in which they may be used

- Providing reassurance and addressing any concerns that the public and local stakeholders may have. Particular consideration should be given to vulnerable road users such as pedestrians, disabled people and those who are visually or hearing impaired

6. Safety and maintenance

The safety of Londoners is a primary concern and increases in the number of people cycling must be achieved safely, minimising Danger to the public. Without limitation, Operators must meet the standards set out below.

- 6.1. Operators must achieve and maintain ISO 4210:2014 standards for bicycles in the UK and it is always their responsibility to ensure this. They must have robust maintenance and servicing regimes in place so bicycles continue to meet applicable laws and standards. As a minimum, bicycles should be given a full service annually, with formal checks and repairs taking place regularly throughout the year.

It is, at the time of publication, a legal requirement to:

- Provide hand-operated brakes arranged left-hand rear and right-hand front
- Provide front and back lights on the bike so it can operate safely in low light conditions – BS EN ISO 4210:1-9 The Pedal Bicycles (Safety) Regulations 2010 and Road Vehicle Lighting Regulations 1989
- Provide a rear red reflector and amber/yellow reflectors on the front and rear of each pedal
- Make sure all bicycles have an individually identifiable asset number

This is not a list of all legal requirements. It is the Operators' responsibility to make sure they comply with all applicable laws and standards for bicycles in the UK.

- 6.2. Operators must also comply with all applicable health and safety legislation. This includes (without limitation) setting out how they will report the number of staff and customers killed or seriously injured (if any) while working for, or using, the scheme.
- 6.3. They must have operational processes in place to enable customers and members of the public to easily report unsafe or damaged bicycles (see Section 8 (Customer experience and education)). It is the responsibility of the Operator to make sure these bicycles are no longer available for hire, and are recovered within the following service response times:
 - **Where a bicycle is considered to be causing a Danger or Obstruction**, the bicycle should be removed within two hours, or within the Highway Authority's emergency response time, whichever is the quickest. If bicycles are causing an immediate Danger, the relevant Highway Authority may remove them without prior notice. The Operator will be liable for all associated costs
 - **Where a bicycle is reported to be causing a Nuisance**, a maximum response time of 24 hours will be required
- 6.4. Operators must make sure the bicycles are cleaned frequently and within suitable timeframes as agreed with the relevant Highway Authorities. This will include, but is not limited to, removing offensive graffiti and biohazardous material proactively or when directed by the Highway Authorities.

- 6.5. TfL encourages Operators to achieve the Fleet Operator Recognition Scheme (FORS) bronze accreditation to demonstrate their business is being run safely, efficiently and in an environmentally sound manner. FORS aims to ensure:
- **Safer operations** – Operators meet accreditation standards and report, investigate and analyse incidents
 - **Safer drivers** – approved training is available to drivers to increase their awareness of vulnerable road users' safety
 - **Safer vehicles** – those over 3.5 tonnes are fitted with specified safety equipment
- 6.6. The minimum age recommended for a registered user of any scheme will be 18. If accompanied by an adult, users must be at least 14-years-old. This will be explained both in the user terms and conditions and on the bicycle.

7. Operations

Dockless bike share schemes must be operated so as not to cause disruption. The deposit or use of shared dockless bikes (individually or collectively) must not cause Nuisance or Obstruction, and must not restrict or affect the use or enjoyment of property on Public Roads, the premises of any Highway Authority, or private land. The Highways Act 1980 and relevant Highway Authority byelaws provide powers to remove unlawfully deposited bicycles. A Highway Authority may consider giving a warning or taking enforcement action such as issuing Fixed Penalty Notices (FPNs) or prosecuting, where this is required. Operators will be treated as responsible for the use (including the deposit) of any bike they own or manage.

- 7.1. Where an Obstruction occurs, the bike or bikes involved must be moved to a compliant parking space within the timescales set out in Section 6.3. Failure to comply may result in removal, a formal warning, FPN or prosecution.
- 7.2. Where bikes have been removed either by a Highway Authority or emergency services, the Operator will be liable to pay all associated reasonable costs.
- 7.3. Any specific infrastructure requirements that are considered necessary to support the proposed scheme, for instance demarcation, additional parking areas and Sheffield bike stands, will be agreed with the relevant Highway Authorities.
- 7.4. Operators must liaise with TfL, the relevant Borough(s) and organisations such as the Royal Parks and Network Rail, to establish guidelines for where bikes can and cannot be parked. This will include general parking rules and details of specific areas where parking is prohibited at all or certain times.
- 7.5. Operators must make that an Obstruction does not arise because of the deposit of bikes, and that bikes are not deposited in predesignated no-go areas such as around fire escapes (eg through Geo-fencing).
- 7.6. Operators must also be able to monitor and report the location of all their bikes in real time. It is recommended that they can identify any bikes that have fallen over, and so pose a safety risk, and therefore are liable to be removed.
- 7.7. **Operators must have the capability to manage the removal and redistribution of bicycles including when required by a Highway Authority or the Police and (without limitation):**

- When clustering of bikes occurs, for example around transport interchanges during peak times and at large stadia and other important venues
- If there has been a major incident and the emergency services have requested the immediate removal of all bikes
- When cycle journeys have ended in a Non-participating Borough
- In preparation for planned events as instructed by Highway Authorities or emergency services
- If requested to cease all operations

Service level agreements addressing these situations must be agreed with the relevant Highway Authorities.

- 7.8. The Operator must ensure the safe and lawful loading and unloading of bicycles by properly trained individuals with suitable training records kept and available for inspection. Obstruction must be avoided.
- 7.9. Operators' staff must be properly trained as to where bikes may and may not be deployed with suitable training records kept and available for inspection.
- 7.10. Operators must provide the Highway Authorities with a telephone number and details of a named person or persons who can be contacted directly and immediately, at any time of day, on any day, and who will have the authority and resources available to them in order to rectify any foreseeable problems or take any other appropriate action.

8. Customer experience and education

- 8.1. Operators must offer 24-hour communication channels. This includes a telephone number that is clearly advertised on their website, mobile apps and bicycles.

Customer enquiries made during business hours should go direct to the Operator. An after-hours phone menu should be available for queries outside business hours, where not direct to the Operator.

- 8.2. The Operator must make sure the terms and conditions of use for their scheme/s are easily available to customers, via their website and mobile apps. They must:
- Require all customers to accept their scheme's terms and conditions that includes clear guidelines on where the scheme operates and where bicycles can and cannot be parked
 - Highlight important components of their terms and conditions including parking restrictions, incentives for good behaviour and penalties for non-compliance
 - Provide general advice on their mobile app as part of the sign-up process that promotes safe and lawful bicycle use in London. This should include, but is not limited to, guidance on:
 - Staying back from heavy goods vehicles
 - Not cycling on pavements
 - Staying away from parked cars
 - Stopping at red lights
 - Staying central on narrow roads

- Hand signals for safe turning

- Provide a ‘frequently asked question’ page on their website and mobile app

8.3. All Operators’ deposit and payments policy must be in accordance with the Payment Card Industry Data Security Standard. It should be transparent, reasonable and clearly communicated to the customer when they sign up to the scheme and when they hire a bike.

8.4. Operators must have a complaints handling procedure. It must be well publicised and clearly communicated on their website and mobile app. It must also:

- Include contact details, and the process, for making a complaint
- State the timeframes in which the Operator will endeavour to resolve the complaint, including when they are likely to notify the complainant about its progress or resolution
- Be accessible so that disabled customers can lodge and progress a complaint

9. Data requirements

The Mayor’s commitment to increasing safe cycling in London requires TfL and the Boroughs to understand patterns of cycle demand and use. Dockless bike sharing provides an opportunity to do this more accurately, which will better inform the Mayor’s cycling strategy for London.

- 9.1. Operators must share anonymised trip data with the relevant Highway Authority to help enhance the cycling network.
- 9.2. They must also share data with the police and other law enforcement agencies if bicycles are suspected of being used for illegal or antisocial purposes.
- 9.3. In accordance with data protection legislation, all personal data must be processed lawfully. Operators must make sure appropriate security measures are taken against unauthorised access to, or alteration, disclosure, accidental loss or destruction of, personal data.

10. The environment

TfL and the Boroughs are determined to reduce the impact of their transport operations on the environment. Measures in the Mayor’s clean air strategy will target the most polluting vehicles in London.

- 10.1. When redistributing bikes, Operators should consider the environmental impact of any vehicles used. Compliance with the FORS bronze accreditation will contribute to this.
- 10.2. It is recommended that Operators comply with ISO 14001:2015 to minimise negative impacts on the environment.
- 10.3. Recognising that bicycles have a limited useful life, Operators must share their policy for reusing and recycling their assets with TfL and the relevant Boroughs.

11. Accessibility requirements

TfL and the Boroughs continue to improve the Capital’s urban realm, decluttering streets and making public spaces more pleasant and easier for disabled people to use.

11.1. Operators should recognise TfL's equality and inclusion policy and must be committed to improving transport in London by making it more accessible, safe and reliable.

12. Future considerations

TfL, in partnership with the Boroughs, remains open to innovative new services that could help achieve the Mayor's goals for cycling, provided they are safe and effectively managed.

The introduction of dockless bike sharing will be closely monitored as appropriate governance and regulatory controls are explored to make sure it works for everyone in the Capital.

Committee(s):	Date(s):
Streets & Walkways Sub Committee - For Decision	21 May 2018
Subject: Oversight & Communications for Major Highway Activities	Public
Report of: Director of the Built Environment	For Decision
<p style="text-align: center;">Summary</p> <p>The Department of the Built Environment (DBE) permits & co-ordinates all major activities on the City's highway, and given the volume & technical complexity of those activities, Members have previously agreed a series of delegations to enable DBE to effectively manage the decision-making process behind this.</p> <p>General Member engagement currently focuses on the use of social media to inform them of upcoming works and events, but a case can be made for a more structured political engagement process to ensure appropriate and proportionate oversight of DBE's delegated authority for the most significant activities.</p> <p>In order to provide that enhanced focus, it is intended to brief the Chairmen and Deputy Chairmen of the Streets & Walkways and Planning & Transportation Committees in advance of such major activities being agreed. The vast majority of requests will continue to be managed by DBE's Business as Usual protocols under its existing delegations, but this process will ensure a greater degree of political oversight for those activities judged to have the greatest likelihood of impacting City stakeholders.</p> <p>Recommendation</p> <p>Members are recommended to agree this approach.</p>	

Main Report

Background

1. The Traffic Management Act 2004 placed a Network Management Duty on the City of London Corporation to effectively manage its highway to ensure the 'expeditious movement of traffic' on both its road network and the road networks of its neighbouring authorities.
2. To help deliver that statutory function, the Highways team within the Transportation and Public Realm Division of the Department of the Built Environment (DBE) permits and co-ordinates all major activities on the City's highway, including:
 - Road closures and diversions;
 - Major building site operations, including Construction Logistics Plans, loading bays and mobile crane works;

- Special events, including the Lord Mayor's Show;
 - Street works by utilities;
 - Highway works by the City's term contractor, JB Riney;
 - Works by major transport infrastructure providers, such as Crossrail, Transport for London and Thames Tideway;
 - Parking permissions & suspensions for major deliveries, removals and filming operations.
3. DBE's approach is to enable applicants to safely deliver works that are the lifeblood of the Square Mile, but to balance this against the need to minimise their individual and cumulative impact on City businesses, residents and the public at large.

Current Position

4. The City exercises its authority to control these on-street activities by issuing licences, permits, planning approvals and traffic orders under various items of primary legislation, such as:
- London Local Authorities Act 2007
 - Road Traffic Act 1991
 - Road Traffic Regulation Act 1984
 - Highways Act 1980
 - City of London (Various Powers) Act 1967
 - New Roads and Street Works Act 1991
 - Electricity Act 1989
 - Local Government Act 1972
 - Traffic Management Act 2004
 - Crossrail Act 2008
5. Given the sheer volume of applications being made under these powers, the technical complexity involved, and the need to expedite the decision-making process, the authority to consider these applications has been delegated over time from the Court of Common Council and the responsible Committees to officers within DBE.
6. To illustrate the volume of applications requiring some form of consent, the number of activities considered under existing delegations in 2017 included:
- 383 road closure applications
 - 96 road closures requiring bus route diversions
 - 82 building developments or major refurbishments
 - 15 major special events
 - 3,500 utility excavation permits
 - 4,900 highway maintenance permits for JB Riney

- 505 scaffold & hoarding licences
 - 3000 parking dispensations
 - 1020 parking bay suspension applications
7. Given this volume, current Member engagement tends to be focused on the major activities that either have the most impact on traffic, or that affect key premises, with the extent of that engagement dependent on the nature of the issue.
 8. For example, briefings on the large scale Cadent gas works at Gracechurch St were e-mailed to all Members of the Court, but contact on the localised gas leak in Tudor St focused on updates to Ward Members for Castle Baynard and Farringdon Without.
 9. More general updates for Members are regularly provided through DBE's social media channels, such as the @squarehighways Twitter feed for live updates (with around 3,650 followers), and the weekly Traffic Management Bulletin (1,160 recipients) that covers major highway activities, events and road closures for the week ahead.
 10. More structured annual reports are written by DBE for Streets & Walkways Sub Committee, Planning & Transportation Committee and Policy & Resources Committee, the last of which was in Nov / Dec 2017. These reports reflect on the activities of the last 12 months, and outline the major schemes & projects likely to take place in the coming year.

Proposal

11. With this high volume of activity likely to continue for the foreseeable future, it is still appropriate for the vast majority of requests to be managed through the existing delegated process.
12. However, for those activities with the greatest potential to cause disruption, a case can be made for a more structured political engagement process to ensure appropriate and proportionate oversight of DBE's delegated authority.
13. Such activities that might be examined could range from a significant utility excavation to a prolonged piece of work by JB Riney, or involve a third-party scheme on the TfL Road Network, such as Thames Tideway. It could also be a Construction Logistics Plan submitted as a condition to a major development's planning approval, setting out how that development will be serviced for the next 2-3 years.

Recommendation

14. Given that DBE derives its delegations from the Planning & Transportation Committee and / or the Streets & Walkways Sub Committee, it is proposed to brief in advance the Chairmen & Deputy Chairmen of those two committees on those major activities likely to cause disruption or to be particularly controversial.
15. This will afford those senior Members the opportunity to have oversight of those proposals, to suggest in principle whether such proposals are acceptable, and whether changes might be sought from the applicant to minimise their impact.

16. Such a process would be similar in approach to the current arrangement for engaging with the Chairmen and Deputy Chairmen of Policy & Resources, Streets & Walkways and Culture, Heritage & Libraries Committees over new applications for major special events. That process has also established a protocol for proportionate Member oversight & engagement covering an approval process that had previously been delegated to DBE.
17. Considering road closures as an example of how this would work, Appendix 1 sets out the six types of *planned* road closure managed by DBE, and the three types of *unplanned* road closures that DBE responds to. Each is categorised depending on its level of impact, importance and timing.
18. It is proposed that this enhanced Member oversight is instigated for those closures highlighted in **Red**, namely those with the greatest impact or importance (A*, A and B for planned closures, and types 1 and 3 for unplanned / emergency closures). This would typically cover around 20 road closures a year out of the 400 applications usually received.
19. Appendix 2 sets out a wider communication strategy that DBE will now adopt for each type of closure, covering not just engagement with Members but also the broad approach to communicating with the public and TfL.
20. Various forms of communications (eg direct contact, on-street information and new & existing media channels) are readily available as proportionate approaches depending on the scale, nature and notice of the individual road closure.

Corporate & Strategic Implications

21. Following the start of works by Cadent Gas to replace their gas main at Gracechurch St, a moratorium on non-essential work has been placed across much of the City, resulting in several proposed activities being deferred until at least Q4 2018.
22. Therefore, in the short term, the focus for this proposed additional oversight will be on delivering actions that might alleviate the localised congestion caused by Cadent, and any essential works that DBE believe cannot be deferred until Cadent complete in September.

Conclusion

23. The above approach is intended to retain the existing protocols for keeping Members well informed of major activities on-street, but also to provide an enhanced focus via those key Chairmen and Deputy Chairmen responsible for public highway activities, road safety and building development.
24. The intention is to adopt a proportional approach where the vast majority of requests continue to be managed by DBE's Business as Usual protocols under its existing delegations. However, it will also seek to deliver a greater degree of political oversight for those activities judged to have the greatest likelihood of impacting City stakeholders.

Appendices

- Appendix 1 – Road Closure Categorisation
- Appendix 2 – Communications Matrix

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Appendix 1: Road Closure Categorisation

Criteria	Planned						Unplanned/Emergency		
Category	A*	A	B	C	D	E	1 Major	2 Minor	3 Security
Network	Special	Weekday Bus Route SRN	Weekday Bus Route Non-SRN	Weekend Bus Route	Weekday Non-bus route	Weekend non-bus route	Any	Any	Any
Anticipated disruption	Any	Severe	Serious	Moderate	Moderate	Minimal	Severe / Serious	Moderate / Minimal	Any
Anticipated customer impact	Critical	Severe	Serious	Moderate	Moderate	Minimal	Severe / Serious	Moderate / Minimal	Any
Geographical scale of impact	City Level	Widespread across / outside City	Across a wide part of the City	Diversion route	Localised Area	Localised Area	More than a localised area	Localised Area	Any
Reputational importance	Critical	Extremely High	High	Reasonable	Some	Minor	High	Some	High
Example	Tower Bridge repairs	'Major' bus route (eg Cannon St / Bloomberg)	'Minor' bus route (eg New Fetter Ln)	Any weekend bus route closure	Goring Street (for 60-70 St Mary Axe)	Any non-bus route closure	Cannon St gas leak	Broken down bus	Suspect package / ATTRO
Communications responsibility	Director	Assistant Director	Traffic Manager	Network Manager	Traffic Management Officer	Traffic Management Officer	Traffic Manager	Network Manager	Police / Traffic Manager
Approx No	2	8		90	270		5	25	5

SRN: Strategic Road Network (major bus routes where TfL have strategic oversight over the City's highway authority powers)

Appendix 2: Communications Matrix

Comms activity	Project Category								
	A*	A	B	C	D	E	1	2	3
Members									
All Members									
Ward Members									
Chairmen / Deputy Chairmen									
Chief Officer / Director									
Applicant Engagement									
Area leaflet drops by applicant									
Works notification letters									
Local exhibitions/events									
Contact Centre briefing									
Face to face (businesses, community)									
Emergency services									
Environmental Health									
Other Boroughs									
On-site Customer Information									
Variable Message Signs									
Advance warning signs									
Road closure information notices									
Works information on site hoardings									
Traffic diversion signage									
Media									
Press release									
Radio									
Press interview									
Traffic order press advert									
Social Media									
Web site page									
Facebook									
Weekly Traffic Management Bulletin									
Twitter									
TfL									
Traffic Management Act consent									
Network management									
London Buses									
Traffic signal timing team									
ATTRO protocol									

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Committee(s):	Date:
Streets & Walkways Sub-Committee – For decision	21 May 2018
Subject: Cloth Fair Noise Disturbance	Public
Report of: Director of the Department of the Built Environment	For Decision
Report author: Albert Cheung - Department of the Built Environment	

Summary

In February 2017, double yellow lines and a disabled bay were introduced as an experiment in Cloth Fair to mitigate the overnight noise disturbance reported by residents.

The monitoring of the experimental scheme has shown that the double yellow lines have been successful in deterring taxi and private hire drivers parking / idling overnight which was the main cause of the disturbances.

Feedback from Cloth Fair residents on the scheme has also been positive. However, one objection was received from a local occupier during the statutory consultation. The objector was concerned with the reduction of parking opportunities near their property and believed that the restrictions are needless. Analysis of the experimental scheme has shown that there are still plenty of parking opportunities nearby.

Recommendation(s)

Members are asked to:

1. Approve making the experimental scheme permanent to resolve the overnight noise disturbance issue and that the objector is informed of your decision accordingly.

Main Report

Background

1. In January 2017, the Planning and Transportation Committee approved a scheme involving double yellow lines and a disabled bay to mitigate the noise disturbance in Cloth Fair whilst limiting the parking impacts for disabled visitors. However, as it was unclear if the proposals would be effective, Members therefore agreed that the proposal should be introduced initially as an experiment, and if objections were received these be reported back to committee for resolution.

Current Position

2. On the 27 February 2017, the double yellow scheme was introduced using an experimental traffic order. The order has a statutory six-month consultation which expired on 28 August 2017. As a result of this, one objection was received from a local occupier. A plan of the experimental scheme is shown in Appendix A.
3. To support the experiment, monitoring and data collection has been obtained and analysed. A decision is now required as to whether the experiment should be made permanent or to revert Cloth Fair back to the previous single yellow line arrangement.

Monitoring

4. The effectiveness of the experimental traffic order has been monitored and analysed using data from the following sources.

i) Civil Enforcement

During the first 2 weeks of the experimental traffic order, enhanced civil enforcement resources were deployed to encourage better compliance of the double yellow lines from the start. They were also tasked with gathering data on any vehicles parking or idling in Cloth Fair and had reported that there had been none.

ii) Traffic Survey

As part of the London Borough of Islington's Controlled Parking Zone (CPZ) change, Islington carried out parking surveys in the City to monitor the impacts of their CPZ scheme (reported to Streets & Walkways Sub-committee in November 2017). The parking survey was carried out for seven consecutive days in June and October 2017. The survey recorded on-street parking occupancy in parking bays and on single / double yellow lines outside the City's CPZ hours (Mon-Fri 7am-7pm and Saturdays 7am-11am). It was therefore, possible to utilise this parking data to assess the Cloth Fair experiment. The results also showed that there were no vehicles parking or idling overnight in Cloth Fair.

iii) Environmental Health

Since the experiment was introduced, the City's Environmental Health Officers have received no overnight noise disturbance complaints associated with taxi and private hire drivers parking, idling and talking in Cloth Fair.

iv) Consultation

The experimental scheme received one objection from an occupier in Kinghorn Street during the statutory six-month consultation period. The objector was concerned with the reduction of parking opportunities near their property and believed that the restrictions are needless. A copy of the objection is shown in Appendix B. Officers have attempted to resolve the objection but unfortunately this was unsuccessful.

The purpose of the experimental scheme is to reduce parking opportunities in Cloth Fair. However, from the parking occupancy surveys the surrounding area has ample parking facilities including an off-street car park for some 600 vehicles.

It is also worth stating that officers have also received some feedback from Ward Members and Cloth Fair residents who have reported that the double yellow lines are working well, have alleviated the noise disturbance and support making the changes permanent.

Recommendations

5. In view of information set out above, it is recommended that the experimental double yellow lines and disabled parking bay in Cloth Fair be made permanent to resolve the noise disturbance issue, and the objector is informed of the committee's decision accordingly.

Conclusion

6. The monitoring and analysis of the data has shown that the experimental scheme is successful at mitigating the overnight noise disturbance. There have been no overnight noise disturbance complaints and feedback from Cloth Fair residents has been positive.
7. The statutory consultation received one objection from a local occupier because they were concerned with the reduction in parking opportunities near their property. However, the monitoring has shown that there is still plenty of parking opportunities nearby, including a car park for some 600 vehicles.

Appendices

- Appendix A – Experimental Scheme
- Appendix B – Objection letter
- Appendix C – Current Parking Arrangement

Background Papers

- Cloth Fair Report – Streets & Walkways Sub-committee July 2016
- Cloth Fair Report – Planning & Transportation Committee January 2017

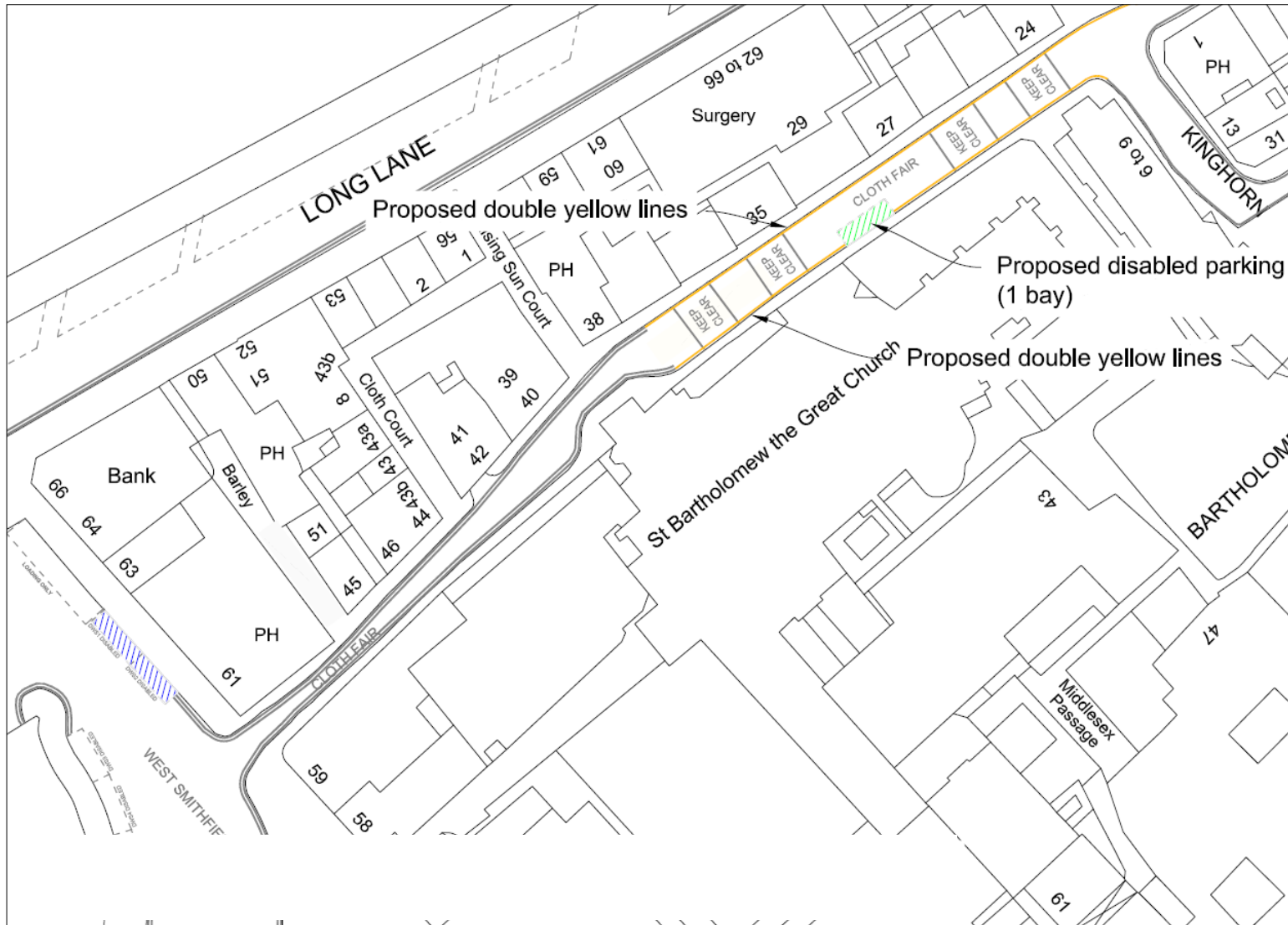
Albert Cheung

Department of the Built Environment

T: 020 7332 1701

E: albert.cheung@cityoflondon.gov.uk

Appendix A: Experimental Scheme



Appendix B: Objection letter

The Assistant Director
(City Transportation)
P.O. Box 270
Guildhall
London
EC2P 2EJ

PLANNING & TRANSPORTATION		
PSDD	CPO	PPD
YPD	19 JUN 2017	LTP
CHM		GBE
NS	129133	PP
FILE		DD

REF. DBE/CT/TMO-GL. 17Feb17.

Dear Sir,

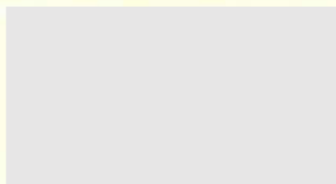
Regarding changes to parking restrictions in Cloth Fair & Middle Street, reference to the above notice. Also the similar changes in Saint Bartholomew's Close.

I am resident and owner at the above address. I have to comment on these changes as I strongly object to yet more double yellow lines in this location and in the city in general.

Travel around the city has become impossible, too many road closures, too many road works / construction blockages authorized at the same time, no reasonably priced parking, too many disabled parking places which are never in use, cycle lanes blocking highways (the Embankment) instead of being on back roads (like Cable Street, Upper Ground & Park St), ridiculous 20 mph speed limits, a 50% increase in parking charges at Smithfield (vs. 2.9% inflation) etc. etc. etc.

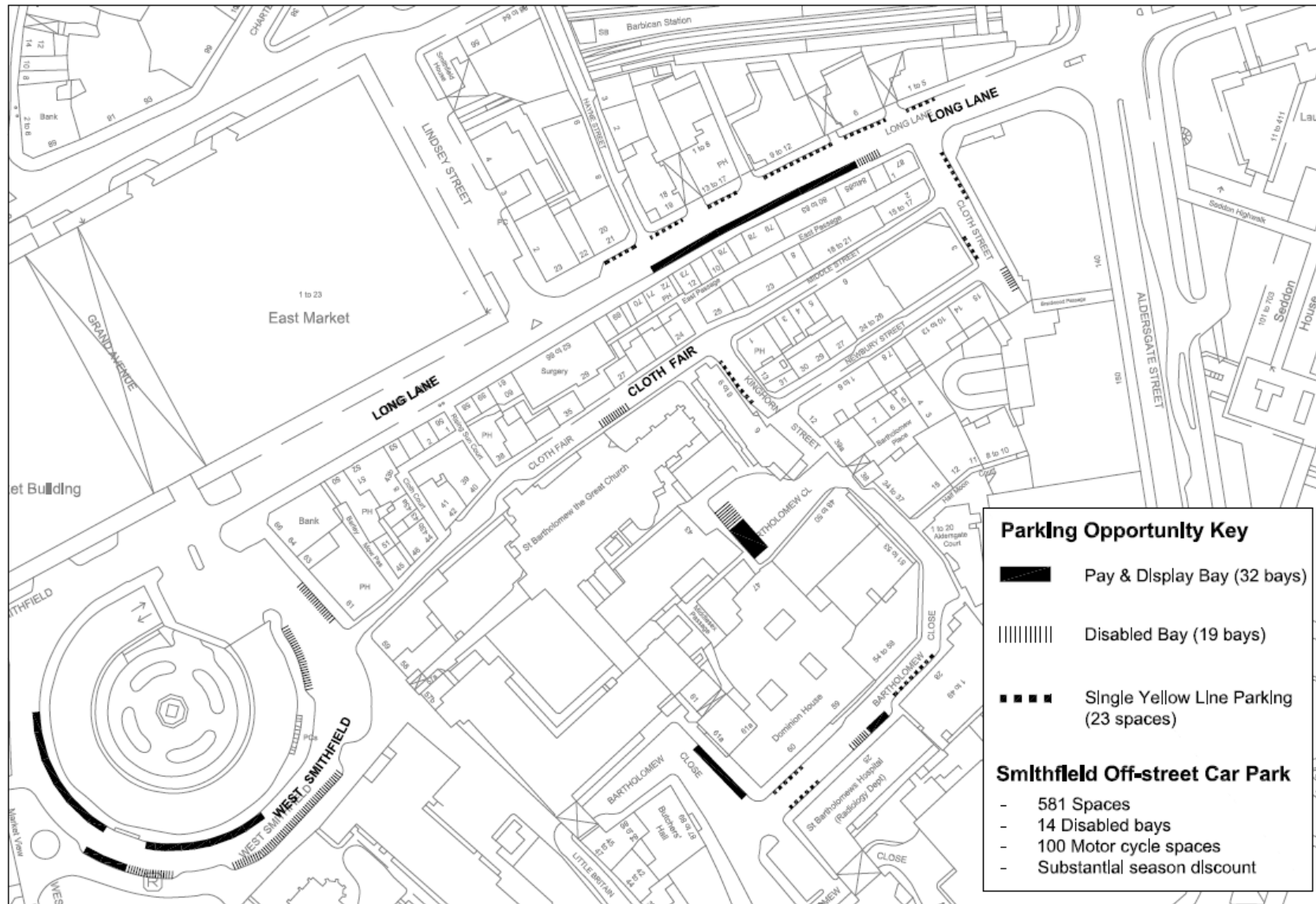
I do not use my car very often, in fact I have it garaged in the suburbs. When I do use it I need access and the ability to park it near my flat for at least some of the day without being tied in knots by excessive and needless parking regulation.

Yours,



P.S. If you want any further extensive comment I am willing to provide it.

Appendix C: Current Parking Arrangement



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Committee	Dated:
Port Health and Environmental Services Committee Streets & Walkways Sub Committee	22 May 2018 21 May 2018
Subject: URGENCY REPORT Low Emission Neighbourhood (LEN): proposals for an ultra-low emission street in Moor Lane & Beech Street	Public
Report of: Director of Built Environment Director of Markets and Consumer Protection	For Decision
Report author: Ben Kennedy Low Emission Neighbourhood Project Manager	

Summary

At the Port Health and Environmental Services Committee meeting on the 6th March 2018 the recommendation of progressing an 'Ultra Low Emission Vehicle (ULEV) Only' scheme in Moor Lane was not supported. The consensus among Members was that they could not support any proposal that did not include action to tackle air pollution in Beech Street.

Officers were tasked with looking again at how improvements in air quality in Beech Street can be delivered at the earliest opportunity. A subsequent meeting was convened between the Chairmen of the Planning & Transportation, Port Health & Environmental Services, and Policy & Resources Committees, together with the Chief Officers and Service Directors of the Department of the Built Environment, and the Department of Markets and Consumer Protection to consider and determine the approach to tackling air quality in Beech Street and its environs.

The successful implementation of a road closure, or 'ULEV Only' street, in Beech Street has been assessed as taking up to 2 years to deliver. It will require negotiations with Transport for London (TfL) and LB Islington, whose road network would be impacted by any decision to reduce traffic in Beech Street. Low Emission Neighbourhood (LEN) funding is only available until March 2019 and the Greater London Authority has confirmed that a time extension would not be granted and that the LEN programme should be completed by April 2019. Therefore, any decision to recommend officers work to deliver a 'ULEV' only restriction in Beech Street could not be delivered within the life of the LEN. To avoid returning funding, officers believe that the best use of the LEN funding will be to trial the 'ULEV Only' concept in a smaller less trafficked street, where traffic displacement will be limited, and which could be delivered by April 2019. This report therefore recommends that a decision to introduce a 'ULEV' only restriction in Moor Lane is reconsidered. This would deliver important learning in relation to enforcement and ongoing revenue costs. At the end of the 12 months, the 'ULEV Only' pilot project will be assessed to determine whether it can be considered a success, and whether it is suitable to be scaled up for application in Beech Street, or on an area wide basis. Both the Greater London Authority (GLA) and TfL have accepted that Moor Lane would be an acceptable alternative scheme to meet the requirements of the LEN grant.

This report also seeks to set out proposals to significantly improve air quality in Beech Street as instructed by this committee. The report advises that a Gateway 3 report is currently being prepared, recommending that officers commence work immediately to restrict Beech Street to westbound traffic only. The report will also recommend that such westbound traffic be limited to 'ULEZ' compliant vehicles only. The impact of this change would be significant on City traffic, the TfL network and on LB Islington's network. If this is achievable it is estimated that this work will take 18-24 months.

Recommendation

This committee is requested to

- 1 Agree that a Moor Lane 'ULEV Only' scheme be delivered by April 2019 using LEN funding.
- 2 Agree a further report be received by this committee setting out the findings of the Moor Lane trial scheme following 12 months of its operation.
- 3 Support the proposals set out for reducing traffic in Beech Street and improving its air quality.

Main Report

Background

1. In July 2016, the Mayor of London awarded the City of London Corporation £990,000 over three years to implement a Low Emission Neighbourhood (LEN) in the Square Mile. The project formally commenced in September 2016 and needs to be completed by March 2019. In the final 12 months of the LEN project £265,000 is available from the Mayor's Air Quality Fund (MAQF) to be spent alongside £100,000 Local Implementation Plan (LIP) allocation. The GLA has confirmed that this funding cannot be carried over into the 2019/20 financial year and the LEN project must be completed by April 2019.
2. Several small projects have been successfully delivered within the LEN. However, the funding was awarded to the City Corporation on the basis that there would be a 'transformational' element to the scheme. The original intention outlined in the bid document that was approved by both the Port Health and Environmental Services and Planning and Transportation Committees was to improve air quality in Beech Street, and support the introduction of zero emission taxis, by delivering a scheme based on an Ultra-Low Emission Vehicle (ULEV) traffic restriction.
3. Beech Street was chosen due to the high levels of pollution resulting from the covered roadway and the local concerns about air quality in the vicinity. As many

taxis use Beech Street, restricting access to the new zero emission (range extended) taxi was expected to provide an additional incentive for taxi drivers to purchase or lease the new taxi.

4. Ultra-Low Emission Vehicles (ULEVs) is the term used to describe any vehicle that emits less than 75g of CO₂/km from the tailpipe and can operate in zero tailpipe emission mode. ULEVs range from pure electric vehicles, to plug-in hybrids and extended range electric vehicles. A full definition can be found in the Appendix B.
5. In 2017, the annual average nitrogen dioxide concentration in Beech Street was 80 µg/m³. This is a slight reduction from 2016 when it was 85 µg/m³, and 2015 when it was 89 µg/m³. The WHO and EU set threshold limits of 40µg/m³ of nitrogen dioxide as the maximum concentration that any location anywhere in the City be can before human health is impacted.
6. Last year a comprehensive feasibility study was undertaken to assess the impact of different traffic restriction scenarios to improve air quality in Beech Street. It revealed that only two traffic restriction scenarios would result in the necessary reductions in annual average concentrations of nitrogen dioxide to 40 µg/m³. The two scenarios are:
 - a) ULEV only, full two-way access restriction (only with vehicles operating in zero emission mode)
 - b) ULEV only, one-way westbound (no eastbound traffic).
7. A number of other traffic restriction scenarios were considered, however these scenarios wouldn't deliver the required reduction in levels of nitrogen dioxide. These scenarios included:
 - a) No diesel vehicles, full two-way ban on diesel vehicles
 - b) One-way westbound general traffic only (eastbound closure)
 - c) ULEV only, two-way between Aldersgate and Golden Lane
8. Separate forecasting of the potential uptake of ULEVs has estimated that ULEVs will make-up 20% of all motorised traffic in the City of London by 2020-21. This would suggest that currently 80% of motorised vehicles would be restricted if a full two-way ULEV restriction was introduced in Beech Street. It should be noted that these forecasts do not take into consideration the potential impact that such a scheme would have on the uptake of ULEVs amongst drivers and vehicle fleets operating in the City of London. As such the proportion of ULEVs operating in the City could potentially be higher than 20% by 2020.
9. Traffic modelling of a full two-way ULEV only scheme demonstrated that the traffic displacement impact would be significant and wider ranging than, for example, the current Bank Junction scheme. The model identified traffic impacts on the road networks in neighbouring boroughs and on TfL managed routes. Given these issues, together with the evolving proposals for the Cultural Mile and the Centre for Music, it became clear that delivery of a ULEV only traffic restriction in Beech Street would not be deliverable within the life of the LEN programme. The experience of the Bank scheme is that to get to the point of introducing a scheme

in Beech Street (assuming this could be agreed given the likely impact on congestion and on neighbouring boroughs) would take around 2 years.

10. Comprehensive monitoring of the impact on the City's road network resulting from the closure of Beech Street for the OpenFest event (14-18 March 2018) has been undertaken and the results will be reported once analysis has been completed.
11. As set out above, officers have sought a time extension for the LEN related work but the GLA has confirmed that the funding cannot be carried over and it is not possible to deliver the Beech Street improvements within the life of the scheme. Given this situation, officers considered alternative sites for comparable schemes. Moor Lane was deemed the most appropriate substitute location to implement ULEV only traffic restrictions in the LEN area. The key reasons for selecting Moor Lane is that it has a high proportion of taxis passing through and the impact of traffic displacement and likely congestion would be substantially smaller than Beech Street. Consequently, only limited traffic analysis would be required. Officers consider that a scheme in Moor Lane can realistically be delivered by April 2019. Both the GLA and TfL have accepted that Moor Lane would be an acceptable alternative scheme to meet the requirements of the LEN grant.
12. In 2017 the annual average nitrogen dioxide concentration in adjacent Fore Street was $41\mu\text{g}/\text{m}^3$ and in Silk Street, $42\mu\text{g}/\text{m}^3$. Although monitoring doesn't take place in Moor Lane itself, the air quality will be very similar. A ULEV scheme in Moor Lane will not deliver the same air quality benefits as the proposed scheme in Beech Street and will not fulfil all of the original aims of the LEN. However, it would still have significant benefit by trialing the concept and effectiveness of a 'ULEV Only' street, and, helping resolve the issue of effective signage and provide a good understanding of the costs of enforcement. It will also provide an incentive for the uptake of zero emission capable taxis and raise awareness and familiarity of the 'ULEV Only' signage amongst drivers in advance of its potential wider rollout.
13. The proposal to implement a 'ULEV Only' scheme in Moor Lane rather than Beech Street was presented to Members of the Port Health and Environmental Services Committee in March 2018. The consensus among members was that they could not support any proposal that did not include action to tackle air pollution in Beech Street. It is therefore suggested that officers be authorised to proceed with the Moor Lane scheme and to bring back proposals in relation to how Beech Street air quality might also be improved.

Culture Mile – Beech Street transformation

14. The Cultural Mile programme team is progressing proposals that will result in the transformation of Beech Street. These proposals include traffic restrictions to enable an improved public realm and pedestrian conditions. A Gateway 3 report is currently being prepared that will be recommending to Members that a scheme be developed that moves Beech Street to being reduced to just one lane, with the northern footway built out to facilitate pedestrian movement and public realm enhancements. This would deliver significant traffic reduction as well as improving air quality. The Exhibition Halls in Beech Street are due to be redeveloped and are expected to be reopened in their new guise in Summer 2021. The intention is that

any transformational highway and public realm improvements in Beech Street will need to be delivered by this date.

15. The timescale for the wider Beech Street work is beyond that of the LEN project. However, the LEN project complements the Culture Mile proposals and vice versa. Given a successful pilot scheme, it may be possible to introduce a ULEV restriction prior to the final one-way traffic scheme, which it is targeted to be introduced in Summer 2021. The intention is that this would coincide with the likely completion of the proposed transformation of Beech Street, which the Gateway 3 report will indicate should be due Summer 2021. The phased approach is described in paragraph 26.
16. The public realm building works are expected to take 12-15 months and this will be informed by the results of radar surveys of the highway which will be commissioned shortly. It is considered likely that structural difficulties will be found through these surveys necessitating building works to commence by Summer 2020, or even earlier. This means there may be very limited opportunity to introduce any directional 'ULEV Only' scheme before the building works commence and hence before the opening of the Exhibition Halls. Any such opportunity would only be for a very short period e.g. 3-6 months before it would have to be taken out to facilitate the carriage way improvements associated with the Beech Street improvements. Once costs are better defined a decision will be needed on the cost benefit of seeking to deliver an east bound directional ULEV before the highway building works commence.

Financial Implications

17. The City Corporation has been awarded £900,000 over three years to for the Low Emission Neighbourhood programme. This has been matched by the City Corporation from a variety of sources such as Local Implementation Plan money, department underspend, City businesses, Transport for London, staff time and Planning obligations under Section 106 of the Town and Country Planning Act 1990.
18. Transport for London has approved the alteration to the original programme to consider Moor Lane as a ULEV only street rather than Beech Street. Consequently, the City Corporation will still receive the allocated funding for the third and final year of the LEN project.
19. Should Moor Lane become a ULEV only street in early 2019, the operation costs for the first year would be covered by the LEN funding. The scheme would then be assessed to consider whether it should be continued given its cost, local impact and effectiveness.
20. The costs of the improvements to Beech Street are currently being assessed and are not covered within this report.

Corporate & Strategic Implications

21. The LEN project supports the aims and objectives of the City of London Air Quality Strategy 2015–2020, in addition to many other corporate policies and strategies. It also goes towards addressing air quality, which has been identified as a corporate risk.
22. It supports two key Corporate Plan outcomes:
 - a. 'People enjoy good health and wellbeing'
 - b. 'We have clean air, land and water.....'

Conclusion

23. It is recognised that any recommended proposals will need to include action to tackle air pollution in Beech Street, whilst minimising the impact of traffic displacement both within the City and in neighbouring boroughs.
24. The recommendation is that Moor Lane 'ULEV Only' scheme is given approval to proceed as a concept/pilot project to be delivered by April 2019 using LEN funding and be a forerunner to a larger scale scheme in Beech Street as part of the new scheme being delivered in Summer 2021.
25. Subject to the outcome of the Moor Lane pilot project, it is recommended that the following phased approach to reducing traffic volumes, improving air quality and the public realm in Beech Street is progressed. Appendix C provides further information.
26. Proposed phased approach:
 - Phase 1a – Moor Lane ULEV only
 - Phase 1b - Beech Street engagement & feasibility – *project initiation subject to results of monitoring of the OpenFest closure*
 - Phase 2 - Beech Street; Directional eastbound ULEV Only (westbound remains open to all traffic) – *subject to outcome of the Moor Lane pilot project and timescales of the Exhibition Hall construction and footway buildout and discussions with TfL and neighbouring boroughs and the resultant cost benefit analysis.*
 - Phase 3 - Beech Street; northern footway buildout and completion of public realm improvements westbound only, all traffic.
 - Phase 4 - Beech Street; including westbound ULEV only, if found to be viable.
27. Closing the eastbound lane to traffic and making Beech Street westbound only (to all motor vehicles) will result in significantly reduced traffic flows (at least 40% reduction). However, on its own it will not result in an acceptable improvement in air quality unless the westbound lane is also restricted to ULEV vehicles only. As such the final phase of the Beech Street transformation programme is recommended to include making it ULEV Only westbound if this is found to be

viable without causing unacceptable traffic disruption both in the City and within LB Islington.

Appendices:

Appendix A - Moor Lane benefits table

Appendix B - Definition of ULEVs

Appendix C - Moor Lane and Beech Street: further information

Appendix A - Moor Lane – Objectives, benefits & risks

Phase	Description	Objectives / benefits	Risks
1a	Moor Lane ULEV Only access restriction	<ul style="list-style-type: none"> • Meet the requirements of the GLA grant funding within the next 12 months • Pilot the concept of a ULEV only scheme to act as a forerunner to larger scheme in Beech Street • Increase familiarity of ULEV Only signage amongst drivers • Incentivise uptake of electric taxis • Help to understand anticipated levels of compliance and expected uptake of ULEVs • Futureproof Moor Lane for any potential traffic displacement from Beech Street • City Corporation seen as pioneering initiatives to tackle air pollution retaining reputation as one of the leading local authorities in London. 	<ul style="list-style-type: none"> • Limited impact on air quality in immediate vicinity • Pilot scheme considered a failure and no rollout • Low compliance amongst drivers • Resident and stakeholder concern and disquiet that the City Corporation is not doing enough to tackle traffic-based air pollution. • Low uptake of zero emission capable vehicles and ULEVs amongst taxi drivers, private hire drivers, businesses and local residents resulting in continuing poor air pollution in the City of London.

Appendix B – Definition of ULEVs

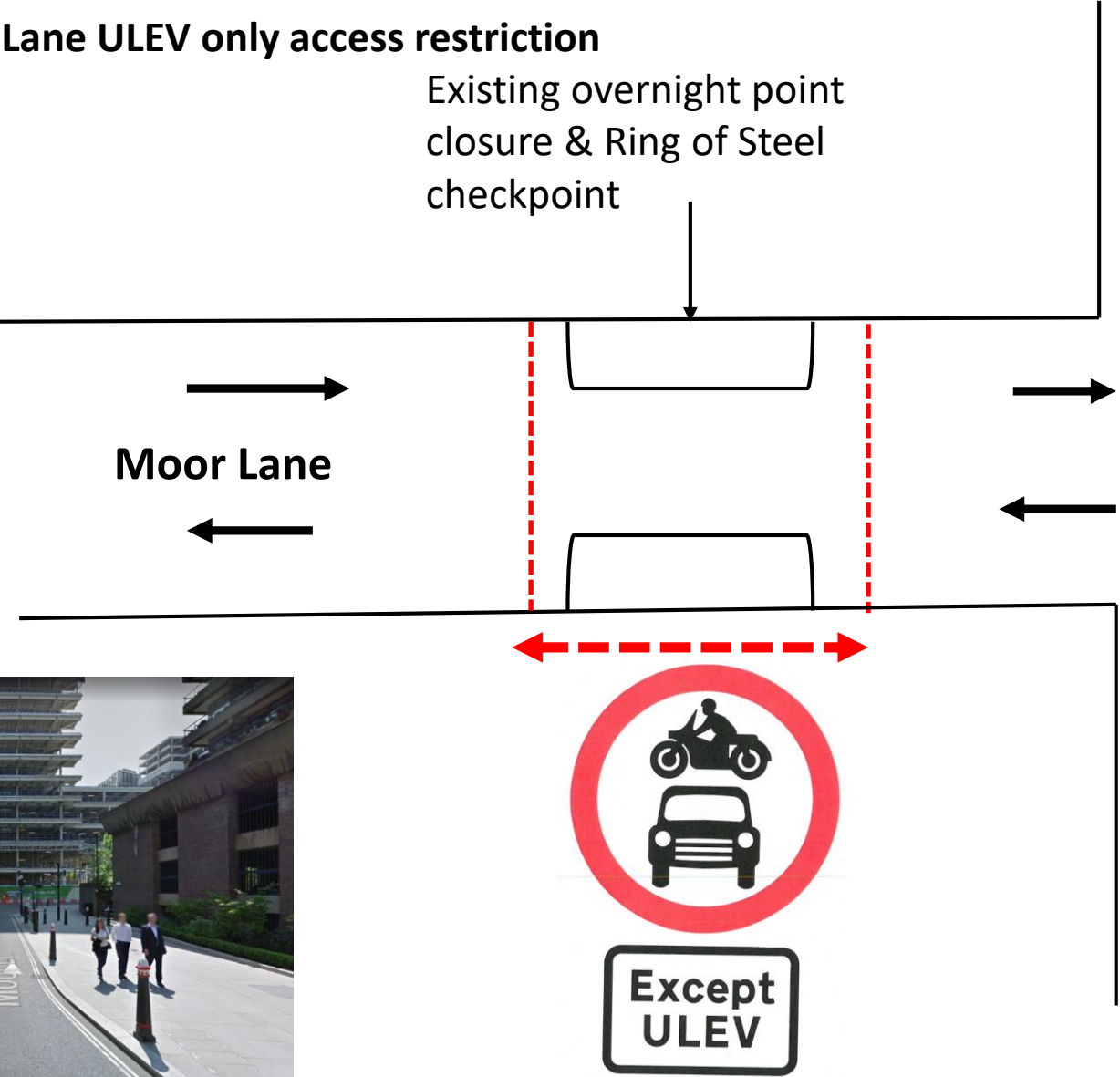
There are four different types of ultra-low emission electric vehicles:

- Pure electric vehicles (EVs) – wholly electric vehicles powered by a battery. Currently most manufacturers offer pure electric cars with a range up to 100 miles or more.
- Plug-in hybrid electric vehicles (PHEVs) – battery range in excess of ten miles. After the battery range is utilised, the vehicle reverts to conventional hybrid operation (utilising both battery power and Internal Combustion Engine (ICE)).
- Extended-Range electric vehicles (E-REVs) – similar to BEVs but typically with a shorter pure electric range of around 40 miles-100 miles, range is extended by an ICE on-board generator providing many additional miles of mobility. With an E-REV, the propulsion technology is always electric, unlike a PHEV where the propulsion technology can be electric or hybrid.
- Fuel cell electric vehicles (FCEVs), with zero emission at the tailpipe, can become a key part of the portfolio of technologies to help deliver a cleaner environment and improved air quality. FCEVs are relatively new to the UK market, with the first models only arriving in autumn 2014.

Appendix C

Phase 1A) Moor Lane ULEV only access restriction

Existing overnight point
closure & Ring of Steel
checkpoint



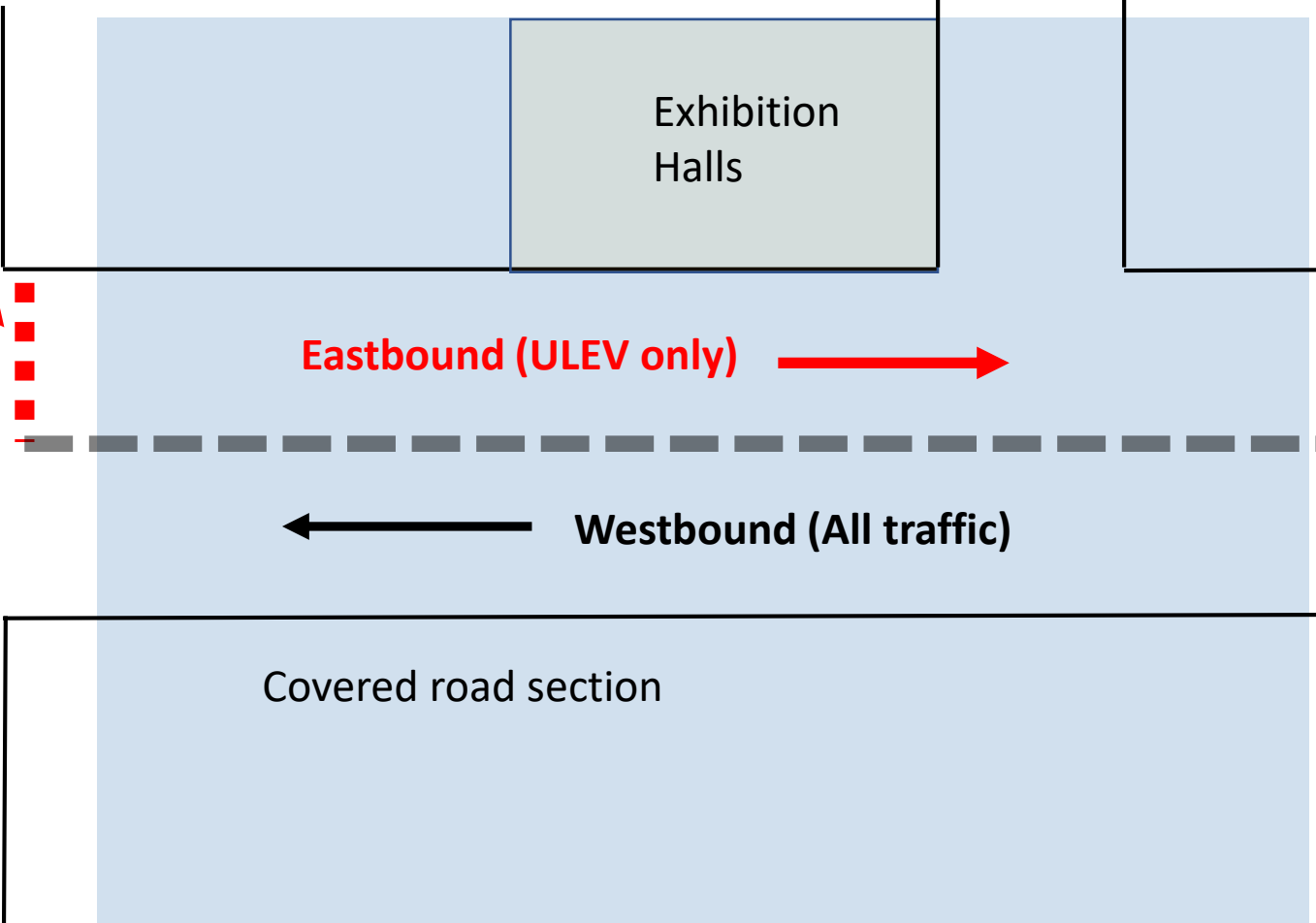
Phase 2) Beech Street – Eastbound ULEV only



Barbican



Except
ULEV



Golden
Lane

Whitecross
Street

Long
Lane
Age 160

Beech Street

Aldersgate
Street

Silk
Street

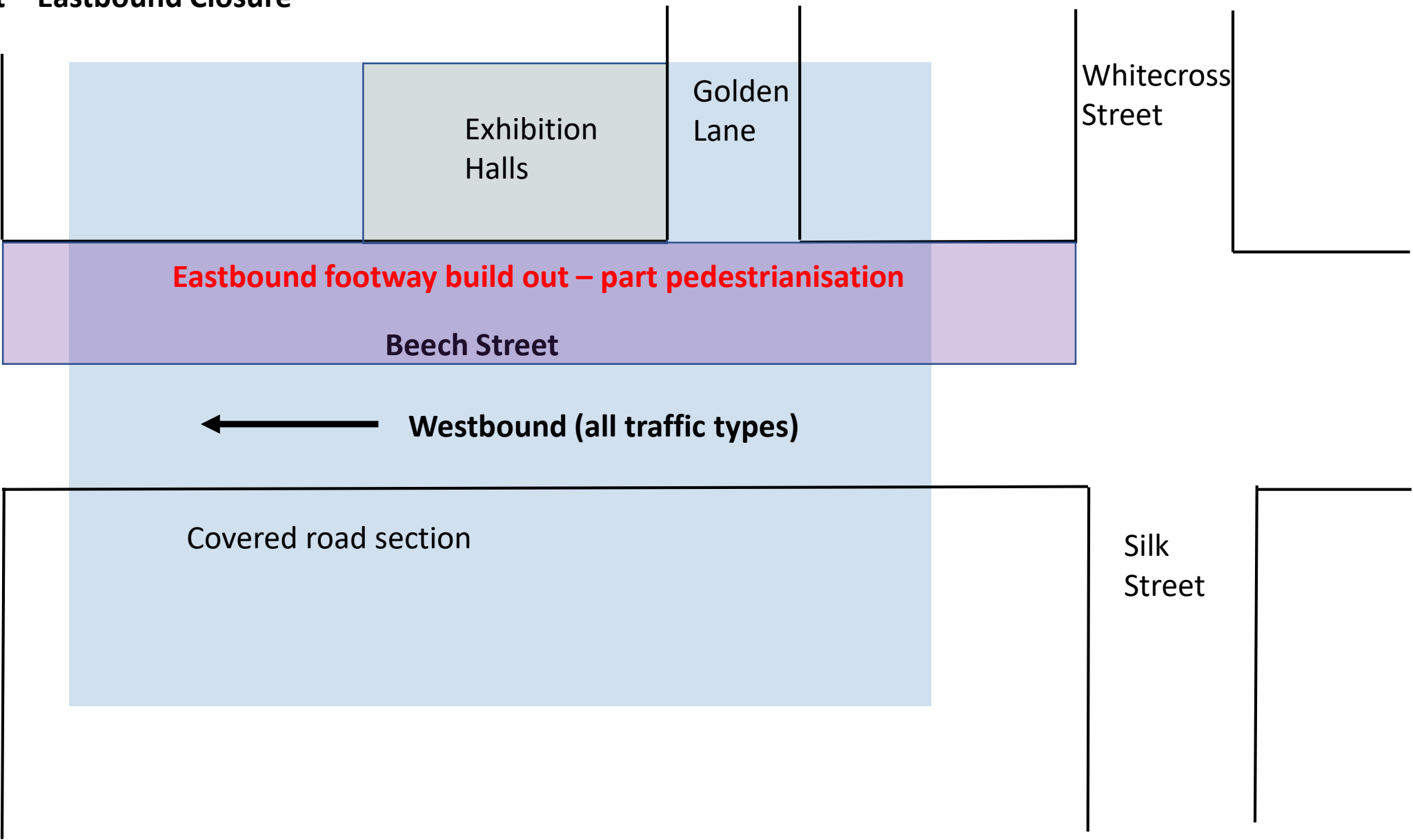
Phase 3) Beech Street – Eastbound Closure



Barbican

Long
Lane
Page 161

Aldersgate
Street



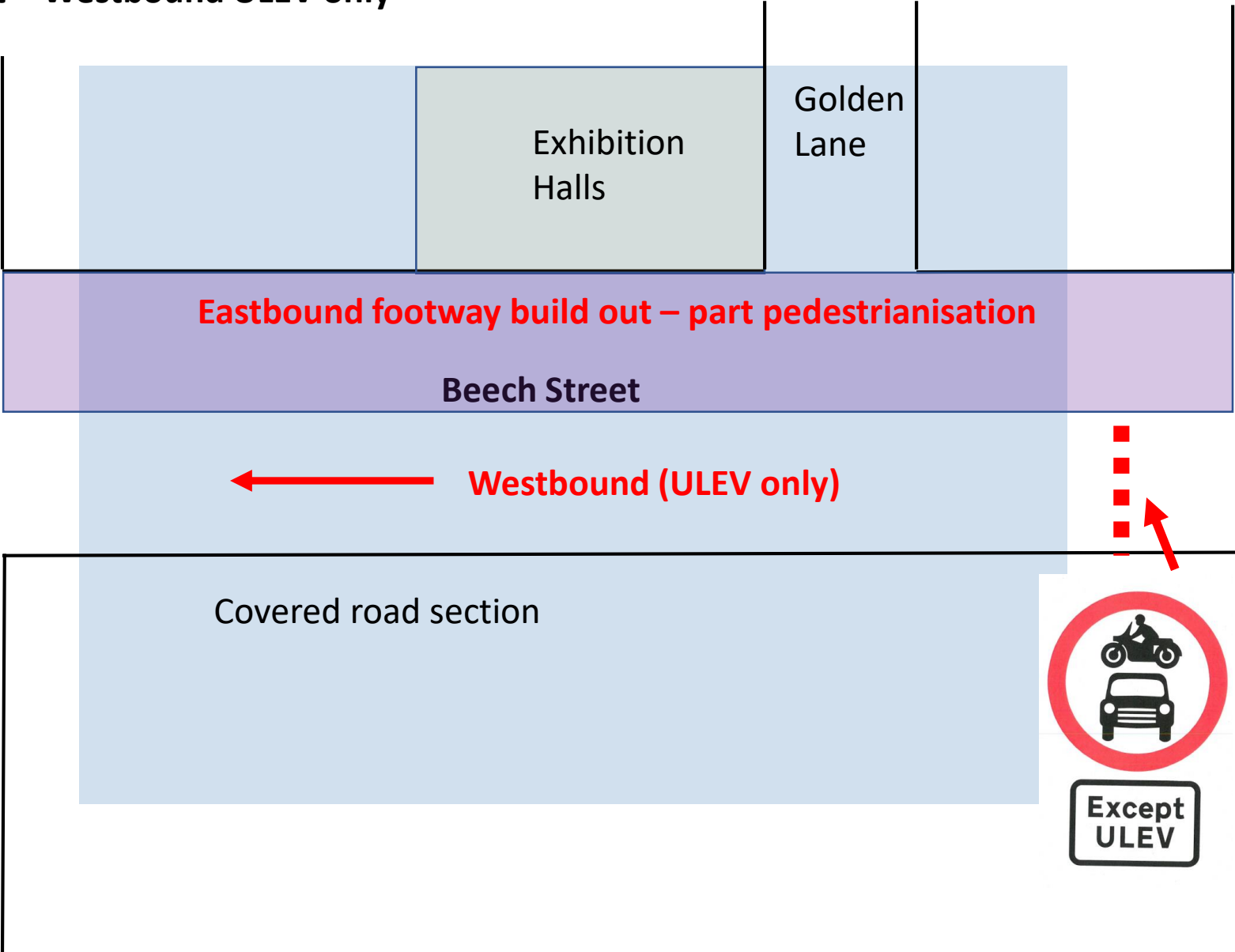
Phase 4) Beech Street – Westbound ULEV only



Barbican

Long
Lane
Page 162

Aldersgate
Street



Whitecross
Street



Except
ULEV

Silk
Street

Committee(s)	Dated:
Streets & Walkways Sub – For decision	21/05/2018
Planning & Transportation – For decision	29/05/2018
Court of Common Council – For decision	21/06/2018
Subject: Tudor Street/New Bridge Street – Update Report	Public
Report of: Carolyn Dwyer, Director of the Built Environment	For Decision
Report author: Sam Lee	

Summary

Following the decision of the Court of Common Council, officers have been working with Transport for London (TfL) and the Temples to establish if a new layout to improve access, egress and safety at the Tudor Street/New Bridge Street junction is viable.

TfL have now completed their technical assessments and have confirmed that the scheme is viable but to proceed to the next stage of the scheme, they require confirmation of funding. However, since this scheme was formally debated by Members in September 2017, two key developments in the area have come to light. These include a new combined court building and potential new police station, and the re-development of Fleet House.

The transport and security requirements to facilitate a new combined court are not yet known but are likely to be very significant; particularly in relation to security needs. It is likely that this development would require improved security and greater restriction or control on vehicular movement, including access. These needs could therefore impact the Tudor Street/New Bridge Street scheme.

The main work to deliver the Fleet House development could commence from early next year. If the Tudor Street/New Bridge Street scheme was implemented, then the Fleet House development is likely to require temporary changes to be made to enable lorry access or egress from New Bridge Street.

Therefore, to avoid the likelihood of abortive works and unnecessary costs, it is recommended that the Tudor Street/New Bridge Street scheme be deferred until the transport and security needs of the new combined court are known, the scheme no longer impacts on the Fleet House construction and the strategy for servicing Fleet House has been finalised.

Recommendation(s)

Members are asked to:

- Agree to the scheme in principle as shown in Appendix 1 (excluding the wider hostile vehicle mitigation (HVM) across Blackfriars Bridge and the urban realm improvements in Bridewell Place) but further progression subject to funding being identified and approved.
- Agree to defer progressing this scheme until the transport and security needs of the new combined court service/potential new police station are known, the scheme no longer impacts on the Fleet House construction and the strategy for servicing Fleet House has been finalised.

Main Report

Background

1. In October 2017, the Court of Common Council authorised officers to continue to work with TfL and the Temples to establish the viability of a new layout at the Tudor Street/New Bridge Street junction to improve motor vehicle access, egress and road safety. The scheme is shown in Appendix 1. Members also endorsed officers to explore potential funding opportunities.
2. To confirm scheme viability, Members were advised that TfL would be taking the layout through their formal assessment process including traffic modelling and safety audits. Members were advised that the scheme would cost in the order of £2.3M.

Current Position

3. TfL have now completed their assessments and have advised officers that the scheme is viable. They have provided a more detailed cost estimate and have advised that to proceed to the next stage of the scheme, which is public consultation, confirmation of funding is required.
4. Since the above-mentioned committee meetings, two key developments in the area have come to light. These developments could potentially have very significant implications, particularly relating to access, egress and security needs both during construction and once those buildings are in use.
5. This report therefore informs members of the outcome of TfL's assessments and the potential implications arising from these developments.

TfL assessments

6. TfL's assessment included carrying out traffic modelling and road safety audits. They have also carried out a detailed cost exercise and have consulted internally with different departments. Based on these assessments, they have confirmed that the scheme is viable. A summary of the assessment is detailed below and in Appendices 2 to 4.

- a. The traffic modelling assessment has shown that the scheme would introduce very marginal increases in some journey times. In the worst-case scenario, of up to 2 minutes for buses but in most cases, there are no changes when compared to the existing performance. See Appendix 2. The principle reason for the bus delay is the introduction of an additional bus stop.
- b. The Stage 1 Road Safety Audit (an audit based on concept/outline design) identified three minor road safety problems and six design issues with the proposed scheme. TfL believe that the audit findings are not very significant and believe that they can be addressed in the detailed design or that the risks are low and therefore the risks are acceptable.
- c. TfL has estimated that to deliver the scheme it would cost £2.33M. However, in their estimation, they have included a tolerance of +/- 30% to address any issues around estimating accuracy. Consequently, the cost range of the scheme is between £1.63M to £3.03M. A summary breakdown of the estimate is provided in Appendix 3. It should be noted that the estimate includes a small element of urban realm improvements (to maximise the opportunity) on Bridewell Place but does not include any hostile vehicle mitigation (HVM) works which may be necessary around the bus stop on Blackfriars Bridge. HVM is not currently included because the nature and type of HVM requirements are still being assessed. Any HVM costs which may be necessary because of this scheme may therefore need to be factored in at a later date.

Key developments

7. Members will be aware of the decision taken by the City Corporation in October last year, to commission a feasibility study on a new combined court service (NCC) to be built in the Fleet Street area. The site being considered could also potentially be used to accommodate a new police station.
8. Plans for the court are being developed in partnership with HM Courts and Tribunal Services and feasibility studies are in progress to assess the scheme.
9. However, as this development is in the early stages, the transport and security requirements to support the NCC have not yet been scoped out but some discussions have taken place with relevant officers.
10. One of the requirements that appears to be relevant, is the need to protect crowded and iconic places as well as critical national infrastructure from international terrorism. It is highly likely that a NCC would be seen as an iconic or critical establishment and therefore security needs would be essential.
11. Members may also be aware of the Corporation's own Fleet House development located on the corner of New Bridge Street and Bridewell Place. The main servicing for the development had been identified to take place on-street from two locations, Bridewell Place and New Bridge Street. Only the location on New Bridge Street

has a dedicated loading bay marked out. Implementation of the planning permission has taken place; however, the main deconstruction and construction of the new building is not expected to start until Q2 2019 at the earliest. When these works start, there will be a need for lorries to transport material, plant and spoil to and from the site.

Implications

12. The transport and security requirements to facilitate the NCC are not yet known but it is likely to be very significant particularly in relation to security needs. It is likely that this development may require improved security with greater restriction and control on vehicular movement including access. The wider transport needs are also not known. If the Tudor Street/New Bridge Street scheme was to be progressed, it may subsequently be required to make changes to facilitate the new NCC. This could result in costly abortive works.
13. It should be noted that part of the agreed design for the Tudor Street/New Bridge Street scheme requires the closure of Bridewell Place (at its junction with New Bridge Street) together with a new bus stop positioned opposite. If the scheme was implemented, it would therefore impact the Fleet House development both during construction and when it is in occupation thereafter.
14. With one of the identified servicing areas for the Fleet House development located on Bridewell Place, servicing vehicles would either need to reverse from Tudor Street or if they have already arrived in a forward direction, they could then reverse, utilising the “lay by” to the west of the site to then leave in a forward direction. See Appendix 4. Although reversing is not ideal, on-street servicing in Bridewell Place can still be carried out and as with many cul-de-sacs in the City, this is not an uncommon scenario. Furthermore, the development has the benefit of using another, specifically marked out, loading bay in New Bridge Street. TfL’s suggested urban realm improvements in Bridewell Place as shown in Appendix 1, would however, not be possible without further implications to servicing.
15. The proposed closure of Bridewell Place would severely hinder the construction of Fleet House because lorries would not be able to easily access or leave the site. It would therefore most likely require temporary alterations to the closure to enable lorry access or egress. If temporary changes weren’t possible, which is a likely possibility because of additional safety and bus operational impacts, transport movements servicing the development would then need to be managed in a much more confined space, such as a requirement to reverse up or down Bridewell Place. As a result, the number of lorries accessing the site at any time may also have to be limited.
16. While the traffic and highway authority cannot necessarily be required make changes to accommodate developments, it is acknowledged that without suitable adjustments, it is unlikely the needs of the City can be met. It has also been found unreasonable for the highway authority to prevent development which has been granted planning permission by withholding highway approvals. The City as street

authority must also use best endeavours to co-ordinate the execution of works of all kinds in the streets, including to minimise inconvenience to road users.

17. Given the potential implications arising from these two developments, it is proposed that the Tudor Street/New Bridge Street scheme be deferred until the transport and security needs of the NCC are known and until this scheme would no longer impact on the Fleet House construction and the strategy for servicing Fleet House has been finalised. This would avoid the likelihood of any abortive works and un-necessary costs and help meet the City's responsibility for co-ordination of works.

18. This report does not currently address the funding strategy that would be required to deliver the scheme. However, funding options will be set out when the scheme is brought back for authorisation to progress.

Corporate & Strategic Implications

19. The deferment of the scheme will ensure improved co-ordination of highway works, which will reduce unnecessary inconvenience and achieve better value for money by reducing potential for abortive costs.

Conclusion

20. TfL has confirmed that the scheme is viable but to proceed to the next stage they require confirmation of funding. Their assessment has revealed some minor implications, but these are not insurmountable.

21. Two key developments in the area which may have material access, egress and security needs have come to light. To improve co-ordination of works and avoid abortive and un-necessary costs, it is recommended that this scheme is deferred.

Appendices

- Appendix 1 – The proposals
- Appendix 2 – Summary of traffic modelling
- Appendix 3 – Cost estimate summary
- Appendix 4 – Fleet House – Bridewell Place servicing swept path

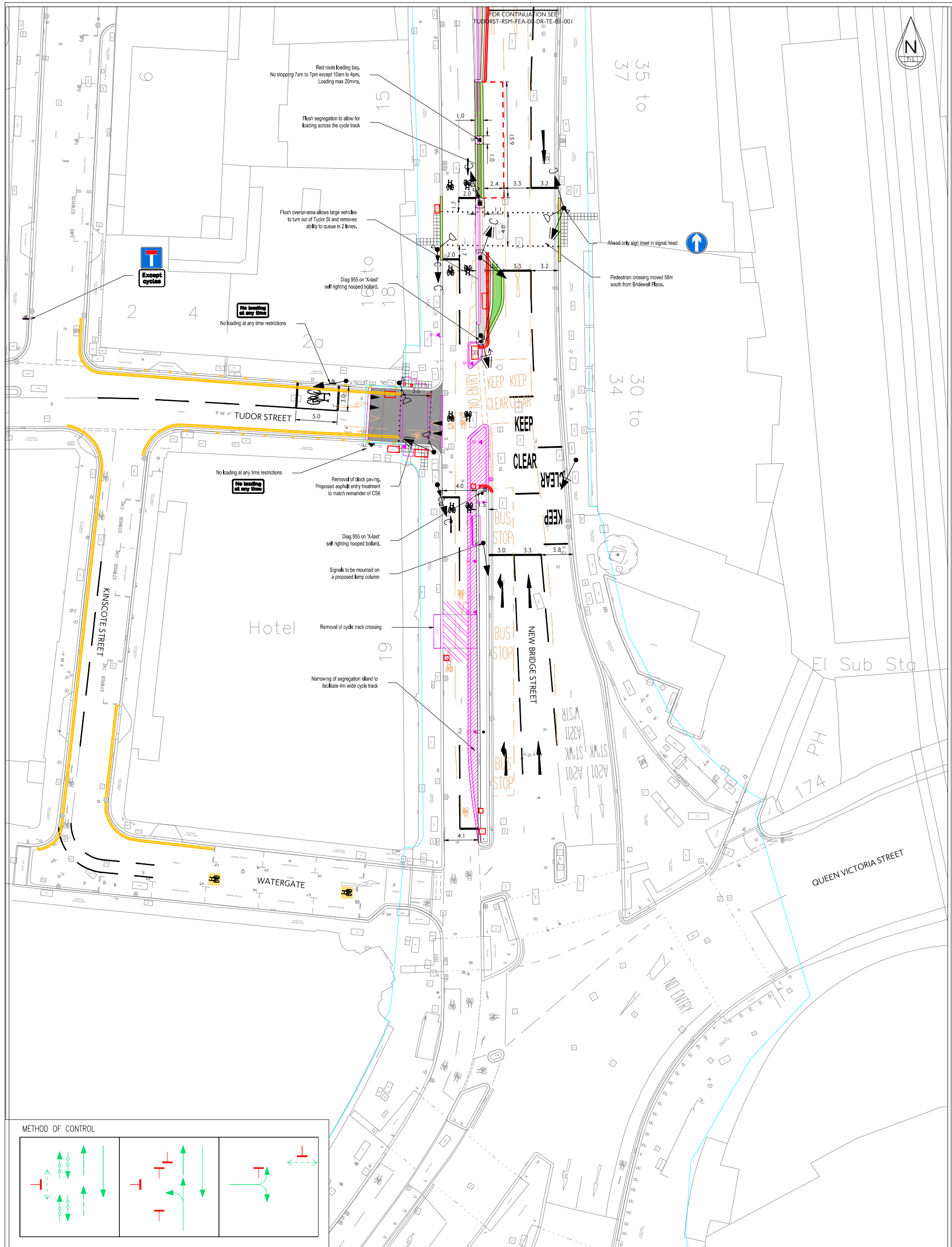
Sam Lee

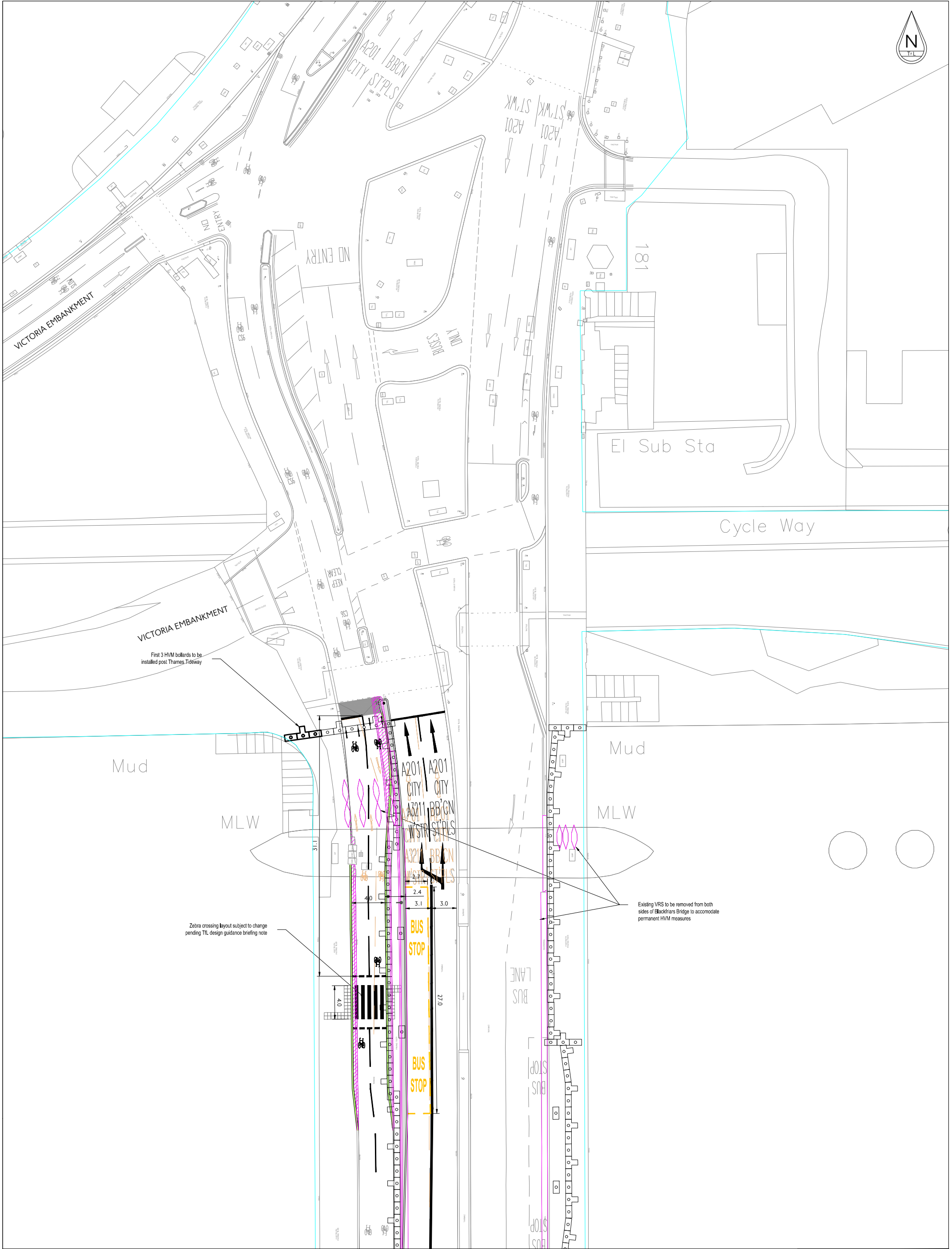
Group Manager, Department of the Built Environment

T: 020 7332 1921

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LEGEND

Existing Road marking to be removed

Existing Bollard to be removed

Existing Kerb to be removed

Existing Sign and post to be removed

Existing Lamp column to be removed

Existing Gully to be removed

Existing Bus stop flag to be removed

Existing Bus shelter to be removed

Existing HVM Barge to be removed

Existing CCTV to be removed

Existing Traffic signal to be removed

Existing Cycle stand to be removed/relocated

Existing Tactile paving to be removed

Raised Table to be removed

Proposed Road marking - White

Proposed Road marking - Yellow

Proposed Road marking - Red

Proposed Kerb

Proposed Dropped/ Flush kerb

Proposed Transition kerb

Proposed Sign and post

Proposed Lamp column

Proposed Lamp column with sign plate

Proposed Gully

Proposed Bus stop flag

Proposed Cycle stand

Proposed Bus shelter

Proposed Beisha beacon

Proposed Traffic signal

Proposed Cycle logo (TSRGD 1057)

Proposed Tree

Proposed Tactile paving - Grey

Proposed Bench

Statutory undertakers apparatus that will be affected

Proposed HVM measures (exact specification TBC)

TLRN boundary

Proposed Raised Table

Proposed Build-out

Flush Paved Island

CS

BB

TL

Proposed Cycle stand

Proposed Bus shelter

Proposed Beisha beacon

Proposed Traffic signal

Proposed Cycle logo (TSRGD 1057)

Proposed Tree

Proposed Tactile paving - Grey

Proposed Bench

Statutory undertakers apparatus that will be affected

Proposed HVM measures (exact specification TBC)

TLRN boundary

Proposed Raised Table

Proposed Build-out

Flush Paved Island

8. Lighting to be assessed at detailed design stage.

9. Proposed traffic signal positions are indicative only and are subject to detailed signal design.

10. Recessed covers to be considered for inspection chambers within areas of tactile paving.

11. Assess carriageway condition at detailed design stage.

12. Re-markable existing road markings adjacent to kerb and carriageway works.

13. HVM shown in the designs is indicative.

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Transport for London

TfL Engineering

Traffic Design Engineering

Palestra

197 Blackfriars Road

London SE1 8NJ

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FOR COMMENT

revision

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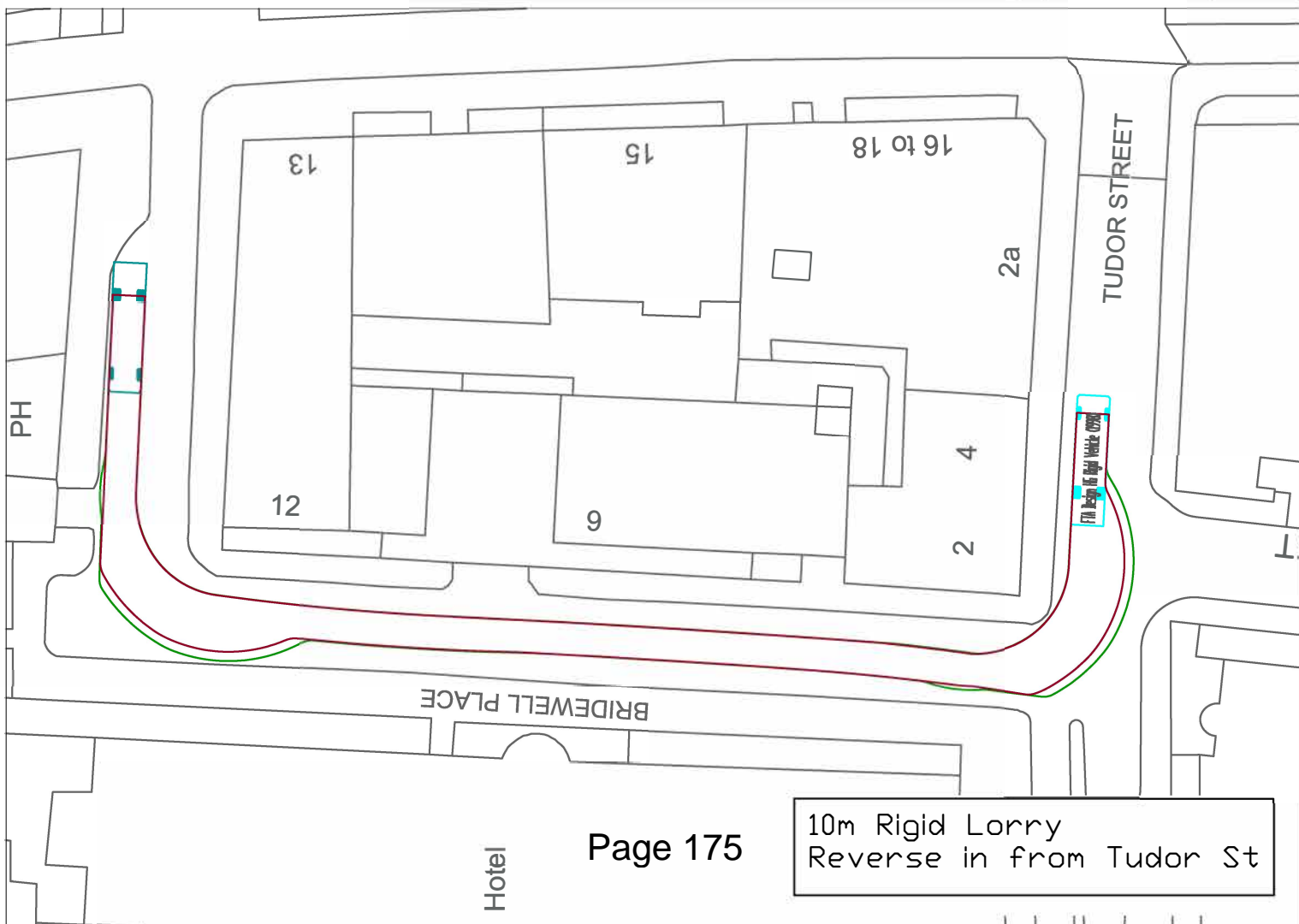
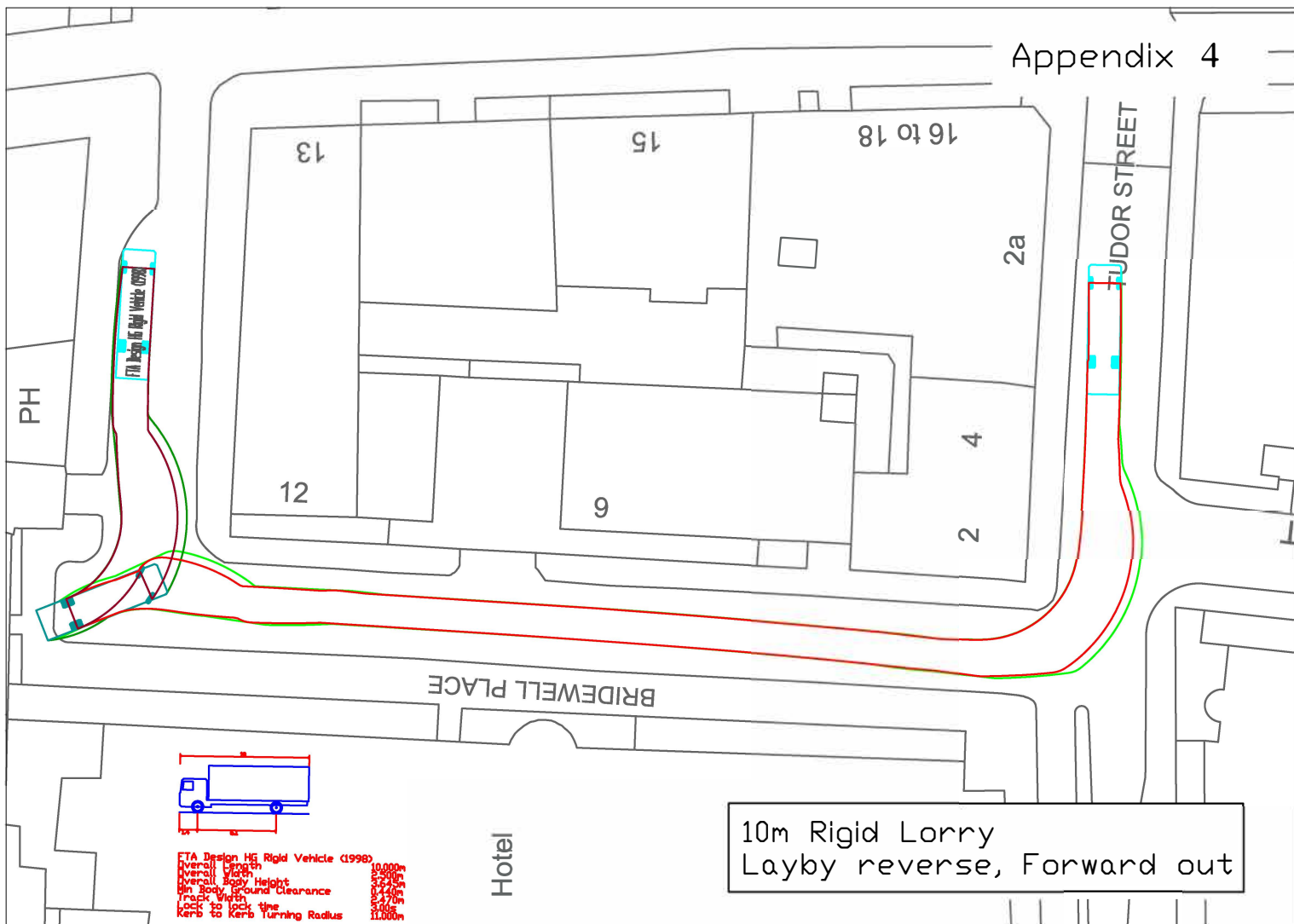
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Tudor Street Scheme - Summary of modelling results

Correct as of 16/01/2018	Future Base Model Journey Times (Minutes) (Includes CS6 phase 2)				Mitigated Do Something Journey Times (Minutes)				Difference between Base and Mitigated Do Something (Minutes)	
	Current journeys		AM	PM	Journeys modelled		AM	PM	AM	PM
Buses Average journey times on two key bus routes through the scheme area (Minutes)	Route 45 between London Road and Charterhouse Street	To Charterhouse	12-14	14-16	Route 45 between London Road and Charterhouse Street	To Charterhouse	14-16	14-16	0-1	No change
		To London Road	16-18	20-25		To London Road	16-18	20-25	No change	0-1
	Route 63 between London Road and King's Cross Road	To King's Cross Road	18-20	20-25	Route 63 between London Road and King's Cross Road	To King's Cross Road	20-25	20-25	1-2	No change
		To London Road	20-25	25-30		To London Road	20-25	25-30	No change	0-1
Cycling Average journey times (minutes)	Stamford Street to Blackfriars	To Blackfriars	3-4	2-3	Stamford Street to Blackfriars	To Blackfriars	4-5	2-3	0-1	No change
		To Stamford Street	1-2	2-3		To Stamford Street	1-2	2-3	No change	No change
	Blackfriars to Charterhouse Street	To Charterhouse	6-7	4-5	Blackfriars to Charterhouse Street	To Charterhouse	6-7	4-5	No change	-(0-1)
		To Blackfriars	6-7	6-7		To Blackfriars	5-6	6-7	No change	No change
General Traffic Average journey times (minutes)	The Cut to Farringdon	To Farringdon	10-12	9-10	The Cut to Farringdon	To Farringdon	10-12	9-10	No change	No change
		To The Cut	8-9	12-14		To The Cut	8-9	12-14	No change	0-1
Pedestrians Average and Maximum wait times (seconds)	Farringdon Road Crossing	Average Wait Time (Seconds)	55	55	Farringdon Road Crossing	Average Wait Time (Seconds)	55	55	No change	No change
		Maximum Wait Time (Seconds)	114	114		Maximum Wait Time (Seconds)	114	114	No change	No change

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