



Streets and Walkways Sub (Planning and Transportation) Committee

Date: FRIDAY, 10 SEPTEMBER 2021

Time: 10.30 am

Venue: INFORMAL HYBRID PUBLIC MEETING (ACCESSIBLE REMOTELY)

Members:

Graham Packham (Chairman)	Deputy Alastair Moss
Shravan Joshi (Deputy Chairman)	Oliver Sells QC
Randall Anderson	William Upton QC
Peter Bennett	Christopher Hill, Port Health and Environmental Services Committee (Ex-Officio Member)
Marianne Fredericks	Paul Martinelli, Finance Committee (Ex-Officio Member)
Sheriff Christopher Hayward	Deputy Barbara Newman, Open Spaces and City Gardens (Ex-Officio Member)
Deputy Jamie Ingham Clark	Deputy Edward Lord, Farringdon Without South Side (Ex-Officio Member)

Enquiries: Jayne Moore
Jayne.Moore@cityoflondon.gov.uk

Accessing the virtual public meeting

Members of the public can observe this virtual public meeting at the below link:

<https://youtu.be/L0q2lWPtvE>

This meeting will be a virtual/hybrid meeting and therefore will not take place in a physical location. Any views reached by the Committee today will have to be considered by the Assistant Town Clerk after the meeting in accordance with the Court of Common Council's Covid Approval Procedure who will make a formal decision having considered all relevant matters. This process reflects the current position in respect of the holding of formal Local Authority meetings and the Court of Common Council's decision of 15th April 2021 to continue with virtual meetings and take formal decisions through a delegation to the Town Clerk and other officers nominated by him after the informal meeting has taken place and the will of the Committee is known in open session. Details of all decisions taken under the Covid Approval Procedure will be available online via the City Corporation's webpages.

A recording of the public meeting will be available via the above link following the end of the public meeting for up to one municipal year. Please note: Online meeting recordings do not constitute the formal minutes of the meeting; minutes are written and are available on the City of London Corporation's website. Recordings may be edited, at the discretion of the proper officer, to remove any inappropriate material.

John Barradell
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES FOR ABSENCE**

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

3. **MINUTES**

To agree the public minutes and summary of the meeting held on 08 July 2021.

For Decision
(Pages 5 - 12)

4. **BANK JUNCTION IMPROVEMENTS: ALL CHANGE AT BANK**

For Decision
(Pages 13 - 208)

5. **MILLENNIUM BRIDGE HOUSE**

For Decision
(Pages 209 - 226)

6. **CITY STREETS TRANSPORTATION RESPONSE TO SUPPORT COVID-19 RECOVERY PHASE 3 - 23JULY 21**

To consider a resolution of the Projects Sub-Committee from 23 July '21

For Information
(Pages 227 - 228)

7. **OUTSTANDING REFERENCES**

Report of the Town Clerk.

For Information
(Pages 229 - 230)

8. **REPORT OF ACTION TAKEN BETWEEN MEETINGS**

Report of the Town Clerk

For Information
(Pages 231 - 242)

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

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

11. **EXCLUSION OF THE PUBLIC**

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

Part 2 - Non-public Agenda

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

13. **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

Thursday, 8 July 2021

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Rooms, 2nd Floor, West Wing, Guildhall on Thursday, 8 July 2021 at 11.00 am The meeting was held virtually using MS Teams

Present

Members:

Graham Packham (Chairman)
Shravan Joshi (Deputy Chairman)
Peter Bennett
Oliver Sells QC
William Upton QC
Christopher Hill (Ex-Officio Member)
Paul Martinelli (Ex-Officio Member)

Officers:

Ian Hughes	- Department of the Built Environment
Olumayowa Obisesan	- Chamberlain's Department
Leah Coburn	- Department of the Built Environment
Shani Annand-Baron	- Town Clerk's Department
Melanie Charalambous	- Department of the Built Environment
Clarisse Tavin	- Department of the Built Environment
Tom Noble	- Department of the Built Environment
Simon Glynn	- Department of the Built Environment
Bruce McVean	- Department of the Built Environment
Gillian Howard	- Department of the Built Environment

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Randall Anderson, Marianne Fredericks, and Deputy Jamie Ingham Clark.

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

There were no declarations.

3. MINUTES

The Chairman raised a point in respect of item 14 of the agenda of the meeting of 29 April 2021, 'Highway Construction & Maintenance Term Contract Tender' and confirmed that a 50/50 quality-price split had been adopted to reflect the wishes of the Sub Committee, incorporating the consideration that quality be a key consideration alongside increasing cost pressures.

RESOLVED – That the public minutes and non-public summary of the meeting held on 29 April 2021 be agreed as a correct record.

4. **BANK JUNCTION IMPROVEMENTS PROJECT: ALL CHANGE AT BANK**

The Sub Committee considered a report of the Director of the Built Environment on the Bank Junction Improvements Project.

RESOLVED – That the Streets & Walkways Sub Committee:

1. Approve an additional budget of **£151,323** to reach the next Gateway as explained in section 3; and that this be funded from the already approved Central funding (total approved budget of £2,074,733);
2. Approve a revised Costed Risk Provision of **£93,000**, (previously £95,000), to be drawn down via delegation to Chief Officer;
3. Agree the approach set out in section 4 to delay the consultation findings report until September 2021 to provide additional time to analyse and consider the responses fully; and,
4. Note the delay to the programme which will mean that, if approved, construction work for the project would not start until at least January 2022.

5. **MOORGATE CROSSRAIL STATION LINKS**

The Sub Committee considered a report of the Director of the Built Environment on the Moorgate Crossrail Station Links.

With regard to the report, the Sub Committee was advised that there was an outstanding claim against Crossrail in respect of settlement due to tunnelling under the highway, and that efforts were being made to progress the scheme alongside that claim to avoid the project being held up any more than necessary. A Member emphasised the importance of consistency in respect of the timing of temporary planned street closures across the City. The Chairman commented that he would further discuss the use of central medians at police check points in the City with the City of London Police Commissioner to ensure they were genuinely needed.

RESOLVED – That the Streets & Walkways Sub Committee:

1. Approve further scheme development at the Moorgate/Ropemaker Street junction to progress design work and traffic modelling;
2. Approve the pausing of further substantive scheme development at the Moorgate/London Wall junction and on the Moorgate corridor until there was more certainty on the progress of interdependent projects and post-COVID traffic flows; and
3. Approve the project budgets and funding allocations detailed in Appendix 2.

6. **LEADENHALL STREET TRAFFIC MANAGEMENT - EASTERN CITY CLUSTER**

The Sub Committee considered a report of the Director of the Built Environment on Leadenhall Street Traffic Management.

RESOLVED – That the Streets & Walkways Sub Committee:

1. Approve the budget of **£218,000** to reach the next Gateway for Leadenhall Street (Phase 1);
2. Note the total estimated cost of the project between £480-£550K; and,
3. Agree the funding strategy included at Appendix 3 including the allocation of S106 funding from 40 Leadenhall Street development.

7. **CLIMATE ACTION STRATEGY - COOL STREETS AND GREENING PROGRAMME**

The Sub Committee considered a report of the Director of the Built Environment on the Cool Streets and Greening Programme of the Climate Action Strategy.

RESOLVED – That the Streets & Walkways Sub Committee:

1. Approve **Option 1** Redesign of 6 existing projects to include climate resilience measures for implementation in Year 1 with individual Gateway 5 reports to be prepared for each project;
2. Approve a budget of **£660K** in principle for the design and installation of climate resilience measures on Year 1 projects to enable redesigns to be progressed;
3. Note that revenue costs of £114K associated with additional maintenance and monitoring will be funded from Climate Action Strategy (CAS) revenue budget;
4. Note the revised project budget for Year 1 of **£980K** (excluding risk) which was made up of £320K for evaluation and programme development approved at Gateway1/2 and £660K for design and implementation. In addition, revenue budgets of 114K over a period of 5 years for maintenance and monitoring of Year 1 projects would be required;
5. Note that progress has been made on other elements of the Cool Streets and Greening programme since the Gateway 2 approval in April and costs would be incurred during the remainder of 2021; and,
6. Note the total estimated cost of the project at £6.8M (excluding risk).

8. **GREENING CHEAPSIDE: SUNKEN GARDEN (PHASE 1B)**

The Sub Committee considered a report of the Director of the Built Environment on Greening Cheapside – Sunken Garden (Phase 1B).

In considering the report, a Member commented that the project was a good example of joint initiatives with private enterprise, and that further such projects involving local businesses would be welcomed and should be encouraged.

RESOLVED – That the Streets & Walkways Sub Committee:

1. Approve the additional external funding secured from Cheapside Business Alliance of £50,000;
2. Approve the additional funding from City's Climate Action 'Cool Streets and Greening Programme', subject to approval of a specific allocation to the Greening Cheapside project sought in the Cool Streets and Greening Programme Gateway 3 report;
3. Approve the revised total project cost range of £358,000-£530,000; and,
4. Authorise officers to progress the "silver" design option (option 2) and note that the next stage would be Gateway 4/5 to be approved under Delegated Authority as the project was on the "regular" route of the Corporate Projects Procedure.

9. **CITY PUBLIC REALM GUIDANCE REVIEW**

The Sub Committee considered a report of the Director of the Built Environment on the City Public Realm Guidance Review and heard a presentation on the subject from the Assistant Director, Public Realm.

With regard to the Review, a Member commented that the developments were welcome but that there were still a significant number of streets where greening could still be done. The Member requested a focus on action over documentation.

RESOLVED – That the Streets & Walkways Sub Committee:

1. Note this update and the completion of Stage One; and,
2. Agree to proceed with Stage Two with the release of £50,000 S106 funding previously allocated for this work

10. **CITY STREETS: TRANSPORTATION RESPONSE TO SUPPORT COVID-19 RECOVERY - PHASE 3 ISSUES REPORT**

The Sub Committee considered a report of the Director of the Built Environment on the transportation response to support Covid-19 recovery.

In considering the report, the Sub Committee expressed its support for the proposed greening and seating measures. A Member queried whether costings related to street cleaning had been incorporated and was advised that cleaning and maintenance costs formed part of the budget.

RESOLVED – That the Streets & Walkways Sub Committee:

1. Note the progress to date on the implementation of the Covid-19 street recovery project (Phase 3);
2. Approve the delivery of additional seating and greening measures as described in the report;

3. Approve the budget adjustment and increase as set out in Section 3 - Table 2, at a total project cost of £580,500 to continue the management and delivery of the project;
4. Note the approval, in principle, of the 'asphalt art' initiative from Cultural, Heritage and Library Committee on 14th June for up to 5 sites, subject to funding and the required highway approvals, overseen by this Sub Committee; and,
5. Approve the addition of the 'asphalt art' initiative within this Covid-19 recovery Phase 3 project, to be progressed with a separate Gateway 5 report, submitted under delegated authority. The delivery of the asphalt art is externally funded at a cost of £220,000.

11. CITY CYCLEWAYS PROGRAMME - PHASE 1 (Q11 UPGRADE AND OTHER QUICK WINS)

The Sub Committee considered a report of the Director of the Built Environment on the City Cycleways Programme.

RESOLVED – That the Streets & Walkways Sub Committee note the contents of this report and authorise closure of Phase 1 of the project.

12. CITY LIGHTING STRATEGY - UPDATE

The Sub Committee received a report of the Director of the Built Environment on the City Lighting Strategy.

The Sub Committee was advised that a Gateway 6 Report would be submitted to the Projects Sub Committee in relation to the City Lighting Strategy in Autumn 2021.

In response to a Member's question about continuity of street lighting in the event that a new organisation moved into a building, the Director of the Built Environment reassured the Committee that safeguards had been built in should the occupants of the Bloomberg building change to ensure the street would remain appropriately lit.

RESOLVED – That the report be noted.

13. CITY CLUSTER HEALTHY STREETS PLAN

The Sub Committee received a report of the Director of the Built Environment on the City Cluster Healthy Streets Plan.

RESOLVED – That the report be noted.

14. OUTSTANDING REFERENCES

The Sub Committee received a list of outstanding references and the following points were made:

Dockless vehicles

The Sub Committee heard that the e-scooter trial launch began on 5th July.

One dockless cycle operator (Lime) was operating in the City, and HumanForest was expected to begin operating again in August 2021. A third dockless cycle operator was reviewing its position.

Beech Street transport and public realm improvements

The Sub Committee heard that monitoring and consultation tasks on the Experimental Traffic Order were set to resume following a judicial review on 29-30 June 2021. The current Experimental Traffic Order was scheduled to end in September. No decisions had yet been made on future plans for Beech Street, and the commitment to the improvement of air quality in the public realm remained.

RESOLVED – That the list of outstanding references be noted.

15. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
No questions were raised on matters relating to the work of the Sub Committee

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

The Sub Committee considered a request for delegated authority to the Chairman and Deputy Chairman to approve a Gateway 2 report relating to highway and public realm works in the vicinity of the development at 40 Leadenhall Street, and noted that future Gateway reports will be submitted to the Sub Committee for approval.

RESOLVED – That the Sub Committee approve the request for delegated authority.

17. **EXCLUSION OF THE PUBLIC**

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

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

No questions were put on matters relating to the work of the Sub Committee.

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

There was no other business.

The meeting ended at 12.10pm

Chairman

Contact Officer: Jayne Moore
tel. no.: 020 7332 1480
Jayne.Moore@cityoflondon.gov.uk

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Committees: Corporate Projects Board <i>[for decision]</i> Streets and Walkways Sub Committee <i>[for decision]</i> Projects Sub <i>[for decision]</i>	Dates: 01 September 2021 10 September 2021 15 September 2021
Subject: Bank Junction Improvements: All Change at Bank Unique Project Identifier: 11401	Gateway 4C Complex Issue Report
Report of: Environment Department Report Author: Gillian Howard – City Transportation	For Decision
<h1 style="text-align: center;">PUBLIC</h1>	

1. Status update	<p>Project Description: To improve the safety, air quality and pedestrian experience of the area around the Bank junction to reflect the historic and iconic surroundings with the appropriate sense of place</p> <p>RAG Status: Amber (Amber at last report to Committee)</p> <p>Risk Status: Medium (Medium at last report to committee)</p> <p>Total Estimated Cost of Project (excluding risk): 5-5.6million</p> <p>Change in Total Estimated Cost of Project (excluding risk): N/A</p> <p>Spend to Date: 1,730,449</p> <p>Costed Risk Provision Utilised: N/A</p> <p>Slippage: No further slippage to report than highlighted in the July Issues report.</p>
2. Requested decisions	<p>Next Gateway:</p> <p>Gateway 5 – Authority to Start Work (Complex)</p> <p>Requested Decisions:</p> <ol style="list-style-type: none"> 1. Note the contents of the report and the key themes of the consultation response, Officers' response to the key

	<p>findings and the design changes proposed (paragraphs 161-229)</p> <p>2. Approve the proposed way forward:</p> <ul style="list-style-type: none">a. to continue to Gateway 5 with the proposed changes to motor vehicle movements on Threadneedle Street, Princes Street and Queen Victoria Street (which would be operational at all times) outlined in Paragraph 240b. to continue to Gateway 5 with the proposed restrictions on Poultry, Cornhill and King William Street remaining as buses and cycles only, Monday to Friday 7am to 7pm.c. to continue to develop the public realm design to Gateway 5 taking into account consultation comments received.d. to maintain pace of programme, agree that the traffic orders reflecting a and b can be drafted and issued for statutory consultation ahead of the Gateway 5 report. <p>3. Approve the proposal to review the timing and traffic mix for the Poultry, Cornhill and King William Street arms as soon as it is reasonable to do so once there is greater clarity of traffic composition and volume and what changes to the network around Bank are proposed. (paragraphs 173-175)</p> <p>4. Note that a Costed Risk Provision of £93,000 was approved in July 2021 and is still required.</p>																																				
3. Budget	<p>There is no change to budget requirements as set out in the July 2021 Issues report which increased the allocated budget to £2,074,733 and £93,000 of costed risk provision.</p> <p>Expenditure to date is shown in Table 1</p> <p>Table 1</p> <table><tr><th></th><th>Latest Budget</th><th>Expenditure/committed</th><th>Balance</th></tr><tr><td>Highways Staff cost</td><td>135,846</td><td>57,883</td><td>77,963</td></tr><tr><td>P&T Staff Costs</td><td>799,548</td><td>646,345</td><td>153,203</td></tr><tr><td>Legal Staff Costs</td><td>5,000</td><td>0</td><td>5,000</td></tr><tr><td>DBE Structures Staff Costs</td><td>4,000</td><td>0</td><td>4,000</td></tr><tr><td>Open Spaces Staff Costs</td><td>2,000</td><td>601</td><td>1,399</td></tr><tr><td>Air Quality Team Staff Costs</td><td>1,400.00</td><td>0</td><td>1,400</td></tr><tr><td>Fees</td><td>1,049,576</td><td>958,256</td><td>91,320</td></tr><tr><td>Surveys</td><td>67,363</td><td>67,363</td><td>-</td></tr></table>		Latest Budget	Expenditure/committed	Balance	Highways Staff cost	135,846	57,883	77,963	P&T Staff Costs	799,548	646,345	153,203	Legal Staff Costs	5,000	0	5,000	DBE Structures Staff Costs	4,000	0	4,000	Open Spaces Staff Costs	2,000	601	1,399	Air Quality Team Staff Costs	1,400.00	0	1,400	Fees	1,049,576	958,256	91,320	Surveys	67,363	67,363	-
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				-
	Sub total	2,064,733	1,730,449	334,284
	Revenue	10,000		
	Total	2,074,733		
	<p>Costed Risk Provision requested for this Gateway: £93,000 (as detailed in the Risk Register – Appendix 2 and approved in July 2021)</p>			
4. Issue description	<p>1) This report sets out the findings from the public consultation on the All Change at Bank proposals and identifies the next steps for consideration.</p> <p><u>Executive summary:</u></p> <p>Paragraphs 7-20</p> <ul style="list-style-type: none"> The consultation survey had a large response rate from taxi and private hire drivers and passengers, representing 50% of the 3,574 survey responses. The response rates, defined by how people travel, were not representative of the City's modal makeup. Pre-pandemic, taxi and private hire account for approximately 2% of journeys with an origin or destination in the Square Mile. <p>Paragraphs 21-128</p> <ul style="list-style-type: none"> The consultation survey highlighted a strong opposition to the proposals from people who drive or are passengers in either taxis or private hire vehicles (such as Uber etc.). Responses typically cited the need for greater taxi access and further consideration for access for disabled people and people with limited mobility. Other respondents to the survey were more supportive of the proposed changes but were generally underrepresented. Concerns regarding congestion, navigation and journey times as a result of rerouting of traffic away from Bank were also raised. Overall, there was support for the proposed interventions to enhance the public realm – street trees, seating, greening etc. There was no conclusive view expressed on the future operation of Bank in terms of a change to the traffic mix or the timings of restrictions. <p>Paragraphs 129-160</p> <ul style="list-style-type: none"> Business/organisation responses were generally supportive, with some encouraging the City Corporation to go further with the proposals. Those responses that were opposed were largely from organisations/groups 			

	<p>representing motor vehicle drivers/riders and seeking access for their mode of travel.</p> <ul style="list-style-type: none"> • Workshops facilitated by Transport for All identified key themes of the design and placement of street furniture to avoid obstructing footways; careful planning and clear communications to allow safe and accessible routes around the (future) construction site; crossing points to be clearly defined and safe to use; and suitable solutions for clear delineation of the cycle path and footway. There were no significant concerns raised about taxi access for people with limited mobility in these workshops. • The main theme of the issues raised in the consultation responses focused on provision of taxi access more generally and linked to the needs of disabled people and people with limited mobility who require to be picked up and dropped off around Bank or to pass through. <p><i>Paragraphs 161- 248</i></p> <ul style="list-style-type: none"> • With the timing of the consultation, it was difficult to obtain a fully representative view of the proposals as there were fewer people commuting into the City. Officers still believe that the consultation provides sufficient information on which members are able to make a decision about progressing the scheme to Gateway 5. This is on the basis of the analysis presented in the report which reviews responses from the different modal groups. • The main theme raised related to taxi access. Members will remember that the Gateway 4C report in February 2021 suggested this issue is considered at a later date, once there is more certainty around interdependent schemes such as Bishopsgate, and a better understanding of what the future traffic levels might be. • Access for people with limited mobility is largely the same as the current situation, other than two locations as set out in paragraphs 182-185. This limitation could be considered to be balanced with the provision of wider footways and shorter pedestrian crossing points. The equalities impact of the proposals will be covered in more detail in the Gateway 5 report. • Many of the consultation responses also raised concerns around impact of the proposals on traffic movement around the junction and potential delays. Modelling has shown this may be in the order of 0-1 minute on average, but this is dependent on Bishopsgate remaining open to all traffic. It is likely that there will be further delays on journeys if Bishopsgate remains in its current temporary layout, but these
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	<p>impacts need to be mitigated by TfL as part of any future proposals for Bishopsgate.</p> <ul style="list-style-type: none"> • A number of responses focussed on whether change should be made now given the uncertainty around the return to the office post pandemic. The proposals align with what businesses have indicated they wish to see in the Recovery Taskforce consultation – better facilities for people walking and cycling and greener streets. It is also worth noting that pre pandemic the streets in this area provided a very poor level of pedestrian comfort and changes would have been required to reach the pedestrian comfort levels set out in the Transport Strategy. This is without the predicted increase in pedestrian numbers from the Bank Station Capacity Upgrade. <p><u>Background</u></p> <p>2) The Gateway 4C was considered in February 2021. This set out the design that was approved for consultation.</p> <p>3) Public consultation opened on Monday 29 March 2021 and ran for six weeks, with the online survey closing on Monday 10 May. The online consultation survey page was viewed 39,570 times and resulted in 3,574 completed survey responses.</p> <p>4) However, a disproportionate number of responses have been received from users of some modes of transport, while others are underrepresented. This has to be taken into consideration to ensure a balanced view across the different users of the area.</p> <p>5) In addition to the survey, responses were also received from 16 businesses/organisations and 29 emailed individual responses. These responses can be found in Appendix 8 and are summarised within the report.</p> <p>6) This report is structured as follows:</p> <ul style="list-style-type: none"> • The survey response • The business/organisational responses • The additional individual responses • The responses facilitated by Transport for All • The main themes of the consultation response and the Officer's response to these • Overall summary and recommendations. <p><i>Consultation survey responses:</i></p> <p>7) There were 3,574 responses to the survey, of which 3,538 identified as being from individuals and 36 from organisations.</p>
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- 8) If responding on behalf of an organisation, the person submitting was asked to provide their job title and contact details to allow us to verify the response. However, many respondents did not provide these details. Some organisations were referenced multiple times by different individual members rather than by a single representative submitting an organisational response.
- 9) After further analysis, there were seven responses that could be recognised as organisational responses. The comments and their level of support/opposition have been reported in the business and organisational responses section (paragraphs 129-151) of the report. This is to allow organisational responses to be considered together. These seven organisations remain in the survey analysis but represent a single response each.
- 10) All other responses that said they were from an organisation but that could not be verified have been considered as an individual response within the survey analysis.

Modal make-up of the survey response.

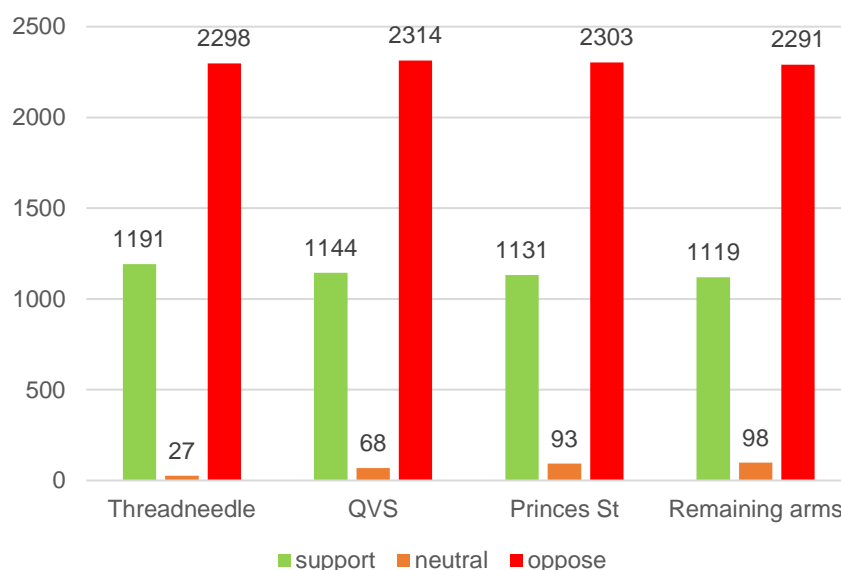
- 11) Chart A in Appendix 3 shows the response to the question regarding the primary mode of travel to or from the City.
- 12) There was a high proportion of responses from individuals identifying their primary mode of travel to the City as a taxi or private hire driver or passenger. Out of the 3,574 responses 929 individuals identified as a taxi or private hire driver (26% of the total responses). In addition, a further 846 responders said their 'primary mode of travel to the City' was as a taxi or private hire passenger (24% of the total responses). Together this accounts for 50% of the total survey responses
- 13) It is worth noting that the London Travel Demand Survey indicates that, pre-pandemic, only 1% of trips with an origin or destination in the City were made using a taxi as the main mode of travel. A further 1% of trips were by car (as driver or passenger), this includes private hire vehicle trips. Public transport (bus, rail, underground/DLR) accounts for 50% of trips and 32% are walked. (LTDS 3-year average, 2017/18 – 2019/20). The 2011 census found that 93% of commuter travel to the City is by public transport (bus, rail and underground/DLR, 84%). These modes are significantly underrepresented in the survey responses.

	<p>14) A second question asked respondents to indicate their 'modes of travel within the City'. Chart C in Appendix 3 shows the response to this question. Respondents could select multiple modes and the main mode chosen was walking with 1,441 of the total 3,574 respondents (40%).</p> <p>15) Not directly comparable, Chart G in Appendix 3 is a copy of a chart from the 2019 City Streets traffic survey analysis. This is a traffic composition survey of over 30 sites in the City which identifies modes of travel. It gives an indication of the expected modal breakdown that you might expect to see in the daytime (7am to 7pm) within the City. This survey only identified the number of vehicles and pedestrians. It does not take account of the numbers of passengers on a bus, in a car, taxi, or of travel by rail and underground.</p> <p>16) However, Chart D does show that the modal representation in the Bank consultation, regarding travel within the City, is not close to reflecting these proportions. Walking looks to be underrepresented, as do vans.</p> <p>17) If you combined car, private hire vehicle and taxi driver responses from the Bank consultation, to be more comparable with the City Streets traffic survey methodology, these modes appear to be over represented in the Bank survey response. The proportion of cyclists also appears to be higher.</p> <p>18) This said, these are not directly comparable data sets and the Bank survey is a small number in comparison to the City Streets data set. But these comparisons do help illustrate why extra analysis of the consultation responses is required to ensure those groups that underrepresented in volume are not overlooked in the issues that they raise.</p> <p>19) In order to better illustrate and understand the responses from those underrepresented modes, the analysis of the survey results will be presented in two ways. First, with all responses and secondly with responses from drivers and passengers of taxis and private hire vehicles removed. This has been done using the primary mode of transport into the City.</p> <p>20) This second method of analysis will still retain a number of taxi and private hire vehicle drivers and passenger (247) responses, as indicated by their choices within the 'travel within the City' question. This approach will provide an analysis of the responses which is more evenly balanced towards the usual split of modes in the City. This will ensure</p>
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	<p>the views of those people who use modes other than taxis or private hire vehicles are captured without ignoring the views of taxi and private hire drivers and passengers.</p> <p><u>The survey:</u></p> <p>21) The consultation was split into five sections, four on the proposals and one section on demographic and travel information.</p> <p>22) The analysis findings are presented in the same order as the survey. The survey questions can be found in Appendix 7.</p> <p>Section 1 – Traffic and highways changes. <i>Overview of proposals</i></p> <p>23) Section 1 of the survey dealt with primarily the movement of people and vehicles and described the proposed changes.</p> <p>24) Details of the proposals consulted on are contained in Appendix 4. In summary, the proposals are:</p> <ul style="list-style-type: none"> • The closure of Queen Victoria Street between Bucklersbury and Bank junction to motor vehicles. (Vehicles can still enter Bucklersbury and exit Walbrook westbound onto Queen Victoria Street) • The closure of Threadneedle Street to motor vehicles between the junction and Bartholomew Lane. • Narrowing Princes Street at Bank junction to one lane with two-way buses and cycles controlled by traffic lights. • Vehicle access to Cornhill would be facilitated via Princes St southbound. <p>These changes would be operational at all times.</p> <p>25) The remaining arms of Cornhill, Poultry and King William Street/Lombard Street were proposed to operate with the existing restrictions of Monday to Friday, buses and cycles only, 7am to 7pm. All traffic would be allowed outside of these hours on these three arms only.</p> <p>26) Combined, these proposed changes are intended to meet the ambitions expressed by Members at various stages of this project to transform the space and facilitate the increased pedestrian space required to respond to the additional capacity at Bank station from 2023. They would create:</p> <ul style="list-style-type: none"> • A more pleasant space to walk across the eastern end of Queen Victoria Street linking the flow of people walking from Walbrook and Cannon Street station by the Magistrates court.
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	<ul style="list-style-type: none"> • A safer cycle route to and from Queen Victoria Street and the main junction with Mansion House Street. • A much wider space for people walking in front of the Bank of England, improving the pedestrian comfort levels on Threadneedle Street and a segregated two-way cycle lane with no motor vehicles. • Much wider spaces for people walking around the busy underground station entrances/exits on the corner of Princes Street and the junction. <p>27)Overall:</p> <ol style="list-style-type: none"> a) shorter crossing distances for people walking all around the junction, b) wider pavements and improved pedestrian comfort levels, c) improved cycle safety with reduced interactions with motor vehicles, d) a simplified traffic junction, reducing the number of available turning movements for motor vehicles at all times of day (reducing the risk of collision and improving safety). <p><i>Overview of survey results:</i></p> <p>28)Section 1 of the survey went through the proposed highway changes on Threadneedle Street, Queen Victoria Street and Princes Street and then the remaining arms of the junction.</p> <p>29)The results are shown in Chart 1. (QVS is Queen Victoria Street)</p>
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Chart 1: Support/opposition to proposals in section 1 (all responses)

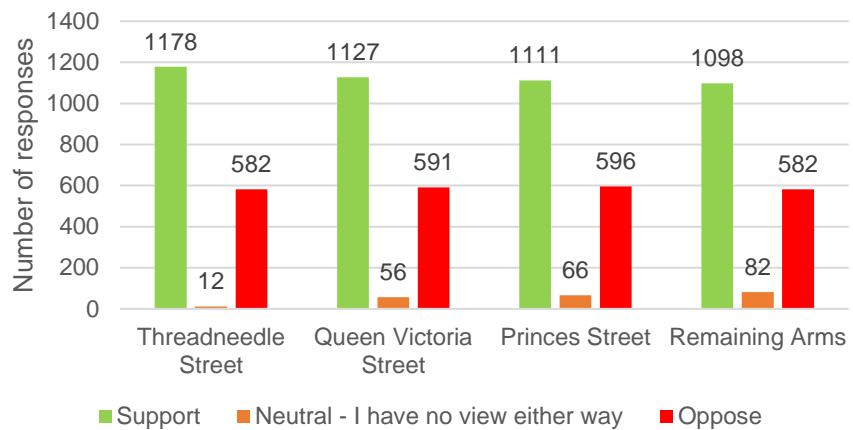


30) The overall result shows a relatively consistent degree of opposition about the proposed changes on each of the three main traffic proposals as well as the proposal for the continued restricted operation on the remaining arms.

31) Respondents were able to choose 'strongly support', 'support', 'neutral', 'oppose' or 'strongly oppose' on these questions. For presentation in this report, strongly support and support have been combined to show general 'support', and strongly oppose and oppose combined to show 'oppose'. The relevant appendices to each section contain a further breakdown of these different levels of support.

32) When we remove those responses that identified taxi or private hire vehicle driver or passenger as their primary mode of travel into the City (as explained in paragraphs 19-20), this leaves 1,779 responses considered in the second part of the analysis.

Chart 2: Support/opposition to highways and traffic changes proposals (without dominant mode)



33) As Chart 2 shows, this subset of the responses shows a more consistent level of support for the proposals. The modal breakdown of how these respondents said they travelled within the City can be seen in Appendix 3 Chart E.

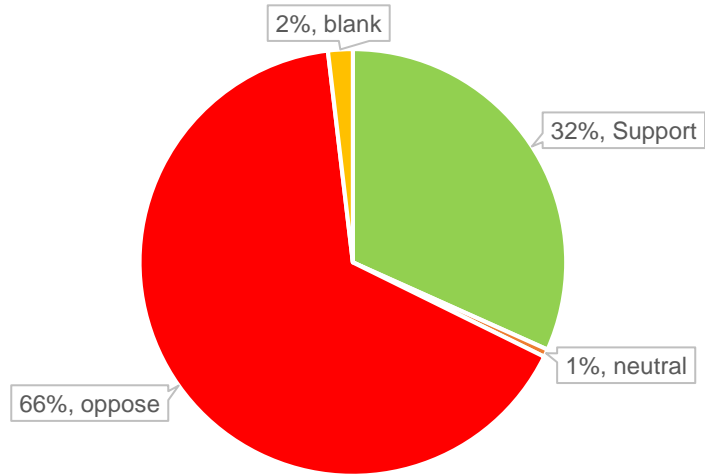
Overall support/opposition for the traffic and highway proposals

34) For those people who consistently said that they supported (strongly supported or supported), opposed (strongly opposed or opposed), or that they were neutral to each of the questions, this has been taken as an indication of the overall level of support or opposition for the traffic and highway proposals.

35) People who supported proposals for one street but not another, were asked what their level of support/opposition would be if the highway and traffic changes had to be delivered as a complete package.

36) Combining these two sets of answers provides an overview of the general support/opposition for the proposed highway changes as a whole. This can be seen in Chart 3, showing all responses (3,574).

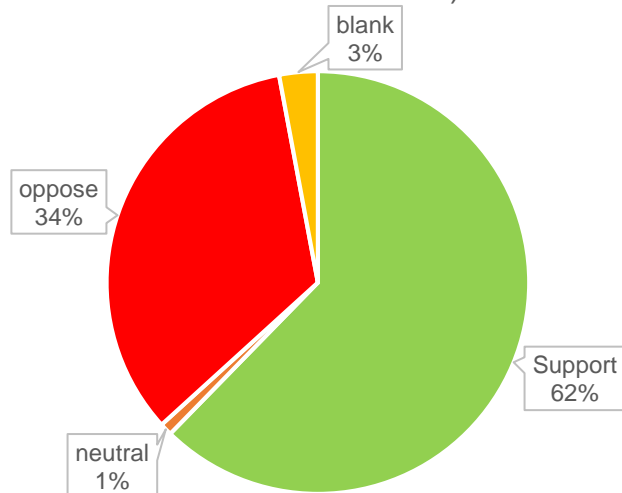
Chart 3: Level of overall support/opposition to the proposed highway and traffic changes



37) 66% of respondents were opposed to the proposed changes.

38) If responses from taxi and private hire drivers and passengers are removed (Chart 4) there is a strong level of support shown, with 62% of respondents in favour of the proposals.

Chart 4: Level of overall support/opposition to the proposed highway and traffic changes (without the dominant mode)



Comments provided in the traffic and highway proposals section.

39) As explained in the issues report in July 2021, there were a large number of comments provided by respondents to the survey. This required additional time to analyse and is why the consultations findings report has been delayed.

40) A large number of these comments expressed general 'negative' sentiment which did not directly relate to specific details of the proposals. There were also a large number of comments categorised as 'neutral' which were either nonsensical or expressed that they had "no comments" to give on that question. There were also 'positive' comments expressed with general support for the approach, such as "great", "good" etc. but again with no specific detail.

41) Whilst these comments were categorised, they are not included in the top five themes below. This is to ensure that the most useful comments are reviewed for the purposes of this report.

42) Respondents had the opportunity to leave a comment for each area: Threadneedle Street, Queen Victoria Street, Princes Street and the remaining arms. The top five themes across these are set out in Table 2:

Table 2 :All responses

Theme	Total number of times mentioned in Section 1
Accessibility (licensed taxi)	2810
Accessibility (disability)	1555
Congestion	927
Navigation	656
Public realm	645

43) The top five themes for each individual area can be found in Appendix 5.

44) As can be seen, the largest number of comments related to the desire to have taxi access to and through the junction. The use of the term taxi is assumed to mean a London Licensed Taxi, or Black cab.

45) There were a number of templated answers on this topic. One of which summarises the general sentiment of most of the comments that were categorised into the theme of Accessibility (licensed taxi).
"licensed taxis should be given the same access as buses under the proposals as they are publicly hired, a vital part of public transport as defined in policy and law, providing

	<p><i>accessible, door-to-door transport relied on by many people.”</i></p> <p>46) There was also a strong link between the theme of access for licensed taxis and access for disabled people. Across the four opportunities to provide comments in section 1, 28% of respondents who gave a comment that fell into the accessibility (licensed taxi) category also commented on access for people who may be disabled or less mobile.</p> <p>47) The theme of ‘Accessibility (disability)’ centred on the comments made regarding the ability for a disabled person, or someone who may be less mobile, to be picked up or dropped off at Bank Junction and surrounding properties. In addition, concerns were raised around people who are not able to walk longer distances and how the proposals to close roads could impact on them. There was also a general concern raised that there had been no consideration given to disabled people in the design.</p> <p>48) The theme of ‘congestion’ centred on concerns that the displacement of traffic from the proposed changes would cause congestion on the surrounding streets. This was often accompanied with concerns regarding pollution on those alternative routes. However, the theme of pollution ranked eighth overall across section 1 of the survey.</p> <p>49) The theme of ‘navigation’ covers the comments that expressed that the City was difficult to get around and these proposals would make it worse. With this theme it is important to note that many of the temporary COVID-19 transport schemes would have been in operation at the time of the consultation survey, which would have added to the sense that accessing certain areas of the City could be quite difficult. Some of the comments mentioned these temporary interventions.</p> <p>50) Lastly the theme of ‘public realm’ is where comments covered aspects of the proposals such as pavement widening, cycle facilities, wanting more carriageway etc. This theme contained a fairly diverse range of views, from those who questioned whether the proposals went far enough to provide for the numbers of people walking and cycling, to those who felt the proposals went too far, and that proposals should not be taking road space away from vehicles.</p> <p>51) There was a strong link between people leaving comments and their opposition to the proposals. Of the people who had indicated that they opposed the proposals for an area,</p>
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on average 66% went on to leave a comment on that area. Of those who had indicated support for the proposals, 22% on average went on to leave a comment.

52) If the responses of taxi and private hire drivers and passengers are removed from the analysis, the top five themes are as shown in table 3.

Table 3: Without dominant mode

Theme	Total number of times mentioned in section 1
Accessibility (licensed taxi)	490
Public realm	443
Safety	361
Congestion	319
Restriction timings	281

53) 'Safety' and 'restriction timings' themes are highlighted in this analysis of the data.

54) The 'safety' theme had a mixture of views, but largely focused on the perception that safety would be improved by the proposals resulting in a better experience for people walking and cycling. However, there were also concerns raised about the safety of others on the alternative routes that the traffic would be diverted to. There were also a few comments regarding personal safety, particularly later at night if there is no traffic passing.

55) Restriction timings was largely mentioned in the 'Remaining arms' section of the survey. More than half of the comments within this theme were in favour of extending the restrictions in some way. The suggestions varied from 24/7, later into the evening or at weekends. There were also conflicting comments that restriction times should be reduced or removed to help with servicing and pick up and drop off. There were also a number of comments saying that the existing times are a fair compromise.

56) The other three themes, which also formed part of the top five from all responses, reflected much of the same sentiment as described above.

Summary of responses on the traffic and highway proposals:

57) There is a strong opposition to the proposals from people who drive or are passengers in either taxis or private hire vehicles (such as Uber etc.). If these responses are removed from the analysis, there is a good level of support (62%) for the proposals.

58) Issues raised in the comments were predominantly around the need for greater taxi access and greater consideration of access for disabled people.

Section 2 – public realm enhancements

Overview of proposals:

59) The second section looked at the three key proposed areas for public realm enhancement:

- Queen Victoria Street,
- Threadneedle Street,
- The space outside the Royal Exchange (with the Duke of Wellington statue) and,
- With a fourth area being the general widened footways around the junction linking to the larger spaces.

60) The proposed enhancements are dependent on the traffic and highways proposals being progressed. The public realm proposals that were consulted on can be found in Appendix 6 and are summarised below. They included proposals for street trees, ground level planting, planting in pots, seating, and measures to make the spaces more inclusive.

Summary of responses

61) Respondents were asked how far they agreed or disagreed with a variety of interventions to enhance the public realm across the four areas. The questions were aimed at understanding what interventions people supported so that prioritisation of interventions could be undertaken if needed.

62) For a breakdown of how many people agreed or disagreed with the individual interventions, please see tables 1 to 4 in Appendix 6. The analysis below looks at each intervention on each street. The level of agreement or disagreement with each intervention is based on the number of people who responded to that individual element and not the base of 3,574.

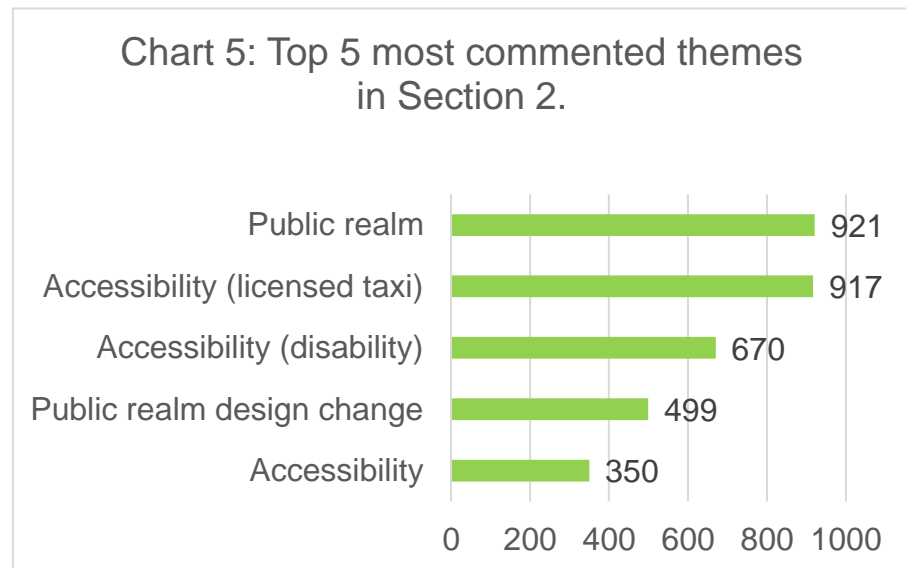
63) Strongly supported interventions included street trees on both Queen Victoria Street (57% of 3,198 respondents) and Threadneedle Street (52% of 3,205 respondents).

64) There was also strong support for providing an electric charging point for electric vehicles on Queen Victoria Street (with 58% of 3,166 responses).

65) On the public space outside the Royal Exchange, there was strong support for refurbishing the existing benches (63% of 3,057 responses), as well as making the raised platform

	<p>accessible by providing a gentle sloped ramp on the existing steps (58% of 3,227 responses).</p> <p>66)The other proposed interventions were more closely tied, such as increasing the number of cycle racks outside the Magistrates court on Queen Victoria Street, with 48% of 3,004 responses disagreeing compared to 43% in agreement.</p> <p>67)On Threadneedle Street, using large plant pots to provide additional greening and providing moveable table and chairs towards Bartholomew Lane and the Royal Exchange Gardens, had larger numbers of people disagreeing with the proposals than agreeing. 48% of the 3,028 responses disagreed with the pots, and 50% of 3,067 responses disagreed with the moveable tables and chairs.</p> <p>68)As with section 1 of the survey analysis, due to the overrepresentation of one mode within the survey, we have also looked at section 2 without responses from taxi or private hire drivers or passengers.</p> <p>69)Other than the electric charging point on Queen Victoria Street, where the percentage support reduced but was still favourable; all of the other interventions were supported more strongly. For the comparisons, please see tables 5 to 8 in Appendix 6</p> <p><i>Comments:</i></p> <p>70)After each question on a particular space, respondents were given the opportunity to provide comments on the proposals.</p> <p>71)In general, the comments provided in this section were not specifically related to the proposed public realm enhancements. Instead, many respondents used this as an opportunity to repeat comments that had been provided in section 1.</p> <p>72)Therefore, the feedback provided in these comments includes a layer of general negative comments that are not specifics to the public realm proposals.</p> <p>73)As with the traffic and highway proposals analysis, for the purposes of this committee report we have removed general comments classed as “negative”, “neutral” or “positive” from the top themes.</p>
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74) Chart 5 shows the aggregated top 5 themes across section 2. Chart A in Appendix 6 shows the top 5 themes for each space.



75) The theme of 'public realm' contained comments which were more specific to each area. Overall, there were consistent comments across the four spaces about ensuring that the placement of street furniture does not impede pedestrian flow or form barriers for those people who are disabled, less mobile or visually impaired. There were also comments questioning the need for seating and suggesting this should be a transient area and not a place where people are encouraged to sit. Others stressed the importance of greening, and that greening should be prioritised over seating.

76) The theme of 'accessibility (licensed taxi)' is largely the same as the comments received in section 1 of the survey.

77) The 'accessibility (disability)' theme included concerns that the needs of disabled people were not included/thought of in the overall proposals, rather than specific comments on the proposed enhancements.

78) The comments were generally aligned with the theme of 'accessibility (licensed taxis)' and indicated that taxi access is crucial for the accessibility of the area. The Royal Exchange space received most comments on this theme, with a large number expressing concerns that disabled people or people with limited mobility, would not be able to get to the space to enjoy as there was no taxi/car access. Comments went on to suggest that making this space more

	<p>inclusive would therefore be wasted. There were comments that were more positive regarding making this space more inclusive, but the majority of comments were about how people with mobility difficulties would access it.</p> <p>79)The ‘public realm design change’ theme focused on more specific comments on the design proposals. There were some concerns about tree planting being successful due to the shady nature of Threadneedle Street, whether public toilet provision is suitable (particularly accessible provision) if creating new spaces; concerns regarding new street furniture and how it will blend with the historic surroundings. There were several comments regarding the use of pots and that either more street trees or ground level planting would be preferable.</p> <p>80)The ‘accessibility’ theme was more general in detail but centred around the general need for everyone to be able to move around the City, and at Bank, in vehicles, as well as cycling and walking.</p> <p><i>Summary of section 2:</i></p> <p>81)Overall, there was support for the proposed interventions to enhance the public realm. However, there was a repetition of concerns about the ability to pick up and drop off in the area by taxi or other vehicle and the detrimental impact of this, particularly on those less able to walk long distances.</p> <p>Section 3: Bus routing <i>Overview of proposals</i></p> <p>82)As part of the proposals, it would be necessary to reroute a number of day and night-time bus services. London Buses agreed the proposed routings for consultation. The proposals aimed to keep routes travelling through Bank to minimise the journey time impacts and the disruption to passengers.</p> <p>83)The route 133 would be the only route completely removed from travelling through Bank Junction. This change is already in operation because of the eastbound closure of Threadneedle Street as part of the temporary transportation response to COVID-19.</p> <p>84)Buses that would normally use Queen Victoria Street to access the junction are proposed to divert to Queen Street and Poultry. Those services that would normally use Threadneedle Street are proposed to divert to Cornhill and Bishopsgate. Route maps of these proposals can be found in Appendix 9.</p>
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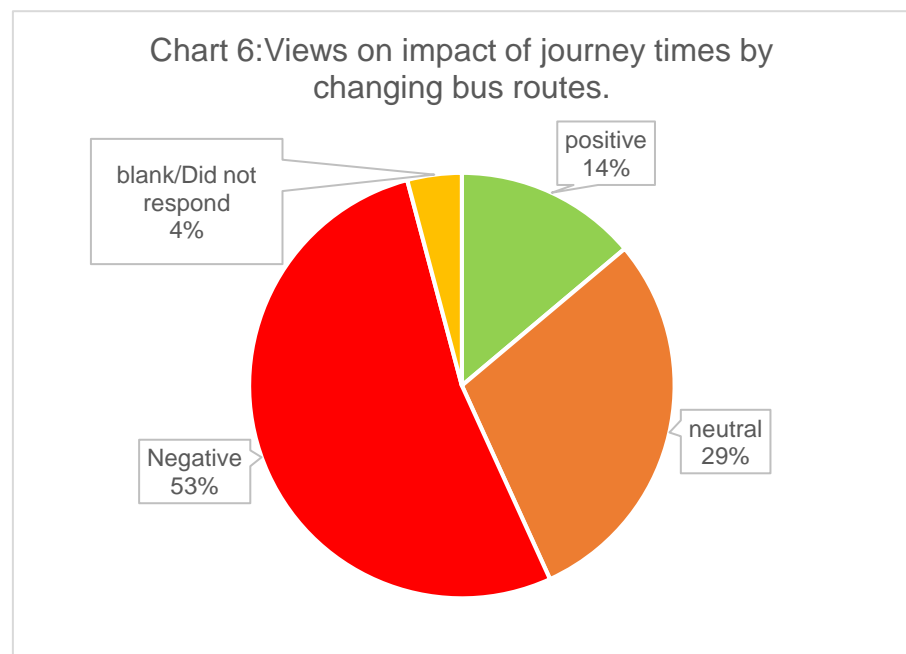
Overview of responses:

85) The purpose of this section of the consultation was to understand if there were any other routing options that should be considered, prior to any formal rerouting work by London Buses taking place (if the proposals were to proceed).

86) Overall, 45% of all respondents (3574) said that they used at least one of the nine services being consulted upon.

87) All respondents were then asked whether they felt the proposed bus route changes would impact their journey time positively, negatively or if they felt it would be neutral.

88) Out of the 3,574 respondents, 53% felt the impact would be negative (Chart 6).



89) Respondents were then asked if they had any specific comments on the details of the proposed bus route changes.

90) The most popular themes covered, again removing the more general negative, neutral or positive themed comments, are shown in table 4:

Table 4: All responses	
Theme	Number of comments
Accessibility (licensed taxi)	302
Bus routing	257
Congestion	187

	Accessibility (disability)	130
	Journey times	110
<p>91) 'Accessibility (licensed taxi)': As in previous sections, importance of having taxi access to/through the junction was the most commented. 15% of these comments also mentioned the link between taxi access and the needs of disabled people or people with limited mobility.</p> <p>92) Bus routing: Concerns related to the potential for increased congestion on routes that buses were being rerouted to. Comments were also raised regarding the number of buses (frequency) that travel through the area and whether this could be streamlined.</p> <p>93) Congestion: Largely comments were generalised regarding increasing congestion for traffic elsewhere, not specifically about congestion experienced by bus passengers.</p> <p>94) Accessibility (disability): The comments on accessibility (disability) generally follow the same sentiments as other sections – that the proposals were thought not to adequately consider the needs of disabled people. There were a small number of comments that directly reference distance between existing bus stops and the nearest alternative. There was also a link with the theme of taxi access (34% of comments also mentioned taxi access).</p> <p>95) Journey times: A mixture of views regarding journey times for both buses and other traffic. This included concerns that rerouting the four daytime services and five night-time services will cause too much congestion on the surrounding road network. It is not specified but assumed that the concerns are more related to the daytime routings than the night bus services as there is generally less traffic in the City during the operational hours of the night-time services.</p> <p>What do bus passengers think?</p> <p>96) The key purpose of this section was to understand bus passengers' views, in particular those whose routes would be changed and how they felt these changes might impact on them.</p> <p>97) People who said that they used at least one of the bus services being proposed to be rerouted (table 1 Appendix 10) were asked how regularly they used the service. Respondents were asked to indicate if they used services at least once a week, once a month or less often.</p>		

	<p>98) In all cases other than for route 8, over 50% of the responses said they used the service less than once a month. Route 8 received most responses for people using the route with 1,307 people saying that they used it, of which 29% used it at least once a week and 30% at least once a month.</p> <p>99) Looking at those respondents that said that they used the services at least once a week, on average across all 9 routes 80% of respondents felt that rerouting would negatively impact their journey time, (See Table 2 Appendix 10)</p> <p>100) The responses to the journey time question is broken down by mode of transport to the City (table 5 in appendix 10). Looking at those people who use the service at least once a week and have said they think the impact will be negative, we can see that across all the routes, on average, 35% of the responses were from taxi and private hire drivers and 34% are from taxi and private hire passengers. This is a significant proportion of the response.</p> <p>101) It is not unreasonable to assume that taxi and private hire drivers, or their passengers, also use bus routes in the City. Excluding responses for this mode, as was done in the other sections, leaves a very low numbers of responses from people who frequently use each of the services (table 8 appendix 10).</p> <p>102) This raises the question of whether the views on journey times reflect the potential impact on bus passengers' journey, or the impact on other modes because of more bus services using other routes.</p> <p><i>Summary of section 3 – Bus routing</i></p> <p>103) Overall, both people who use the bus routes through Bank and those that do not, expressed concerns about the potential impact to journey times for a variety of modes by rerouting these services. The volume of responses of people who use the services regularly is low, particularly after excluding responses from taxi and private hire vehicles drivers and passengers. The information has been passed to London Buses for consideration. It is not uncommon for bus route consultations to receive low response rates.</p> <p>104) Most of the concerns raised in this section relate to journey times of bus and other modes and to congestion. This is addressed by ongoing traffic modelling and technical</p>
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analysis as outlined in paragraphs 192-210. More detail on this is due in the Gateway 5 report.

Section 4 - timing and traffic mix

Overview of proposal

- 105) Section 4 focused on possible future changes to the timed restrictions at Bank. As explained in the Gateway 4c report, it was recognised that the proposal being consulted on could have different operational hours of restriction and/or a change to the mix of traffic during those restricted times without the need to change the fundamentals of the design.
- 106) At the time of that report, it was noted that it was not an appropriate time to assess whether the All Change at Bank proposals should make changes to the operating hours or the traffic mix. This reflected the ongoing complexities and uncertainties around the pandemic; the temporary COVID-19 transport changes; and the pending appeal hearing on the legal challenge on TfL's Bishopsgate temporary traffic order and Streetspace guidance.
- 107) It was agreed to continue using the assumption that the scheme would operate as Monday to Friday, 7am to 7pm and with the existing traffic mix while seeking views on what alternative times and vehicle mix may be desired.
- 108) The purpose of this section of the consultation is to inform possible future recommendations. It does not change the current assumption for the scheme.
- 109) The reasons for not being able to make a recommendation on this element remain primarily as they did in the February 2021 report. There is still not enough clarity around the outcome of some other key decisions in the surrounding network or how travel patterns and traffic volumes and mix in the City might change in the long term to be able to judge the impact or benefit of making additional changes.
- Overview of responses:*
- 110) Section 4 proposed eight timing and vehicle mix options and asked respondents to show how much they supported or opposed each option. Tables 5-7 summarises the results with all responses included (base 3,574).

Table 5

(base number 3574)

Extending hours to Saturday and Sunday

	Agree	I am neutral	Disagree	No response
Extend the operating hours of the restrictions to include Saturday and Sunday, and remain bus and cycle only	29%	3%	58%	10%
Extend the operating hours to the restrictions to include Saturday and Sunday but permit licensed London taxis too	46%	5%	37%	12%
Extend the operating hours to the restriction to include Saturday and Sunday but permit an alternative vehicle along with the buses and cycles	17%	10%	55%	18%

Table 6				
Extend the hours later into the weekday evening				
	Agree	I am neutral	Disagree	No response
Extend the operating hours to later in the evening on a weekday but remain bus and cycle only	25%	5%	52%	18%
Extend the operating hours to later in the evening on a weekday but permit licensed London taxis	46%	5%	33%	16%
Extend the operating hours to later in the evening on a weekday but permit an alternative vehicle with buses and cycles	15%	10%	53%	22%
Table 7				
Keep timings the same (Monday to Friday 7am to 7pm)				
	Agree	I am neutral	Disagree	No response
Permit licensed London taxis during the proposed restricted times on the Cornhill (westbound), King William Street and poultry arms	52%	6%	27%	15%
Keep the timing and traffic mix as proposed	16%	23%	49%	23%

	<p>111) As already highlighted in other sections of this report, there is a strong desire by many respondents to have taxi access across the junction. The above results follow this theme to an extent. The options that have a majority in agreement are all options that suggest taxis should be included in every timing option.</p> <p>112) The options to extend the hours of the restrictions and permit taxis did not get agreement of over 50%. This indicates that there may be stronger opposition to extending the times of the restrictions.</p> <p>113) The only option that was supported with more than 50%, was to “permit licensed London taxis during the proposed restricted times on the Cornhill (westbound), King William Street and Poultry arms”. However, this was only supported by 52% of the respondents.</p> <p>114) The other options for extending the hours or changing the vehicle mix were generally not supported. The option for extending the hours to the weekend, but not changing the vehicle mix, received the greatest number of responses with 58% of the responses in disagreement with the option.</p> <p>115) As with other sections, due to the disproportionate number of responses from taxi and private hire drivers and passengers, the results were also analysed after excluding these responses. The results can be found in Appendix 11 - Tables 1-3. This analysis shows that the other responses follow a similar pattern with regards to mixed feelings about the options presented. There was stronger disagreement to permitting an alternative vehicle and either extending the operating hours to the weekend (60%/ n1084) or later into the evening (58%/ n1035)</p> <p>116) The most supported option was to extend the hours of operation into the weekend, but to retain buses and cycles only. This received 54% (969) of the responses.</p> <p>117) A further breakdown of how different modes viewed the eight options can be found in Appendix 11.</p> <p><i>How would changes affect your level of support/opposition?</i></p> <p>118) Respondents were then asked whether their overall support/opposition indicated in section 1 to the highway layout changes would change if, at a later date, the traffic mix were to change, or the timing of the restrictions were to be extended.</p>
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119) In terms of a future change to the traffic mix, 1,661 respondents (46% of the total response) said that their support/ opposition would not change.

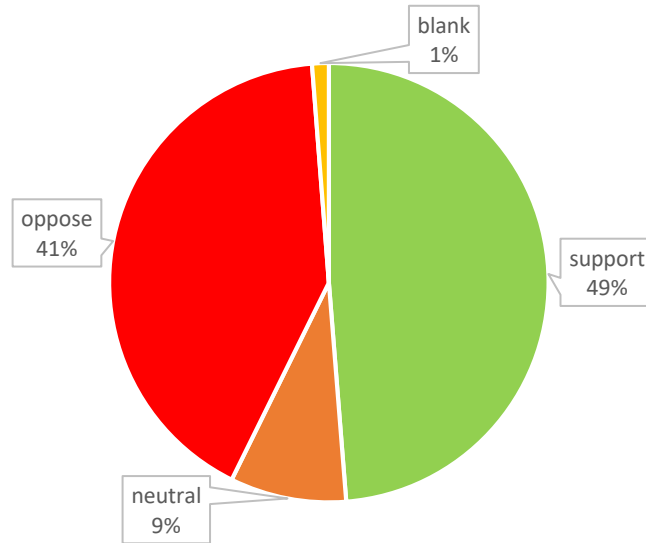
120) Table 8 shows the broad level of support or opposition indicated in Section 1 and how respondents indicated they would change their view if the traffic mix were changed at a later date. Note that 162 people did not respond to this question.

Table 8: Altering the traffic mix

	Support	Neutral	Oppose	Blank (no support indicated in section 1)
No – Altering the traffic mix at a later date would not change the level of support	589	37	1034	1
Yes – Altering the traffic mix at a later date would change the level of support to:	1074	255	381	41
TOTAL support/opposition if traffic mix were altered at a later date	1663	292	1415	42

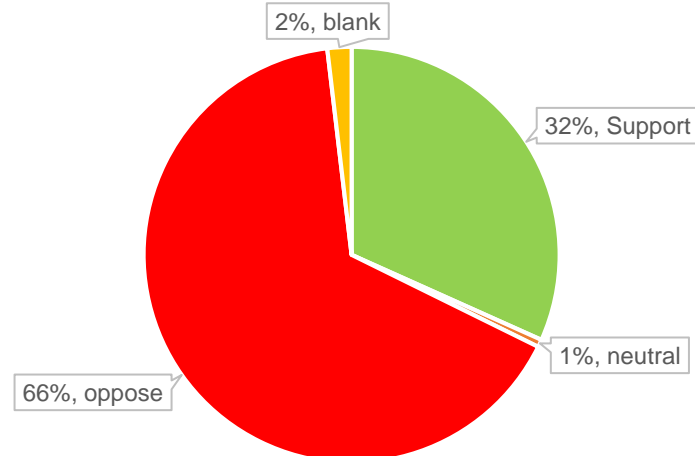
121) There are greater levels of support for the proposals if the traffic mix were to change, but overall, the support for the highway and traffic changes remains below 50%, as shown in chart 7.

Chart 7: Support/opposition for the scheme if the **traffic mix** were changed at a later date



122) For ease of reference – Chart 3 is repeated below with the levels of support originally indicated for the highway and traffic changes.

Chart 3: Level of overall support/opposition to the proposed highway changes in section 1

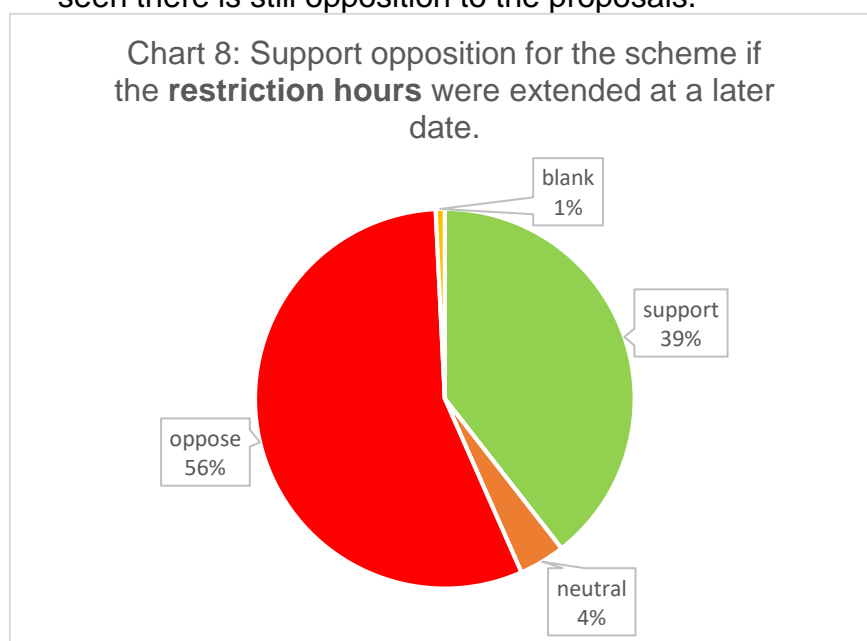


123) Looking at the other option to extend the operating hours of the restriction either later into the evening or into the weekend, the vast majority of people said that they would not change their support or opposition outlined in section 1. This can be seen in table 9. 216 people did not respond to this question

Table 9: Extending the timing restrictions

	Support	Neutral	Oppose	Blank (no support indicated in section 1)
No – Extending the timing restrictions at a later date would not change the level of support	718	49	1662	5
Yes – Extending the timing restrictions traffic mix at a later date would change the level of support to	607	83	213	21
TOTAL support/opposition if the timing restrictions were extended at a later date	1325	132	1875	26

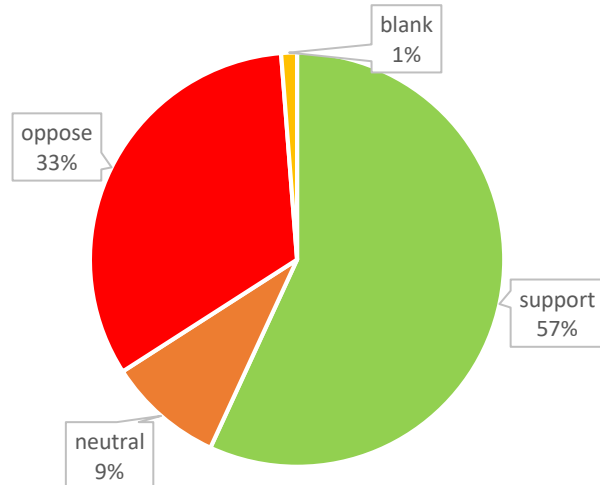
124) Chart 8 indicates the support or opposition to the overall highway changes at Bank if the hours of the restriction were to be extended in some way, at a later date. As can be seen there is still opposition to the proposals.



125) If, as in the other sections, if we exclude responses by taxi and private hire drivers and passengers, there is stronger support for the scheme if the traffic mix were to change. However, it is worth noting that the level of support

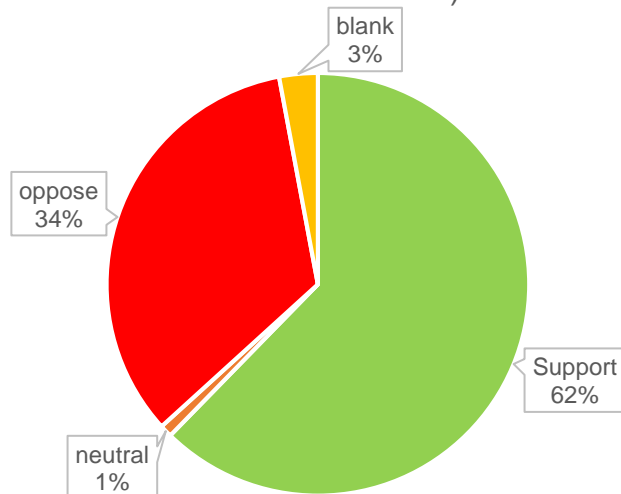
is lower when compared to the support levels indicated in section 1 of the survey (Chart 4).

Chart 9: Support/Opposition for the scheme if the **traffic mix** were to be changed at a later date (excluding dominant mode responses)



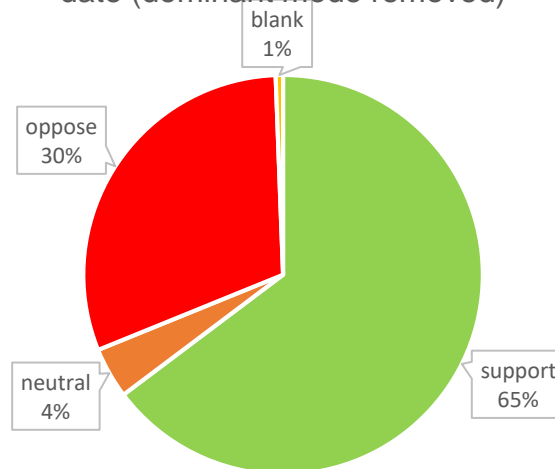
126) For ease of reference - Chart 4 is repeated.

Chart 4: Level of overall support/opposition to the proposed highway and traffic changes (without the dominant mode)



127) After excluding responses from taxi and private hire drivers and passengers, there is support for the scheme if the restriction hours were to be extended as shown in chart 10.

Chart 10: Support/Opposition for the scheme if **restriction hours** were extended at a later date (dominant mode removed)



Summary of section 4:

128) The results indicate that the question of whether to extend the hours or change the vehicle mix is complicated. There was no single option that had significant support in either analysis. The sentiment of the comments shows that there is a strong desire, by some, for taxi access to the junction. However, there was not really a conclusive view that shows any option being favoured at this time. After responses from taxi and private hire drivers and passengers were excluded from the analysis, there was a stronger indication that there may be support for seeing the hours of operation extended in some way.

Business and Organisational responses.

129) In addition to the consultation survey, we also received 23 responses from business/organisations regarding the consultation. The responses are summarised in Appendix 8 and come from a mixture of organisations filling out the survey and sending in letters/emails. Appendix 8 also includes the current status of any follow up undertaken.

130) Overall, eight of the responses were supportive of the proposals, seven were broadly supportive but had either follow up questions or comments on elements of the proposals that required further attention, and seven were opposed to the proposals.

131) Of those responses that were supportive six of them were organisations representing the views of their membership. This included pro sustainable transport

	<p>groups/charities such as London Living Streets, Sustrans, London Cycling Campaign and Future Transport.</p> <p>132) A supportive response was received from the City Property Association (CPA), a not-for-profit membership body and advocacy group representing the major owners, occupiers, developers, investors and advisers to real estate in the City of London. The CPA have more than 150 member companies and an associated network of nearly 1,500 professionals. Cheapside Business Alliance (CBA) were also supportive. The CBA represent hundreds of businesses within the Business Improvement District area.</p> <p>133) The CPA commented: <i>“Open spaces and clean air have become even more important to people during the pandemic, and if we are to build a post Covid recovery the City Corporation, with the ongoing support of Transport for London in addressing wider traffic impacts, needs to continue to be ambitious in order to deliver long lasting, transformative and beneficial change. The CPA would like to see even greater ambition for reducing traffic and opening up more public space.”</i></p> <p>134) The Cheapside Business Alliance commented: <i>“Area enhancements such as this one will contribute to improving the overall experience of visiting the area, which is a very positive thing... With growth anticipated on the near horizon and all areas of London raising their game to create welcoming, safe and accessible destinations, the All Change at Bank scheme is an encouraging step for Cheapside. We particularly support the aspiration to improve the perception of the place and encourage greater dwell time in the local area.”</i></p> <p>135) There were also responses from the Dutch Church in Austin Friars and engineering firm Buro Happold Ltd, who are based in Westminster, in support of the proposals.</p> <p>136) Lastly Transport for London also wrote in support with comments, saying that <i>“while on the whole we remain supportive of your proposals for Bank junction and welcome your ongoing commitment to improve road safety, there are a number of considerations we would like the Corporation to consider before you finalise the design of your scheme”.</i></p> <p>137) These considerations relate largely to bus journeys with the proposal to reroute four-day routes and eight night routes. Three additional night routes which also travel through Bank were identified by TfL after the City’s consultation had gone live. As it was too late to add these</p>
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	<p>routes to the consultation TfL will be undertaking a separate consultation on these night routes over September.</p> <p>138) However, TfL then went on to write: <i>“On the whole we are broadly satisfied with the proposed routeing options and will continue to work with the Corporation to reduce the impact your proposals have on bus passengers.”</i></p> <p>139) The impacts both positive and negative will be explained fully in the Gateway 5 report for Member’s consideration, but it is worth noting that on average across the 24 daytime routes (that fall within the traffic model area) the impact across both peaks is modelled to be between 0-1 mins increase in bus journey times. Given the size of the scheme, this is a minimal journey time impact.</p> <p>140) A concern was also raised by TFL regarding the resilience of the network: <i>“In terms of resilience on the wider road network, we would ask you to carefully consider through the forthcoming stages of design how you will implement the proposed works on Threadneedle Street and Queen Victoria Street. On both streets, it appears that bollards and traffic islands are proposed, which would hamper the resilience of the road network should these streets be required for use in exceptional circumstances to be open to emergency vehicles and buses. We ask that you consider design interventions that could allow for these types of planned and unplanned uses.”</i></p> <p>141) It has been explained that the intention would be that these routes can be opened if required under planned circumstances only. In our discussions this has been accepted. Emergency vehicle access is a different scenario and the design accommodates the ability for emergency vehicles to gain access to those spaces when required.</p> <p>142) All of these comments have been followed up with TfL, and we continue to work through the approvals process with the intention of presenting at Road Space Performance Group ahead of this Committee meeting (but after submission of this report).</p> <p>143) In opposition to the proposals there were three licensed taxi organisations, the LTDA, Unite the Union and United Cabbies Group representing collectively a large proportion of the circa 20,000 licensed taxi drivers. The Motorcycle Action Group (London) expressed opposition on behalf of</p>
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	<p>their membership. A response in opposition was also received from the Freedom for Drivers Foundation.</p> <p>144) The responses from Freedom for Drivers and the Motorcycle Action Group focused on it being unreasonable to remove “a major road and a key part of the road network in the City”, and this this would cause congestion on surrounding roads. Both groups requested access for motorcycles and drivers of private cars and vans respectively.</p> <p>145) All of the taxi trade groups reiterated that they want the same access as buses as they are a part of the public transport system. There was recognition from the LTDA that they supported the objectives of the All Change at Bank project but believe the project objectives could still be achieved if taxis are granted access to certain arms of the junction. Unite recognised the safety aspect the project is trying to resolve but questioned whether post-pandemic the volumes of people would be the same. It was also mentioned that there are now fewer taxis, with numbers reducing (across London) to approximately 13,000 in 2020/21 compared to approximately 18,000 in the year before.</p> <p>146) Two City businesses responded and objected. The Cad and the Dandy (a tailors) and GH Cityprint. GH Cityprint objected to the proposal, but suggested alternatives including access by electric servicing vehicles, and that more consideration should be given to servicing businesses. The Cad and the Dandy were concerned about the restrictions and the damaging effect this would have on businesses in the City.</p> <p>147) The remaining responses were generally supportive but had concerns or comments to be addressed. These included London Travel Watch who supported the improvement of the pedestrian environment but had some concerns regarding the rerouting of bus services and the additional distance or journey time this may have for passengers.</p> <p>148) The Ned Hotel and the Royal Exchange were in principle supportive but raised questions around certain potential impacts to their buildings.</p> <p>149) The detailed issues raised by the Royal Exchange have been followed up and resolved and we are continuing to discuss some of the finer details as the design progresses,</p>
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	<p>but to date they are happy with the discussions we have had and are supportive of the changes proposed.</p> <p>150) The comments raised by the Ned Hotel included the request for a taxi rank on Poultry outside the entrance, for those taxis to be able to cross the junction and also for servicing vehicles to be able to access St Mildred's Court at all times (but not pass through the junction).</p> <p>151) There were two further responses from Livery Companies. One was a more general comment from the Worshipful Company of Drapers and did not specifically express support or opposition, and the other, from the Worshipful Company of Mercers stated no objection.</p> <p><u>Responses from individuals:</u></p> <p>152) In addition, a further 27 emails in support of the scheme and 2 in opposition were received. One of the emails in opposition was concerned that the highway changes would change the setting of the listed buildings and queried the need for these changes in a post pandemic context. The other response identified as being disabled and requested access for taxis.</p> <p><u>Workshops by Transport for All.</u></p> <p>153) Transport for All (TfA) is the only pan-impairment, disabled-led group that strives to increase access to transport across the UK. TfA offer a consultancy service to support the design and delivery of inclusive infrastructure and schemes in support of their vision for accessible journeys for all. The project team commissioned TfA to help ensure a wide range of people with differing access needs were made of aware of and encouraged to respond to the public consultation.</p> <p>154) TfA facilitated several meetings and workshops with disability groups and individuals with various levels of disability to discuss the proposals and created a tracker of comments for us to consider as part of the ongoing development of the design. Meetings took place with Royal National Institute of Blind People, Guide Dogs, Alzheimer's society and Wheels for Wellbeing. 16 individual disabled people took part in four workshops, including members of City of London Access Group and the Bank of England Disability Staff Network.</p> <p>155) Some of the main points that were raised across the workshops and responses received to TfA were:</p>
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	<ul style="list-style-type: none"> • Consideration of the design and placement of street furniture to avoid obstructing footways. • Careful planning and clear communications to allow safe and accessible routes around the construction site. • Crossing points to be clearly defined and safe to use. • Suitable solutions for delineation of cycle path and footway and use of kerbs. <p>156) There were both specific and more general design principles that were provided by different groups. It was acknowledged that the City are developing a City of London Streets Accessibility Tool and that this was a positive step towards better inclusivity. This tool has been used to test the design proposals and to maximise the benefits across different accessibility needs.</p> <p>157) There are also lessons learned to take on board for future schemes, particularly around the pace of the project and being able to give enough time for appropriate user testing of materials ahead of consultation launch to maximise their inclusivity. Also, while it was accepted that face to face options were limited because of national COVID-19 restrictions, there is a preference for a range of consultation methods to be employed rather than just online. Additionally, it was recommended that consultation with disabled people begin as early on in future projects as possible, and that co-production methods be employed. These points have been taken on board and discussed with other project teams within City Transportation to improve the way in which we approach future public consultations.</p> <p>158) Much of the discussion at the workshops focused on how delivery of the project during construction could be better planned and communicated with different groups ensuring temporary routes, pavements, signage etc. are as inclusive as they can be during the construction phases.</p> <p>159) The concerns raised within the consultation survey regarding the need for taxi access for disabled people did not dominate the workshops discussion or responses, although there were questions relating to additional wheeling / walking distances that would result for the restrictions.</p> <p>160) A Summary of the findings by TfA can be found in Appendix 16</p>
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Summary of key comments and themes from across the consultation and officers' response.

161) There has been a considerable amount of information collected as part of this public consultation exercise. This shows that there are diverse views held between different groups on what the appropriate way forward for this area should be.

162) There is also evidence, particularly within the survey responses, that there was a reasonable number of people that had misunderstood elements of the proposals. Despite best efforts to simplify the design for consultation, there was a lot of information for people to digest. Some elements are very hard to explain without being able to talk individuals through and answer their particular questions as we would normally be able to do in public drop-in sessions as part of consultation.

163) The Virtual Town Hall sessions provided an opportunity for a more rounded understanding, but these were limited on their take up compared to the survey response volume. 48 people registered their attendance over the three sessions.

164) The key themes raised in the consultation are:

- Taxi access to and through the junction
- Equalities- benefits and impacts
- Journey Time/Congestion/Navigation
- Timing of the project (Impact of COVID)

Taxi access

165) The most common theme in the survey and in the responses from organisations that opposed the proposals, is that licensed London taxis should be given access through Bank Junction at all times.

166) Members have already agreed that the base scenario for the proposals to be consulted on and to seek further approvals for, would be for buses and cycles only to remain on the 'open' arms of Cornhill, King William Street/Lombard Street and Poultry Monday to Friday 7am to 7pm. This continues to be our current recommendation with discussions around changing timings and vehicle mixes to be considered at a later date.

167) As stated in the February Gateway 4c report, the design proposal in terms of kerb alignments and traffic signal placement etc. would be the same if an alternative vehicle mix or timing restriction were later agreed.

	<p>168) In order to revise the base timing and traffic mix we would need to assess what the impact and /or benefits of this might be. We are not in a position to be able to assess this adequately at the moment with so many other uncertainties in the local area.</p> <p>169) As pointed out in some of the correspondence, there has been a large decrease in the number of licensed taxis in the last financial year. It is not clear if this will remain the case as London and the City recovers from Covid-19. We do not currently have updated flows to assess what the traffic related impacts of changing the traffic mix to accommodate a different vehicle would have. The future status of other traffic movement changes proposed by the City and TfL in the local area is still being decided. As such we do not yet have that more holistic overview of other traffic movements and how they would interact with the proposals for Bank.</p> <p>170) The main Bank proposals have been assessed on 2019 traffic flows, which is considered a robust scenario post pandemic. Our proposals for All Change at Bank work within that context. If traffic flows are less than in 2019, the impacts of the proposals on journey times will also be less.</p> <p>171) Using the same tools to assess changes to the traffic mix at this stage could potentially overinflate volumes of taxis and other vehicles.</p> <p>172) In the current proposals, during the day we are rerouting predominantly scheduled bus routes that will not have changed significantly in frequency since 2019. Again, if the frequency of services is reduced by TfL at a later date, this too will reduce the impacts on journey time that are associated with these changes. The routes are unlikely to increase in frequency.</p> <p>173) From a traffic management perspective, we are not in a position to be able to adequately assess the option for changing the traffic mix at this time. Likewise, without understanding what future travel patterns at the weekend and later in the evening following the pandemic, it is not recommended to consider further changes to the timing of the restrictions at this time.</p> <p>174) It is still the intention that a full review of the timing and traffic mix is undertaken and presented to committee for consideration. However, this would now be after the project has sought Gateway 5 approval to move to construction with the base design.</p>
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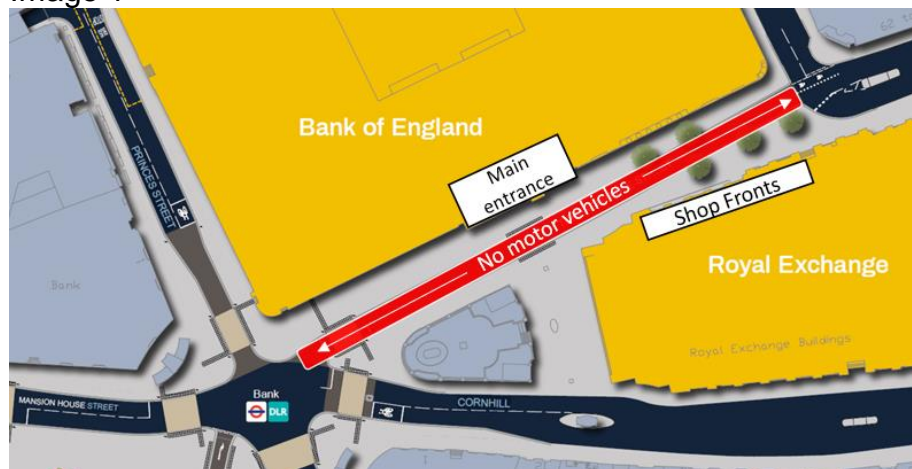
	<p>175) Depending on the rate of recovery from the pandemic, it may still be possible for any changes to be proposed, consulted and made in time for the scheme to become fully operational circa mid 2023 (under the current forecast programme).</p> <p>176) Alternatively, if the Gateway 5 were delayed until after the review had been undertaken, there would be significant risk of further programme delays and cost increases which may impact the viability of delivering the main highway proposals within the existing budget. It would also undermine the ability to deliver substantive improvements ahead of the completion of the Bank station upgrade. It is not recommended delaying progress towards approval for the construction of the base design in order to consider the matter of vehicle mix and timing changes first.</p> <p><i>Taxi access to support access for disabled people.</i></p> <p>177) There is greater travel choice available for disabled people, or those less mobile, than there once was. Whilst the link with licensed London taxis and their accessible door to door service is not in question, there are other choices that some of those passengers might need or prefer to use. For example, private hire vehicles, also serve passengers with the London taxi card and are used by disabled people and people with limited mobility. Not all wheelchairs can fit in a licensed London taxi. Other services, such as Uber Access, offer a rear ramp vehicle which can cater for larger wheelchairs.</p> <p>178) Consideration of licensed taxi access on grounds of mitigating impacts of the proposals on disabled people needs to be considered alongside a wider range of vehicles that serve the needs of disabled Londoners and visitors.</p> <p>179) Before taking that step, the argument that Bank would be inaccessible needs to be addressed. Access is not solely defined by motor vehicle access. For example, currently a disabled person or someone with limited mobility could be dropped off near the junction but find that it is uncomfortable or difficult to continue their journey to their chosen destination because the pavements are too busy and narrow.</p> <p>180) It is also recognised that while it may be difficult or not possible for disabled people or people with limited mobility to use Bank station, or a local bus, there will still be disabled people who do or wish to. The environment in which they then find themselves in once at Bank may mean</p>
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that the area is less accessible to them due to crowded or narrow pavements around many of the station entrances and the bus stops. This may prevent or discourage them from travelling certain times of the day, or at all.

181) The All Change at Bank proposals will be able to make significant improvements to the way the pavements and crossings are used and experienced by disabled people or people with limited mobility. These benefits need to be considered alongside the needs of accessing via motor vehicle.

182) In the current proposals there is a stretch of highway on Threadneedle Street of approximate 110m in length which would no longer have any motor vehicle access (indicated by the red bar in image 1 below). This results in approximately 80m of kerbside where pick up and set down of passengers can currently occur. Within this area there are six shop fronts (not step free) and the Bank of England's main entrance, which does have step free access.

Image 1

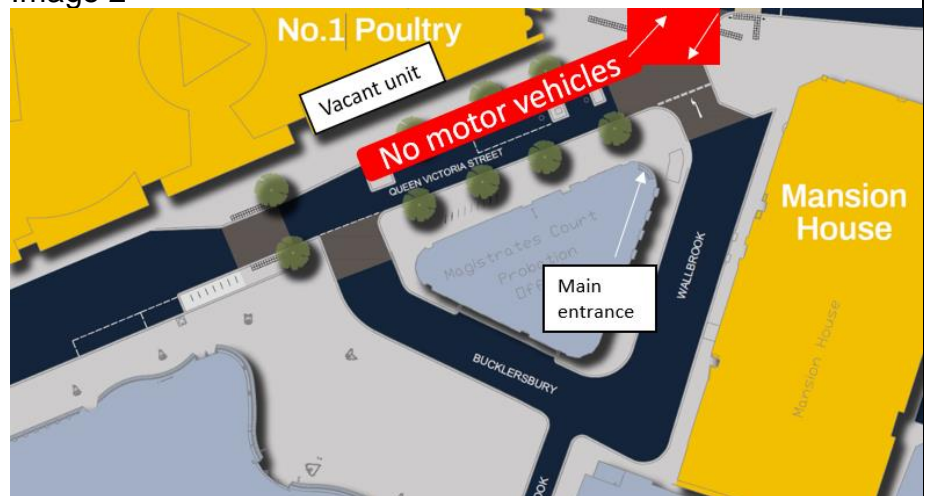


183) Anyone wanting to be picked up or dropped off at any of these frontages will have an additional distance to travel to/from the door if being picked up or dropped off by a motor vehicle. This distance is in the region of between 40 to 65m depending on whether picked up or dropped off on Bartholomew Lane or Cornhill.

184) The other section of Queen Victoria Street, shown in image 2, which will no longer be a route to or from Bank Junction for motor vehicles (at all times of day), has very limited impact on the ability to pick up or set down. The westbound carriageway is being retained between Walbrook to Bucklersbury to maintain access on those

streets for servicing and maintenance etc, and the route away from these streets is via Walbrook and a left turn on to Queen Victoria Street.

Image 2



- 185) There is also currently no active frontage on either side of the street. There is an inactive shop front facing Queen Victoria Street within No 1 Poultry. Should this become active again, there is scope to be picked up or dropped off ahead of the turning into Bucklersbury before the cycle only section of carriageway starts. There is therefore minimal to no impact on the ability to access these premises compared to today's situation.
- 186) The remaining section of street that is being altered is Princes Street. The first approximate 50m of street from the junction will not have the ability to be used for pick up or drop off. This is no different to situation prior to the guardrail being removed as part of the interim pavement widening work undertaken in 2020 (when Bollards were also installed).
- 187) The key component of the changes that may have a negative impact for those arriving by vehicle and less able to walk, are the proposals for Threadneedle Street. The potential additional distance to reach one of the doors within the newly restricted area will be a disadvantage for some. This is partially mitigated by wider pavements providing the ability to walk at a comfortable speed and proposed seating providing the opportunity for rest if required.

	<p>188) The additional distances mainly fall within the current DfT Inclusive Mobility guidance¹ for walking without a rest, for someone who is mobility impaired and using a walking aid. (It is recognised that there will be some people who cannot walk the 50m suggested). For wheelchair users or people with impaired vision, this distance increases to 150M.</p> <p>189) The proposed changes will have positive benefits and provides better facilities for disabled people and people with limited mobility who are not using a motor vehicle to access Bank. This includes the provision of a safe cycle route that is designed to accommodate adapted cycles giving greater opportunity for those disabled people that can, or want, to cycle. The changes across the junction to pavements and crossings also provide positive impacts for other protected characteristics such as pregnancy and maternity and age.</p> <p>190) With the work that the project team have undertaken with Transport for All and the constant assessing of design and use of the various tools available to us, the assertion in the comments of the survey that there has been no consideration of the needs of disabled people are unfounded.</p> <p>191) The design development has taken many steps to identify and mitigate impacts while developing a design that is more inclusive. There will still be some negative impacts that cannot be resolved. These will be explained in the final full Equalities Assessment which will be issued with the gateway 5 report for Members consideration.</p> <p><u>Journey Time/Congestion/Navigation</u></p> <p>192) As already touched on, the main element of displaced traffic during the day is the diversion of bus services from two arms of the junction, Threadneedle Street and Queen Victoria Street.</p> <p>193) Looking at navigation first, during the day the changes at Bank make no difference to the navigation through the City to traffic other than buses, as general traffic has not been able to travel through Bank since May 2017.</p> <p>194) In the evening, after 7pm and at the weekend, there would be changes as traffic will be diverted from Queen Victoria Street, Threadneedle Street and Princes Street as these proposed restrictions are effective 24/7.</p>
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https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/3695/inclusive-mobility.pdf

	<p>195) Traffic will be able to continue to use Cornhill, King William Street/Lombard Street and Poultry as they do now after 7pm. This will mean that there will not be a north/south direct route for traffic other than for buses and cycles after 7pm and at weekends through Bank Junction.</p> <p>196) During the day vehicles are still able to travel around Bank and access streets and properties without crossing it. This would still be the case even if Bank were closed to motor vehicles 24/7. It is not that it is not possible to access, but routes to and from streets near Bank may take longer.</p> <p>197) The proposals would allow all traffic, after 7pm and at weekends, an east west route through Bank along Poultry and Cornhill which would provide an alternative to using Cannon Street or London Wall. King William Street will also be open to other traffic after 7pm and at weekends and principally allows motor vehicles to travel to and from Cornhill and Poultry.</p> <p>198) There will be less choice for travelling north/south through Bank after 7pm and at weekends. Vehicles would need to take an alternative route, which is likely to be longer. The streets connecting Bank are local access streets in the City street hierarchy as such are not meant for through routes. They are primarily used for the first or final part of a journey, providing access for vehicles to properties. The street hierarchy plan can be seen in appendix 13.</p> <p>199) On its own, the All change at Bank project proposals make changes to traffic movements outside of the Monday to Friday 7am to 7pm. The changes help to reinforce the use of the local access streets in this area. With fewer arms operational for general traffic, it simplifies navigation, standardising the daytime routings for vehicles in many instances. That is not to say the routing is necessarily the shortest or quickest.</p> <p>200) Again, it is noted that there has been significant alteration of traffic movement during the pandemic with temporary changes. Some of these changes may be made permanent and will add to making some streets more difficult to access from certain directions at certain times of the day.</p> <p>201) However, these proposals are yet to come forward with the details of any changes to be consulted on before being</p>
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	<p>made permanent. The City's proposals will take into account the proposed changes for All Change at Bank and assess the impacts of further change. They will, for the time being, assume that All Change at Bank will proceed to construction until the Gateway 5 has been considered for this project (scheduled for October).</p> <p>202) TfL are intending to progress an experimental scheme that retains the timed restriction currently operational on Bishopsgate. It is safe to assume that there is an intention for Bishopsgate to be permanently changed, in some form, in the future, subject to the outcome of the experiment and consultation.</p> <p>203) From a technical perspective, the All Change at Bank project is proposing to alter some bus routes during the operational hours of Monday to Friday 7am to 7pm. These are the same times as the Bishopsgate bus gates operate. Therefore, the All Change at Bank scheme is not displacing large volumes of general traffic onto Bishopsgate during the operational hours of the Bishopsgate Scheme.</p> <p>204) When the All Change at Bank scheme does displace general traffic, which is after 7pm and at weekends, Bishopsgate is open to all traffic.</p> <p>205) However, the Bank on Safety scheme did displace general traffic onto Bishopsgate as one of the key corridors for the alternative movements.</p> <p>206) The journey time impacts to general traffic during the AM Peak of adding the All Change at Bank proposals to the traffic model (using 2019 flows) on the key corridors is estimated to be between 0-1 min on average. There is one corridor where this is forecast to be between 1-2 mins in one direction. In the evening PM peak this is forecast to reduce with a saving of 0-1 mins on average across the corridors. These changes largely reflect the impacts of rerouting the bus services. These forecasts assume that Bishopsgate is open to general traffic between 7am and 7pm.</p> <p>207) The proposals for Bank are for permanent changes and the project team have worked closely for many years with TfL in developing these proposals. The more recent proposals for Bishopsgate are not reflected in the traffic model because they are not an existing permanent change or approved scheme.</p>
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	<p>208) It is probable that there will be journey time impacts for general traffic if they cannot travel along Bishopsgate during Monday to Friday 7am to 7pm over and above the forecast increases of the All change at Bank approved traffic modelling.</p> <p>209) These impacts need to be mitigated by TfL as part of their scheme development. It is the TfL proposal that is displacing this traffic, not the All Change at Bank proposal.</p> <p>210) The City and TfL will continue to work together to ensure any proposals for Bishopsgate work alongside the proposals for All Change at Bank and that access and navigation is understood for drivers in the local area.</p> <p><u>Timing of the project (Impact of COVID)</u></p> <p>211) Another theme raised in the consultation was whether these changes would be necessary with new traffic and people movement patterns following the pandemic.</p> <p>212) Future work patterns are uncertain although many consider that hybrid working will become the new normality for office workers in the City, thereby reducing the demand on public transport and City streets on a typical weekday day.</p> <p>213) However, bearing in mind that the physical state of Bank junction has not been significantly changed in decades, it has not kept up with the increased demand of people walking, cycling and using public transport prior to the pandemic.</p> <p>214) In 2013 when the Bank Area strategy was adopted and the need to change bank Junction was identified, the forecast for employment growth was that by 2026 we anticipated employment numbers to be 428,000. In 2019 the City of London's workforce data showed this had already reached 542,000.</p> <p>215) The proposals for Bank cater for continued growth, but they are also changes needed to cater for growth that has already happened. Even if the numbers of people walking through Bank is less than in 2019, as the City recover from the pandemic, the existing infrastructure is still likely to be stretched with no changes.</p> <p>216) The Bank Station Capacity upgrade and the number of significant planning applications granted, and in the pipeline, since the pandemic started indicates the potential for a strong recovery and also for future growth.</p>
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	<p>217) The priorities set out in the City Corporation's Transport Strategy, Recovery Taskforce and Climate Action Strategy, together with the direction issued by the Secretary of State for Transport in July 2021 "Traffic Management Act 2004: network management to support recovery from COVID-19"; provide a clear framework for the project.</p> <p>218) One of the focuses of the Recovery Taskforce action plan is on outstanding environments and providing world class streets and public spaces. Our transport, climate and air quality strategies support and promote walking, cycling and sustainable travel. The links to the various strategies and the Corporate Plan can be found in Appendix 14.</p> <p>219) Whilst there is some uncertainty about what the new normal will be, and when it will occur, the general trajectory for the City is for that recovery to be sustainable. Businesses have indicated through the Recovery Taskforce engagement and through the Bank public consultation (through the CPA and Cheapside Business Alliance) that they want to see better facilities for people walking and cycling, less traffic and greener streets.</p> <p>220) The proposals for All Change at Bank are predominantly based on 2019 flows and some assumed growth in the number of people walking and cycling. If numbers are less, pedestrian comfort levels will be greater than estimated and people walking and cycling through Bank will have more space. In traffic terms, if there are fewer people in the City then the impact of the proposed changes will also be smaller.</p> <p>221) There is no real benefit to delaying a decision on whether to progress with the All Change at Bank proposals until more certainty on post pandemic patterns has been obtained.</p> <p>222) If travel and work return to near to pre pandemic levels, then there would be a considerable delay before a new project would be in a position to mobilise and deliver the public realm changes necessary to cope with that demand and any future growth.</p> <p><u>What have we changed in the design?</u></p> <p>223) Taking on feedback from the consultation about the public realm in particular, the design has been developed further concentrating on street trees, reducing the number of pots compared to those indicated in the consultation, and limiting the palette of materials.</p>
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	<p>224) Some modifications to the way the cycle only stretches on Queen Victoria Street and Threadneedle Street are accessed as well as how they would be segregated have also been undertaken.</p> <p>225) Further discussions about the proposed electric vehicle charging point on Queen Victoria Street are taking place as there was some mixed feedback regarding this.</p> <p>226) Further work with Transport for All following the feedback from consultation about concerns regarding construction has been commissioned. If approved at Gateway 5, a forum to discuss and get feedback on the construction management plans will be established. This will support the development of inclusive temporary management plans and the communication of these to reassure people travelling to and through Bank and explain about what is and isn't possible in each phase of work.</p> <p>227) Continued conversations with Bloomberg, The Royal Exchange and the Bank of England have led to some smaller specific design concerns being rectified, ensuring that trees do not cause issues to the fabric of the buildings or present maintenance or security issues.</p> <p>228) Further work with TfL on bus routeings and understanding which additional junctions might need modifying (signal infrastructure) has been completed to accommodate the new proposed routes. TfL are continuing to some investigations for the three junctions away from Bank, to ensure that these movements are viable and establish what additional physical work, if any, would be necessary. To date indications are that physical changes would be minimal. A piece of work to fully understand the implications for bus passengers who would have used Old Broad Street is being completed and will form part of the equality analysis.</p> <p>229) Material choices have been rationalised and ensuring contrast where needed and simplified colour patterns of surface materials to reduce confusion for people who may be partially sighted or have a sensory impairment linked with learning challenges.</p> <p><u>Overall summary:</u></p> <p>230) The public consultation highlighted diverse views between respondents who primarily use different modes, with strong feelings both for and against the proposals. Responses from people who indicated they primarily travel</p>
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	<p>by taxi and private hire (as driver or passenger) to or from the City, showed strong opposition to the proposals and wanted greater access for licensed London taxis.</p> <p>231) Taxi trade organisations responses recognised the need for change to the physical layout of the junction, but their view is that this can be achieved with taxis permitted to use the junction at all times.</p> <p>232) Other responses, such as that from the CPA, welcome the proposals and encourage the City Corporation to go further in reducing traffic and providing more public space.</p> <p>233) Our own approved strategies centre on improving the experience for people walking in the City and on encouraging and enabling sustainable travel and working towards net zero carbon.</p> <p>234) While overall the survey result was opposed to the key highway changes, this is predominantly based on the desire for taxi access during the day. If that were allowed, then there are indications that this would make the overall survey result more positive. Note that taxi and private hire drivers and passengers are significantly overrepresented in the survey responses.</p> <p>235) Responses from people who did not identify taxi and private hire as their primary mode of travel (drivers and passengers) show a good level of support for the proposals.</p> <p>236) Combined with the more positive business and organisational responses, which tend to look at the more holistic impact of the changes, there is again a good level of support albeit with some reservations about the impact on bus passengers.</p> <p>237) It is appropriate to review the restrictions and traffic mix. If it were not for the pandemic, this review would have been completed already and formed part of the consultation. However, we are not in a position to complete this until the Covid-19 recovery is more settled and there is an opportunity to understand any changes to traffic patterns, people movements and working practices.</p> <p>238) Given our approved strategies focus us on providing for people walking and that there is an opportunity within the existing proposed design to allow for a change of timing and or traffic mix without having to make significant physical alterations; it is recommended to continue with the</p>
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	<p>approvals process for the outlined scheme and commit again to a future review of the traffic mix and restrictions.</p> <p>239) A further data collection exercise to understand travel patterns and traffic mix combined with the review of collision statistics and consideration of the benefits and disbenefits of various options will be presented to Members at a later date. If appropriate, a further public consultation on a proposal to change the traffic mix and or the timing of the scheme could follow. This change can then be considered on its merits as an addition to the physical changes. It is not possible at this time to confirm when this can be done but given that the project has further committee reports this year, updates can be provided as the recovery from the pandemic becomes clearer.</p> <p>240) It is recommended that Members approve the base design principles of the All Change at Bank which are:</p> <ul style="list-style-type: none"> a) The closure of Queen Victoria Street between Bucklersbury to and from the junction to motor vehicles. (Vehicles can still enter Bucklersbury and exit Walbrook westbound onto Queen Victoria Street) b) The closure of Threadneedle Street to motor vehicles between the junction and Bartholomew Lane; and c) Narrowing Princes Street at Bank junction to one lane with two-way buses and cycles controlled by traffic lights. d) Vehicles requiring access to Cornhill during restricted hours would be facilitated via Princes Street southbound. <p>Changes a-c would be operational at all times. In addition, it is recommended to continue to Gateway 5 on the basis of:</p> <ul style="list-style-type: none"> e) The remaining arms of Cornhill, Poultry and King William Street/Lombard Street were proposed to operate with the existing restrictions of Monday to Friday, buses and cycles only, 7am to 7pm. All traffic would be allowed outside of these hours on these three arms only. <p>241) An illustration of the proposed restrictions outlined above is provided in Appendix 15.</p> <p>242) It is also recommended that members agree for officers to advertise the Traffic Orders and undertake the statutory consultation whilst the Gateway 5 report is being prepared. This is to allow the time needed for the statutory consultation, to resolve any objections and to seek further Committee approval as required for any objections raised that cannot be resolved. This will maintain a programme,</p>
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	<p>subject to Gateway 5 approval, of construction being be able to start as soon as is reasonably practicable in 2022.</p> <p>Legal Implications:</p> <p>243) The City is under a duty in exercising traffic authority functions and any powers affecting the road network, to have regard to the duties to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) (having regard to effects on amenities) (S.122 Road Traffic Regulation Act 1984), and to secure the efficient use of the road network avoiding congestion and disruption (S.16 Traffic Management Act 2004). Regard has also to be had to the relevant statutory guidance.</p> <p>244) When making decisions, the City Corporation must have due regard to the need to eliminate unlawful conduct under the Equality Act 2010, the need to advance equality of opportunity and the need to foster good relations between persons who share a protected characteristic and those who do not (the public sector equality duty). Equality implications are considered and set out in this report. It is noted that an Equalities Assessment was published with the gateway 4 report and an update was provided at appendix 8 of the gateway 4C report in February 2021 which outlined the progress made in mitigating the issues raised in the earlier Equalities Assessment. As noted in this report it is the intention that a final full Equality Analysis will be issued with the Gateway 5 report for members consideration.</p>
<p>5. Options</p>	<p>245) The alternative to the above approach is to pause the approvals process until the traffic mix can be fully considered once the City's recovery from Covid-19 is settled and we are more certain on the proposals for Bishopsgate and other City schemes.</p> <p>246) There is significant risk with this option that the All Change at Bank project will not just be delayed, but potentially redesigned to accommodate the other schemes progressing in the surrounding area. If delayed by too long, then it is possible that our audited and approved traffic model would become invalid. This would have significant cost implications.</p> <p>247) The Bank Station Capacity upgrade is due to be completed by the end of 2022. While the station may not have the immediate impact on pedestrian growth we originally anticipated, construction delay of our proposals further into 2023 may mean more people using the station during our construction phases. This may complicate and</p>

	<p>elongate the construction programme with managing larger numbers of people around the sites. This again could have cost implications.</p> <p>248) Assuming that there is no additional budget allocation beyond the already agreed funding, it would be increasingly likely that a delay would affect the ability to deliver the scheme currently proposed.</p>
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Appendices

Appendix 1	Project Coversheet
Appendix 2	Risk Register
Appendix 3	Survey respondents: Travel to/ from and within the City
Appendix 4	Highway changes proposals consulted on.
Appendix 5	Response data from the public consultation survey: Section 1 – Highway and Traffic changes.
Appendix 6	Response data from Section 2 of the consultation survey: (Public Realm enhancements proposals.)
Appendix 7	Consultation Survey questions
Appendix 8	Business/organisational responses.
Appendix 9	Bus route plans
Appendix 10	Response data from Section 3 of the consultation survey: Bus routes
Appendix 11	Response data from Section 4 of the consultation survey: Extending the hours of operation or the vehicle mix.
Appendix 12	Finance tables
Appendix 13	Street hierarchy plan
Appendix 14	Links to strategy and policy.
Appendix 15	Illustration of All Change at Bank restrictions.
Appendix 16	TfA summary

Contact

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

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Project Coversheet

[1] Ownership & Status

UPI: 11401

Core Project Name: Bank Junction Improvements: All Change at Bank

Programme Affiliation (if applicable): Bank on Safety

Project Manager: Gillian Howard

Definition of need: The junction was identified in the Bank area strategy in 2013, as a space that did not work well for anyone. It was seen as dangerous and polluted with a high collision rate. This project was initiated to investigate solutions to these issues, to simplify the movement at the junction to create less conflict, to reallocate space to assist with the growth of pedestrian numbers and to ensure that the 'Place' function for the centre of the Bank conservation area is enhanced

Key measures of success:

- | |
|--|
| 1) Reduction in total casualties – specific interest in reducing Killed and Seriously Injured. |
| 2) Reduced NO ₂ emission levels |
| 3) Improved Pedestrian comfort levels |
| 4) Improved perception of Place (as a place to spend time in, and not just pass through) |

Expected timeframe for the project delivery: 3-4 years (following restarting it in January 2019)

Key Milestones:

- | |
|---|
| 1) Gateway 4 – September/October 2020 (was March/April 2020) |
| 2) Gateway 4c December 2020/January 2021 (received February 2021) |
| 3) Gateway 5 – September/October 2021 (was March April 2021) |
| 4) Construction substantially complete by end 2022 |

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

Has this project generated public or media impact and response which the City of London has needed to manage or is managing?

With its close relationship with the Bank on Safety scheme – the longer-term project has had media interest which has been managed by the media team. The public are currently aware that more change is forthcoming at Bank.

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes: Update relevant section post report approval. Add multiple entries to relevant box if issues reports are approved. Note this section is to tell the 'project story' of how we reached the current position outlined in the main report.

'Project Proposal' G1/G2 report (as approved by PSC 05/12/2013):

- Total Estimated Cost (excluding risk): 4-6 million
- Resources to reach next Gateway (excluding risk) £532,000
- Spend to date: £434,000
- Costed Risk Against the Project: N/A
- CRP Requested: N/A

Appendix 1

- CRP Drawn Down:
- Estimated Programme Dates: G3 anticipated June 2015 - scheme completion estimated 2019/2020

Scope/Design Change and Impact: some slippage on timeframe for G3 with delays with consultant. Subsequently a fatality at the junction in June 2015 changed the approach to the project

‘Options Appraisal and Design’ G3 report (as approved by PSC 01/12/2015):

- Total Estimated Cost (excluding risk): 4-18 million
- Resources to reach next Gateway (excluding risk) £1,179,000
- Spend to date: £886,791
- Costed Risk Against the Project: N/A
- CRP Requested: N/A
- CRP Drawn Down: N/A
- Estimated Programme Dates: G4 mid 2017; construction start late 2018 complete in 2020

Scope/Design Change and Impact:

The introduction of what became the Bank on Safety Scheme was initiated at the Gateway 3 stage of this project (in the same report). Intention to continue to work on both projects.

This project was formally put on hold in February 2018 in an issues report

An issues report in January 2019 sought to restart the project with changes to the project approach. Members agreed a strategic option to pursue rather than continuing with looking at 4 rigid options following the experience and lessons of delivering the Bank on Safety scheme.

Both Planning and Transportation and Streets and Walkways Sub Committee changed the recommendation in the January 2019 Issues report to read:

“Proceed with feasibility design of Strategic Option 2 (semi pedestrian priority with some vehicle movement) to a Gateway 4 report, on the basis that the proposed timescales for the project be tightened, and that Strategic Option 1 be retained as the Corporation’s longer-term aspiration for the junction. The next phase of work will investigate different options for highways alignment, design of public realm and vehicle mix to inform the Gateway 4 report;”

The April 2019 issues report sought approval to the proposed project approach to achieve the strategic aim agreed in the January 2019 report with a request for further funds.

Due to the introduction of the organisations fundamental review the funding element of the April report was not confirmed until June 2019 following changes being made to the source of funding to be S106 and not OSPR.

A further Capital Funding Bid as part of the new annual process was submitted and £4m has been allocated from this process in addition to the existing £1.5m of S106 and TFL funding already secured.

Appendix 1

A second Gateway 3 was submitted:

'Options Appraisal and Design' G3 report (as approved by PSC 27/05/2020):

- Total Estimated Cost (excluding risk): 5-5.6 million
- Resources to reach next Gateway (excluding risk) £1,583,457
- Spend to date: £1,190,861
- Costed Risk Against the Project: N/A
- CRP Requested: N/A
- CRP Drawn Down: N/A
- Estimated Programme Dates: G4 Sept/Oct 2020; construction start late 2021 complete in 2023

Scope/Design Change and Impact

3 options out of 20 were agreed to proceed for further design.

'Options Appraisal and Design' G4 report: (as approved by Projects Sub 23/10/20)

- *Total Estimated Cost (excluding risk): 5-5.6 million*
- *Resources to reach next Gateway (excluding risk): 541,935*
- *Spend to date: 1,381,474*
- *Costed Risk Against the Project: 95,000*
- *CRP Requested: 95,000*
- *CRP Drawn Down: 0*
- *Estimated Programme Dates: G4c December 2020/January 2021*

1 option chosen for detailed design to continue

'Options Appraisal and Design' G4b report: (as approved by Court of Common Council 3/12/20)

- *Total Estimated Cost (excluding risk): 5-5.6 million*
- *Resources to reach next Gateway (excluding risk): 541,935*
- *Spend to date: 1,381,474*
- *Costed Risk Against the Project: 95,000*
- *CRP Requested: 95,000*
- *CRP Drawn Down: 0*
- *Estimated Programme Dates: G4c December 2020/January 2021*

Detailed Design G4c report: (as approved by Projects Sub 23/02/2021)

- *Total Estimated Cost (excluding risk): 5-5.6 million*
- *Resources to reach next Gateway (G5) (excluding risk): 541,935*
- *Spend to date: 1,475,110*
- *Costed Risk Against the Project: 95,000*
- *CRP Requested: 95,000*
- *CRP Drawn Down: 0*
- *Estimated Programme Dates: Progress report on consultation findings – June/July 2021 followed by G5 October 2021.*

Agreement of the design option to be proceed to Public consultation.

Appendix 1

Issues report: (as approved by Projects Sub 23/07/21).

- *Total Estimated Cost (excluding risk): 5-5.6 million*
- *Resources to reach next Gateway (G5) (excluding risk): 693,258*
- *Spend to date: 1,613,003*
- *Costed Risk Against the Project: £253,500*
- *CRP Requested: 93,000*
- *CRP Drawn Down: 0*
- *Estimated Programme Dates: Progress report on consultation findings – September 2021 followed by G5 October 2021.*

Scope/Design Change and Impact: the change to programme following more time needed to fully analyse the consultation results means that we will no longer be able to substantially complete the work by the end of 2022 as planned. It is still possible to complete a large area before the LM show 2022 but a substantial area will need to be completed after LM show.

Issues report – public consultation findings report (presented now)

- *Total Estimated Cost (excluding risk): 5-5.6 million*
- *Resources to reach next Gateway (G5) (excluding risk): 693,258*
- *Spend to date: 1,689,517*
- *Costed Risk Against the Project: £253,500*
- *CRP Requested: 93,000*
- *CRP Drawn Down: 0*
- *Estimated Programme Dates: G5 October 2021.*

‘Authority to start Work’ G5 report (as approved by PSC xx/yy/zz):

- Total Estimated Cost (excluding risk):
- Resources to reach next Gateway (excluding risk)
- Spend to date:
- Costed Risk Against the Project:
- CRP Requested:
- CRP Drawn Down:
- Estimated Programme Dates:

Scope/Design Change and Impact:

Total anticipated on-going commitment post-delivery [£]: Value to TBC but there is a likely change to cleansing and maintenance costs of the area with additional greenery and seating.

Programme Affiliation [£]: with Bank on Safety Scheme up to 7.4 million

City of London: Projects Procedure Corporate Risks Register

 Project name: *All Change at Bank*

 Unique project identifier: *11401*

 Total est cost (exc risk) *£5600000*

PM's overall risk rating

Medium

Avg risk pre-mitigation

7.0

Avg risk post-mitigation

2.0

Red risks (open)

1

Amber risks (open)

8

Green risks (open)

5

Corporate Risk Matrix score table

	Minor impact	Serious impact	Major impact	Extreme impact
Likely	4	8	16	32
Possible	3	6	12	24
Unlikely	2	4	8	16
Rare	1	2	4	8

Costed risks identified (All)

£257,500.00 5%

Costed risk as % of total estimated cost of project

Costed risk pre-mitigation (open)

£257,500.00 5%

" "

Costed risk post-mitigation (open)

£194,000.00 3%

" "

Costed Risk Provision requested

£93,000.00 2%

CRP as % of total estimated cost of project

- (1) Service Delivery/ Performance
- (1) Compliance/Regulatory
- (2) Financial
- (3) Reputation
- (4) Contractual/Partnership
- (4) Legal/ Statutory
- (5) H&S/Wellbeing
- (6) Safeguarding
- (7) Innovation
- (8) Technology
- (9) Environmental
- (10) Physical

Number of Open Risks	Avg Score	Costed impact	Red	Amber	Green
5	6.0	£114,000.00	0	5	0
1	16.0	£100,000.00	1	0	0
3	4.0	£24,000.00	0	0	3
1	8.0	£2,000.00	0	1	0
2	3.0	£7,500.00	0	0	2
1	6.0	£5,000.00	0	1	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
1	6.0	£5,000.00	0	1	0

Issues (open)

0

Open Issues

Extreme	Major	Serious	Minor
0	0	0	0
0	0	0	0

All Issues

0

All Issues

 Cost to resolve all issues
(on completion)

£0.00

Total CRP used to date

£0.00

City of London: Projects Procedure Corporate Risks Register

Project Name: All Change at Bank			PM's overall risk rating: Medium			CRP requested this gateway			£ 93,000		Average unmitigated risk		7.0		Open Risks		14						
Unique project identifier: 11401			Total estimated cost (exec risk):			£ 5,600,000		Total CRP used to date		£ -		Average mitigated risk score		2.0		Closed Risks		0					
General risk classification											Mitigation actions							Ownership & Action					
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification on post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to Issues	Comment(s)
R1	4	(2) Financial	Inaccurate or Incomplete project estimates, including baxters/ inflationary issues leads to budget increases	If an estimate is found at a later date to be inaccurate or incomplete, more funding and/or time resource would be needed to rectify the issue or fund/ underwrite the shortfall. More specifically, inflationary amounts predetermined earlier in a project may be found to be insufficient and require extra funding to cover any shortfall.	Unlikely	Serious	4	£2,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Undertake regular cost reviews via the highways team.	£0.00	Rare	Minor	£1,000.00	1	£0.00	Costs for highways team to review estimates.	14/09/2020	Leah Coburn	Ben Bishop		
R2	4	(4) Contractual/Partnership	TfL buses engagement and their requirements on a project.	Further time and therefore resource may be required if planned engagement work with TfL buses didn't go as planned.	Unlikely	Serious	4	£4,500.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Ensure early engagement with TfL buses in the design phases so they can consult internally * Design the measures to help minimise impacts on the bus network	£0.00	Unlikely	Minor	£3,000.00	2	£0.00	Costs to cover TfL staff time and/or costs of their consultants	14/09/2020	Leah Coburn	Neil West		
R3	4	(4) Contractual/Partnership	LUL engagement and their requirements on a project.	Further time and therefore resource may be required to satisfy LUL that the design is fit for purpose.	Unlikely	Minor	2	£3,000.00	Y - for costed impact post-mitigation	A – Very Confident	* Ensure early engagement with LUL in the design phase to ascertain their requirements for working near their infrastructure.	£0.00	Rare	Minor	£2,000.00	1	£0.00	Costs to cover LUL staff time and/or costs of their consultants	14/09/2020	Leah Coburn	Neil West		
R4	Page 70	(4) Legal/ Statutory	Issue(s) with external engagement and buy-in	Further time and therefore resource may be required if planned engagement work with local external stakeholders didn't go as planned due to the national restrictions preventing the usual level of interaction.	Possible	Serious	6	£5,000.00	Y - for costed impact post-mitigation	A – Very Confident	As restrictions ease make contact with busiessnes that have not been engaging these last few months to ensure theyunderstnad the proposals	£0.00	Rare	Minor	£3,000.00	1	£0.00	Costs to cover staff time	14/09/2020	Leah Coburn	Gillian Howard		
R5		(2) Financial	Funding constraint/ conditions implications	Further resources may be required to identify additional funding or make alternative arrangements if constraints/ conditions that came with existing funding we're originally unforeseen, unappreciated or have subsequently changed.	Unlikely	Serious	4	£2,000.00	N	B – Fairly Confident	* Track and locate other possible additional funding streams * In co-operation with City Highways staff, strive to make efficiency savings where possible during detailed design phase.	£0.00	Rare	Minor	£1,000.00	1	£0.00	Costs to cover staff time	14/09/2020	Leah Coburn	Gillian Howard		
R6		(2) Financial	Accessibility and/ or security concerns lead to project change	Further changes to the project's design and scope may be required if accessibility/ security concerns are raised.	Unlikely	Serious	4	£20,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* On-going dialogue with the accessibility/ security workstreams	£0.00	Rare	Minor	£2,000.00	1	£0.00	Costs to cover staff and/ or consultants time	14/09/2020	Leah Coburn	Neil West		
R7		(1) Service Delivery/ Performance	Unforeseen technical and/ or engineering issues identified	Identification of any engineering or technical issues that disrupt delivery could result in further costs whether they be time, funding or resources.	Possible	Serious	6	£35,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Work closely with the highways team to help identify any unforeseen technical or engineering issues at an early stoge.	£0.00	Unlikely	Minor	£22,000.00	2	£0.00	Costs to cover staff and/ or consultants time	14/09/2020	Leah Coburn	Ben Bishop/ Neil West		
R9	4	(10) Physical	Trial holes/ utility investigations lead to further information being required and an increase and time.	Delays could oocur which result in unplanned costs if utility companies don't engage as expected or utility surveys are required.	Possible	Serious	6	£5,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	Liaise closely with design engineers to work out an approach to cover utility delays or site discoveries. Trial holes to be undertsken once security measures have been developed further.	£0.00	Rare	Minor	£2,000.00	1	£0.00	Costs to cover highways team	14/09/2020	Leah Coburn	Ben/ Bishop/ Neil West		
R10	4	(3) Reputation	Expectation of the look and feel of the scheme is higher than what can be achieved with the budget available.	It is possible that we lose support for the proposed changes whilst still having a need to make functional change to support the growth in pedestrian numbers.	Likely	Serious	8	£2,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	Liaise closely with design engineers to maximise public realm opportunities that can be included, subject to site and budget constraints.	£0.00	Rare	Minor	£1,000.00	1	£0.00	Costs to cover highways team	14/09/2020	Leah Coburn	Ben/ Bishop/ Neil West		
R11	4	(1) Service Delivery/ Performance	Additional investigations or surveys may be required by internal/ external parties to further validate the design.	Delays could occur to the programme if validation of the design is delayed.	Unlikely	Serious	6	£20,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	Liaiae with internal/ external parties at an early stage to agree the scope of any additional investigations/ surveys.	£0.00	Rare	Minor	£15,000.00	1	£0.00	Costs to cover staff time and/ or consultants time	14/09/2010	Leah Coburn	Neil West		
R12	4	(1) Service Delivery/ Performance	We may need to cover more of the costs for TfL/ consultants fees for the Eastern Cluster project.	Delays could occur to the programme if funding isn't available to cover costs associated with the Eastern Cluster project.	Possible	Serious	6	£40,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	Ongoing dialouge with Eastern Cluster Team to understand budget constraints.	£0.00	Rare	Minor	£30,000.00	1	£0.00	Costs to cover TfL staff time and/or costs of their consultants	14/09/2020	Leah Coburn	Gillian Howard/ Neil West		

R13	4	(1) Service Delivery/Performance	Some of the temporary schemes implemented as part of the City Transportation's and TfL's response to COVID-19 may be made permanent and could impact on the proposals at Bank Junction.	Making some of the temporary measures permanent could impact on the viability of proceeding with the project.	Possible	Serious	6	£15,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	Ongoing monitoring and further sensitivity testing will be undertaken to help identify which temporary schemes could be made permanent.	£0.00	Rare	Minor	£10,000.00	1	£0.00	Costs to cover staff time and/ or consultants time	14/09/2020	Leah Coburn	Gillian Howard/Neil West		
R14	5	(1) Compliance/Regulatory	legal challenge regarding the decision to proceed with an agreed scheme	significant staff cost and legal fees in defending any legal challenge as well as no longer able to meet the project timeframe	Likely	Major	16	£100,000.00	N	B – Fairly Confident	ensure a transparent considered scheme, linked to policy and that all processes are followed accordingly	£0.00	Possible	Major	£100,000.00	12	£0.00		01/02/2021	Leah Coburn	GillianHoward		
R15	4	(1) Service Delivery/Performance	Delay to the TfL statutory bus consultation, delays the G5 submission	delay to programme - cannot guarantee progression of the scheme without the bus reroutings being approved by TfL.	Possible	Serious	6	£4,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	continue working with TfL to ensure they have all the information they need to progress the consultation in good time	£0.00	Unlikely	Serious	£2,000.00	4	£0.00	Costs to cover staff time	24/05/2021	Leah Coburn	Gillian Howard/Neil West		

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Appendix 3:

Chart number	Chart title
Chart A	All responses to the question “What is your primary mode of travel to/from the City?”
Chart B	All Responses as a percentage to the Question “What is your primary mode of travel to/from the City?”
Chart C	All responses to the question: Once in the City, how do you normally travel around? (Multiple modes selected)
Chart D	Mode of travel within the City as a percentage (all responses). Multiple modes could be selected ¹
Chart E	Mode of travel within the City without the dominant mode of taxi and private hire drivers and passengers (identified by their primary mode to the City). Multiple modes selected.
Chart F	Mode of travel within the City as a percentage, without the dominant mode of taxi and private hire drivers and passengers (identified by their primary mode of travel to the City). Multiple modes could be selected.
Chart G	Traffic composition in the City.

Appendix 3

Chart A: all responses to the question “What is your primary mode of **travel to/from** the City?”

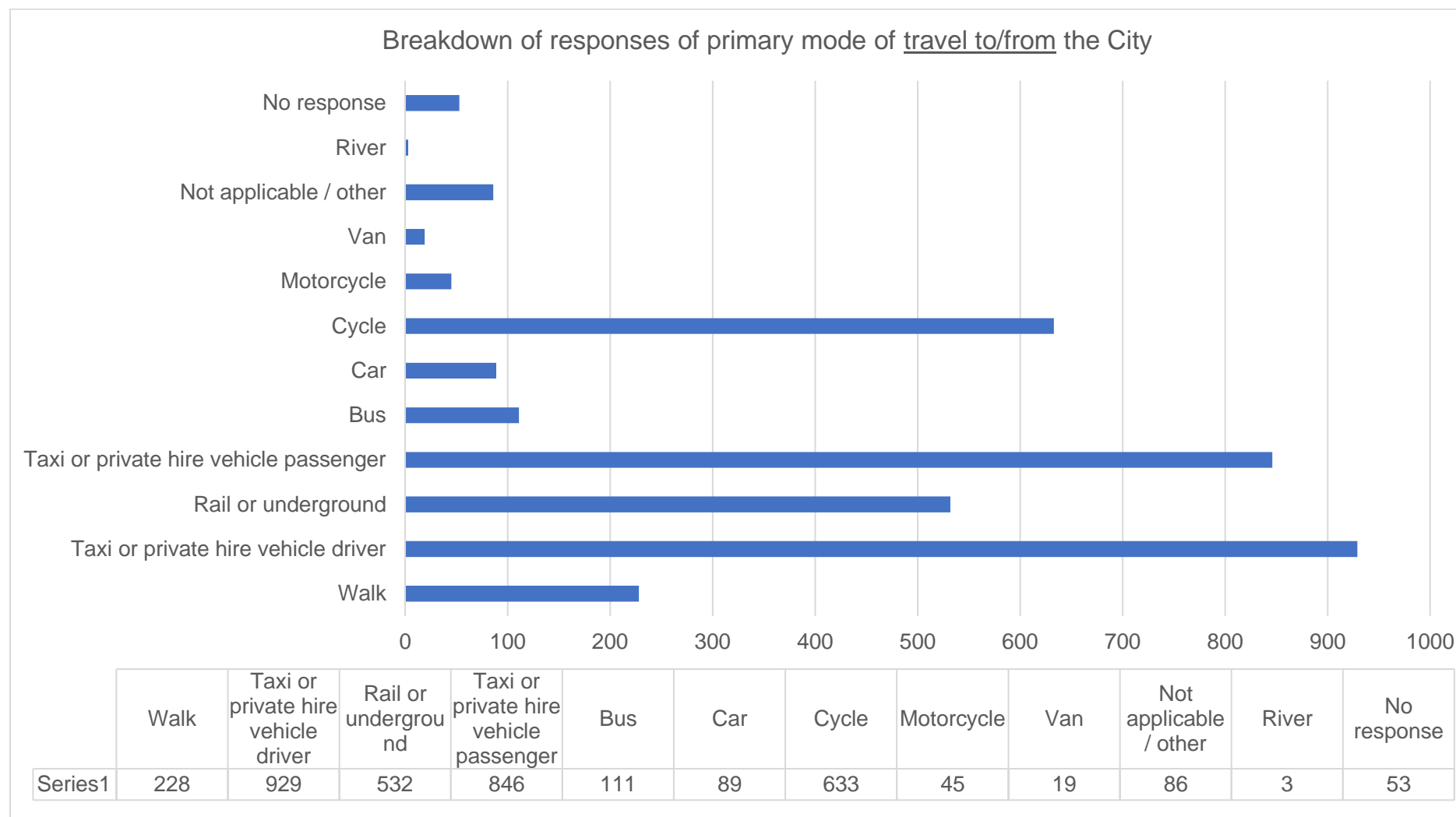


Chart B: All Responses as a percentage to the Question “What is your primary mode of **travel to/from** the City?”

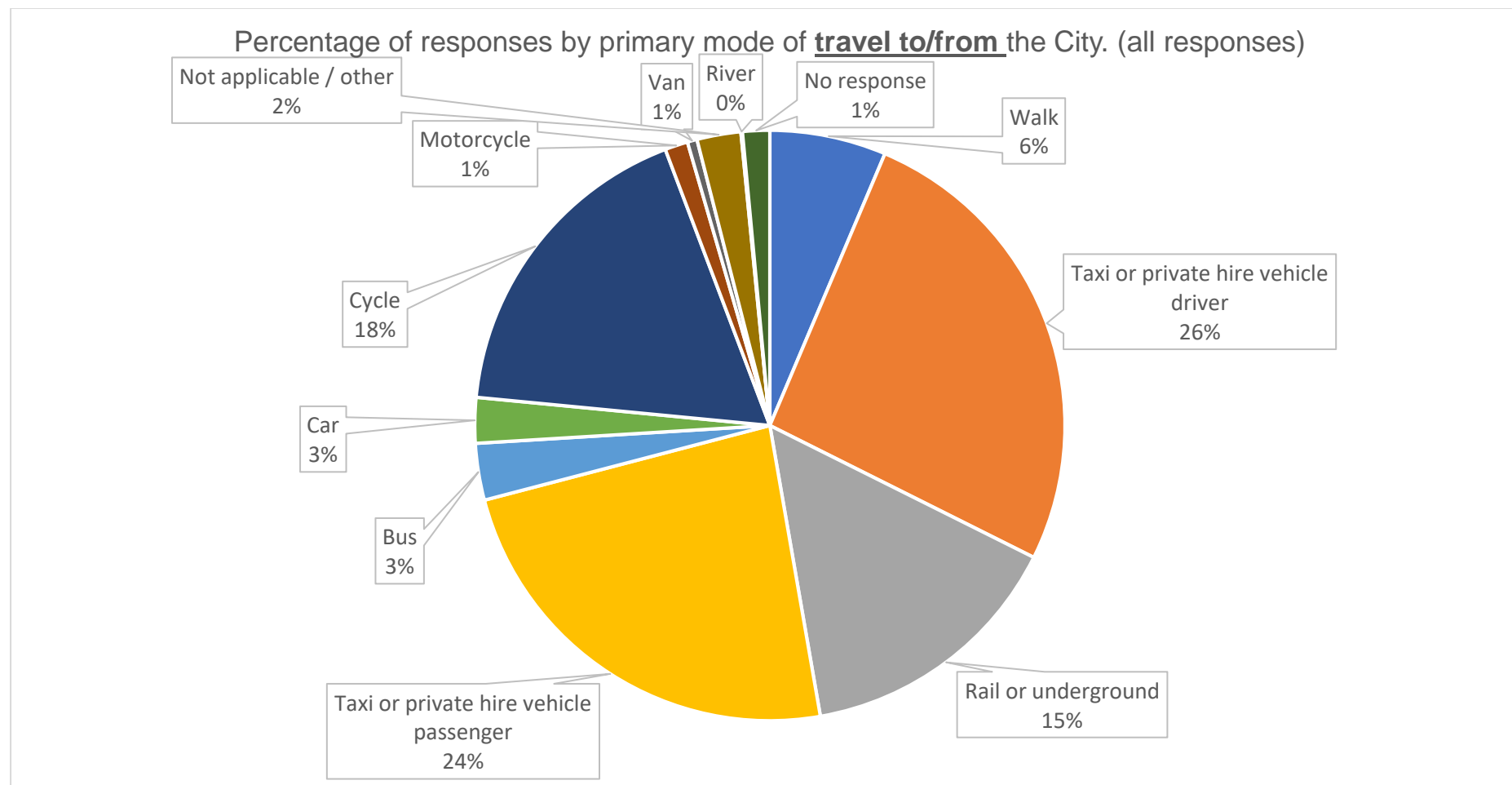


Chart C: All responses to the question: **Once in the City**, how do you normally travel around? (Multiple modes selected)

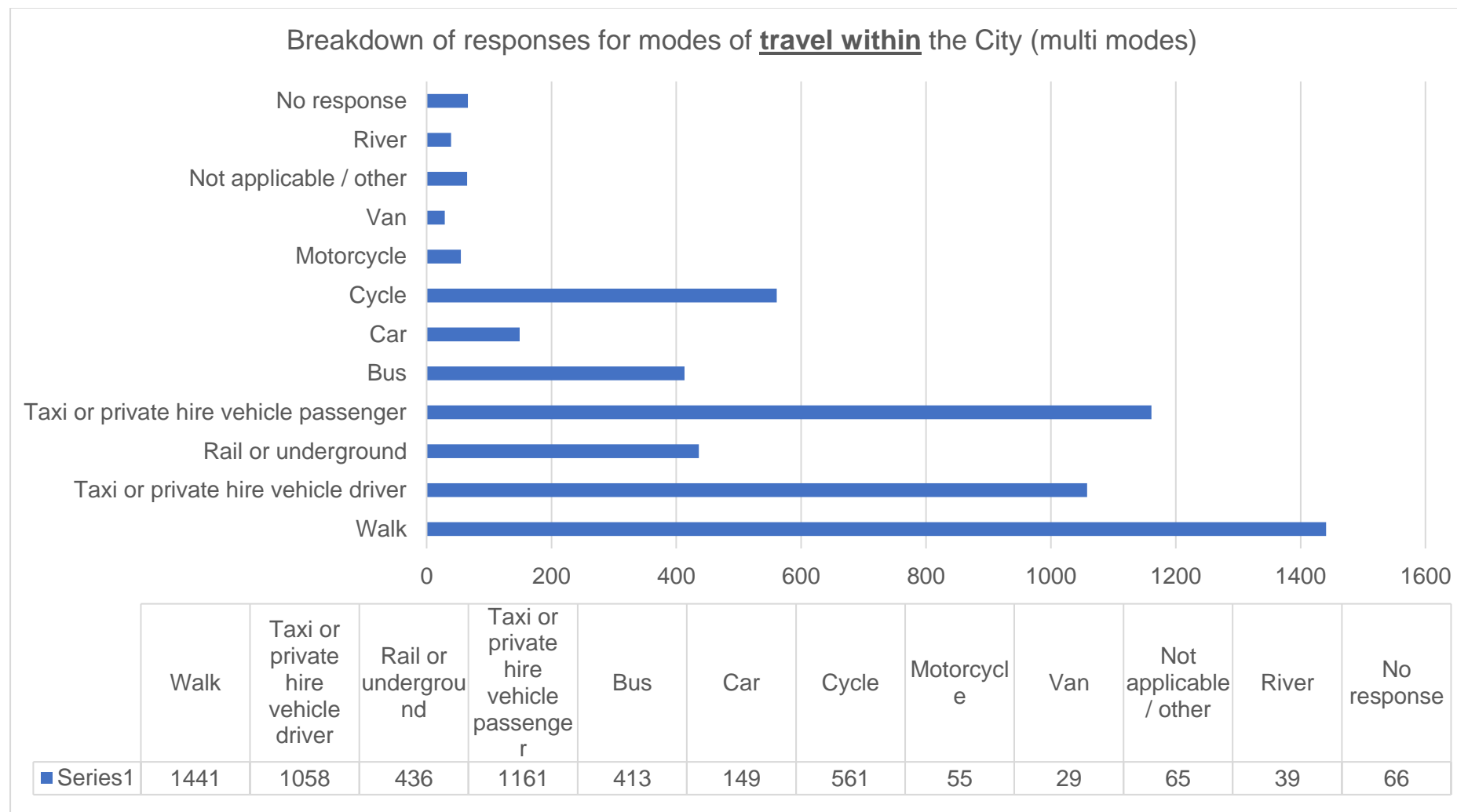


Chart D: Mode of travel within the City as a percentage (all responses). (Multiple modes could be selected)

Breakdown of modes of travel within the City as a percentage of mode- all responses

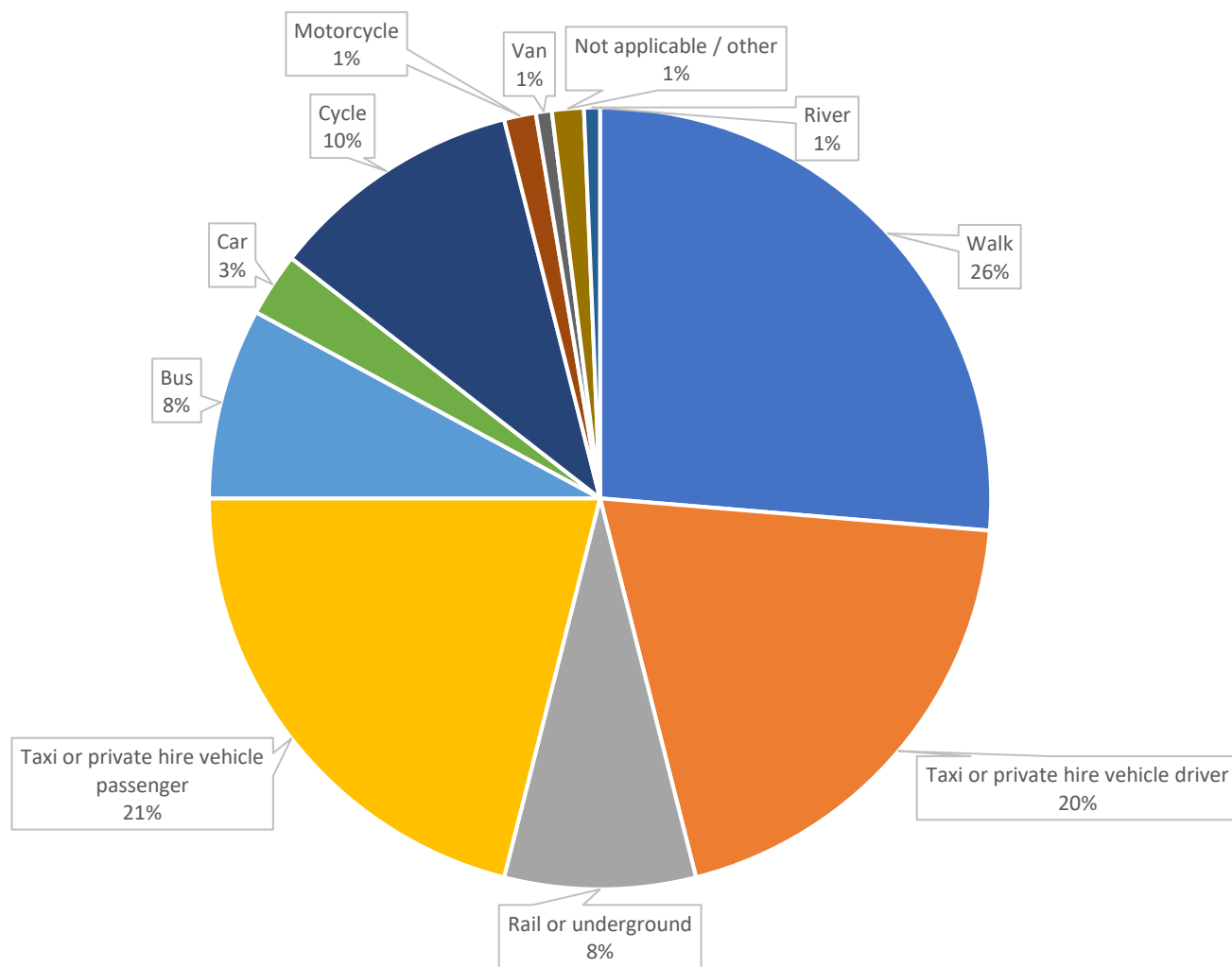


Chart E: Mode of travel within the City- without the dominant mode of taxi and private hire drivers and passengers (identified by their primary mode to the City). (Multiple modes selected).

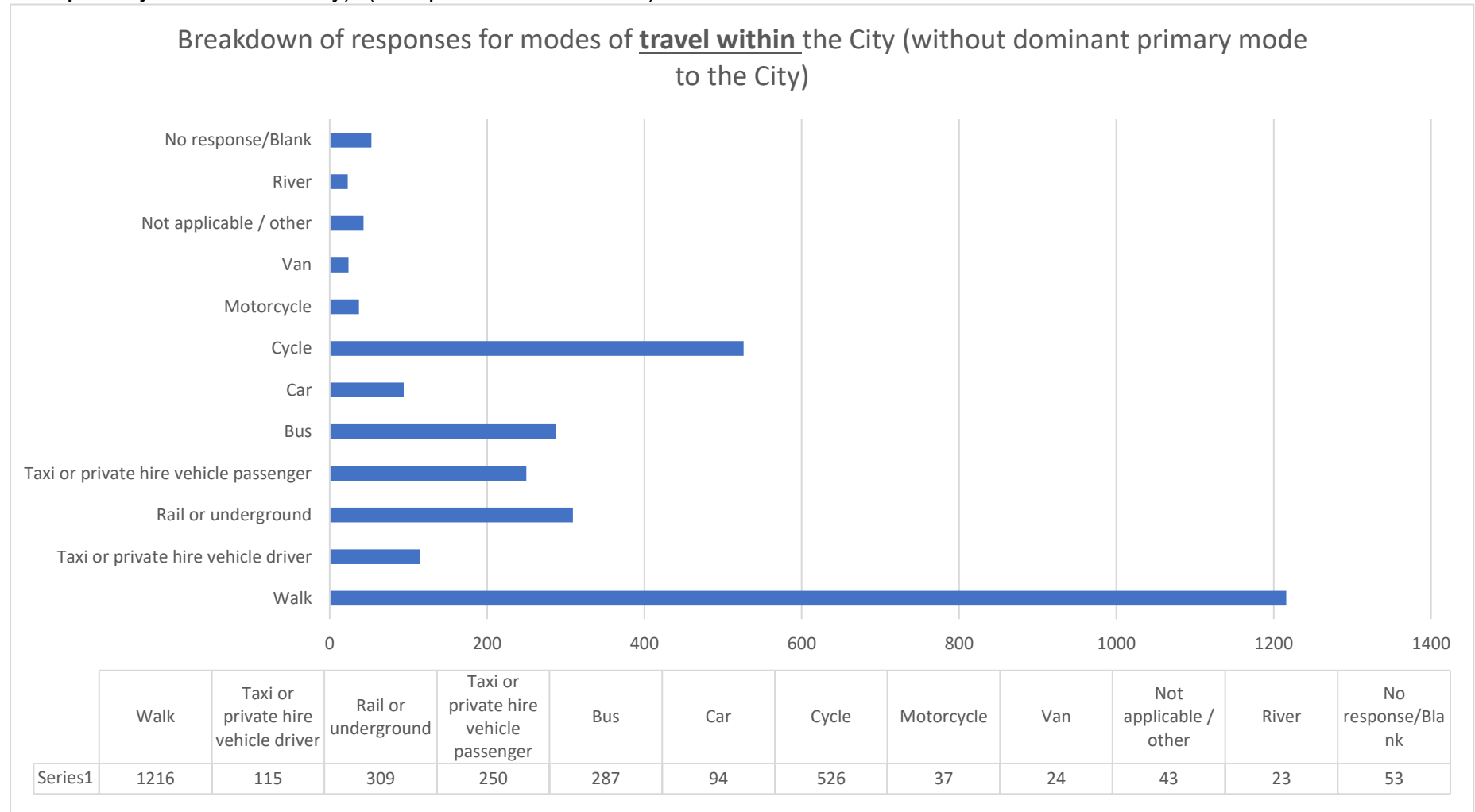


Chart F: Mode of **travel within** the City as a percentage- without the dominant mode of taxi and private hire drivers and passengers (identified by their primary mode of travel to the City). (Multiple modes could be selected.)

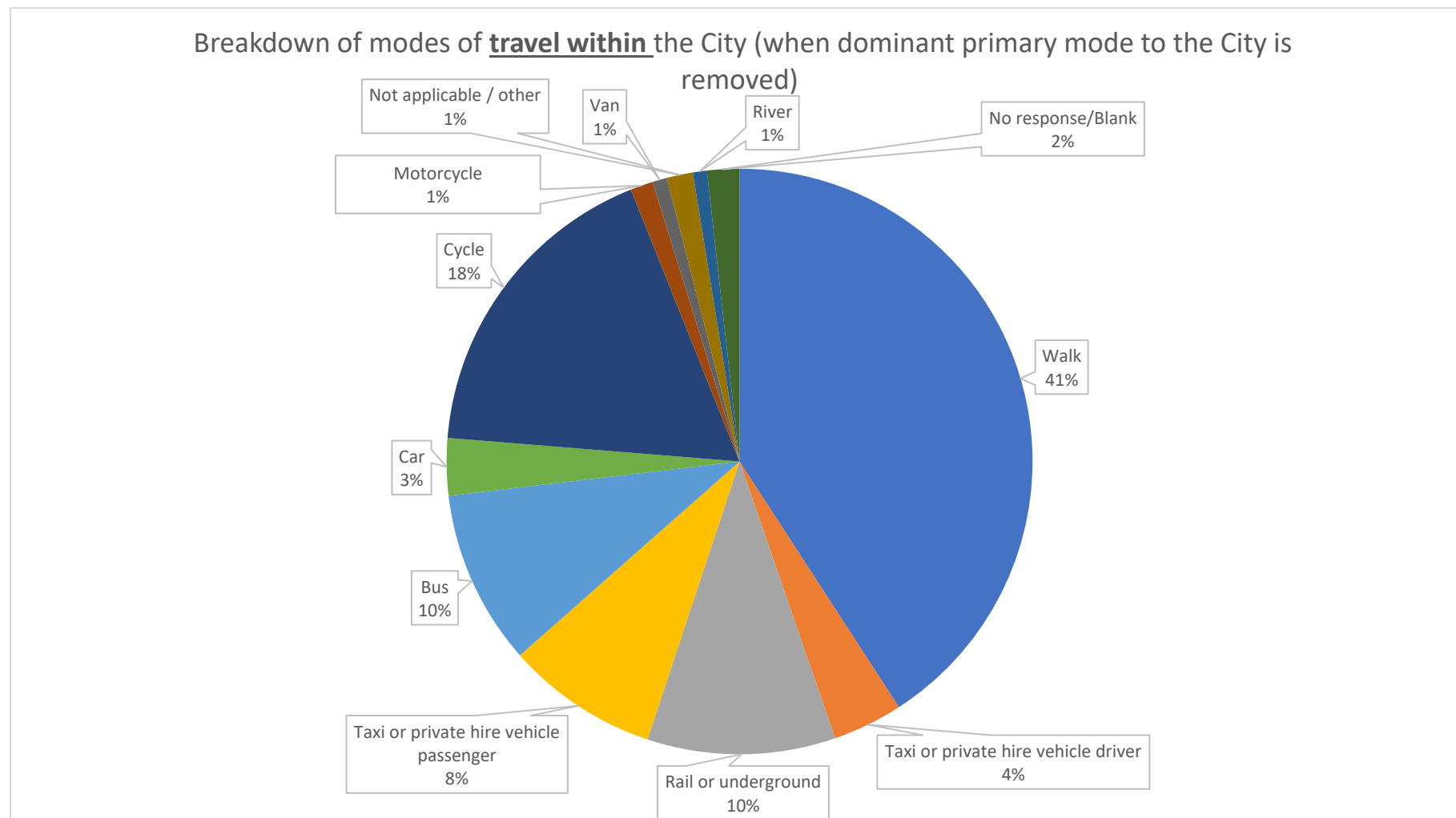
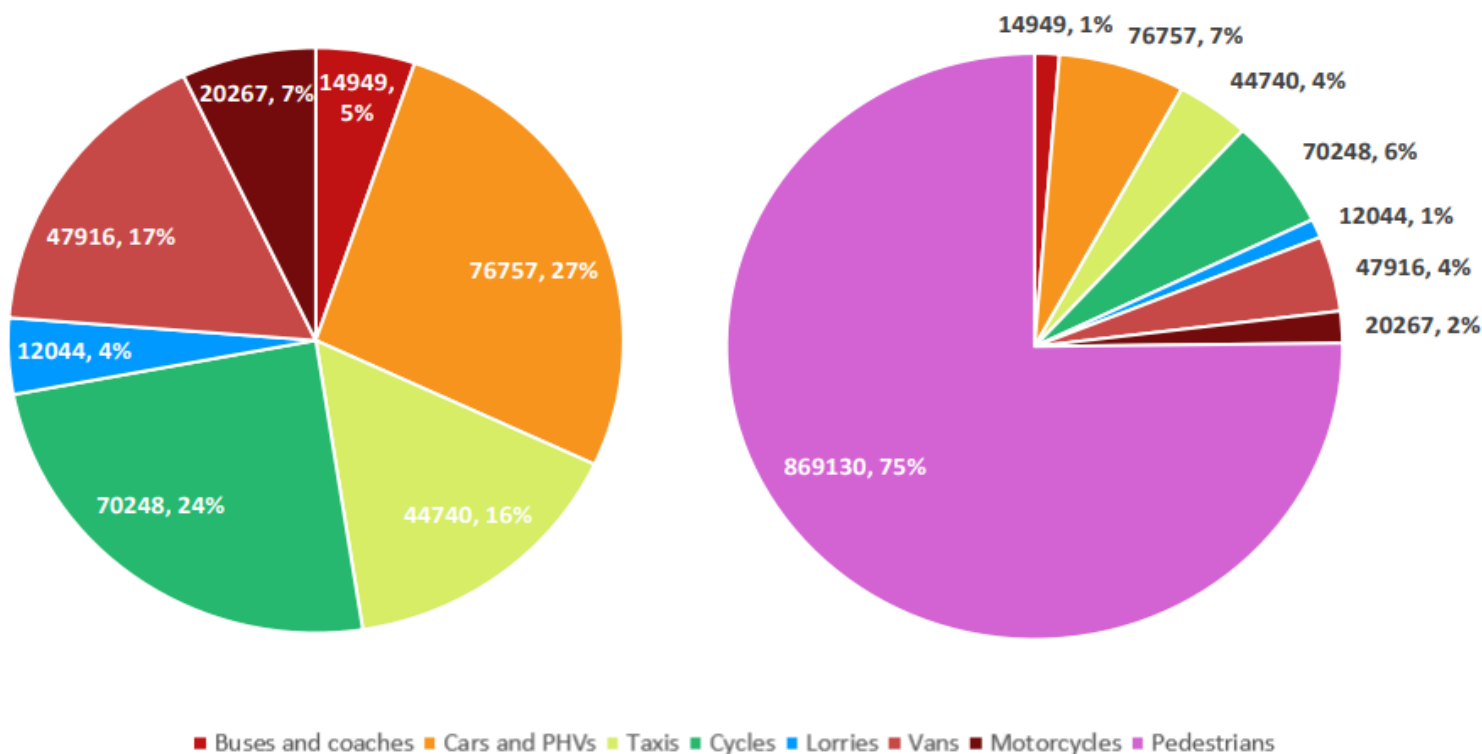


Chart G – Traffic composition in the City. (Traffic in the City – 2019)

Traffic count data analysis

Figure 3.2 Daytime (07:00-19:00) traffic composition (without [left] and with [right] pedestrian counts, 30 sites)



Proposed highway changes to Bank junction

Key

- 1

Existing Monday to Friday 7am to 7pm traffic restrictions to be retained
- 2

Banned right turn into Queen Victoria Street to be retained
- 3

Banned left turn except cycles into Prince's Street
- 4

Taxi rank on Princes Street to be retained
- 5

Make Princes Street northbound for buses and cycles only.
Make Princes Street southbound for buses, cycles as well as servicing route to Cornhill.
These traffic changes are proposed to be operational 24/7
- 6

No access to motor vehicles
- 7

Flush pedestrian crossing location outside entrance to Bank of England
- 8

Two way cycle track with clear demarcation
- 9

No access to motor vehicles.
Priority to cyclists travelling eastbound through Threadneedle Street/Bartholomew junction.
- 10

Motor vehicle access to Cornhill during the restriction hours of 7am to 7pm Monday to Friday is maintained by vehicles accessing from Princes Street
- 11

Banned right turn into Princes Street to be retained
- 12

Existing Monday to Friday 7am to 7pm traffic restrictions to be retained
- 13

Right turn only from Mansion House Place into Cornhill
- 14

Banned left turn except cycles into Queen Victoria Street
- 15

Service road exit point to be retained
- 16

Space for vehicles servicing subway
- 17

Relocate existing taxi rank
- 18

Additional cycle parking installed
- 19

No access to motor vehicles
- 20

Service road access point to be retained
- 21

Raised table to provide flush pedestrian crossing point
- 22

New cycle parking spaces
- 23

Electric vehicle charging bay with charging point
- 24

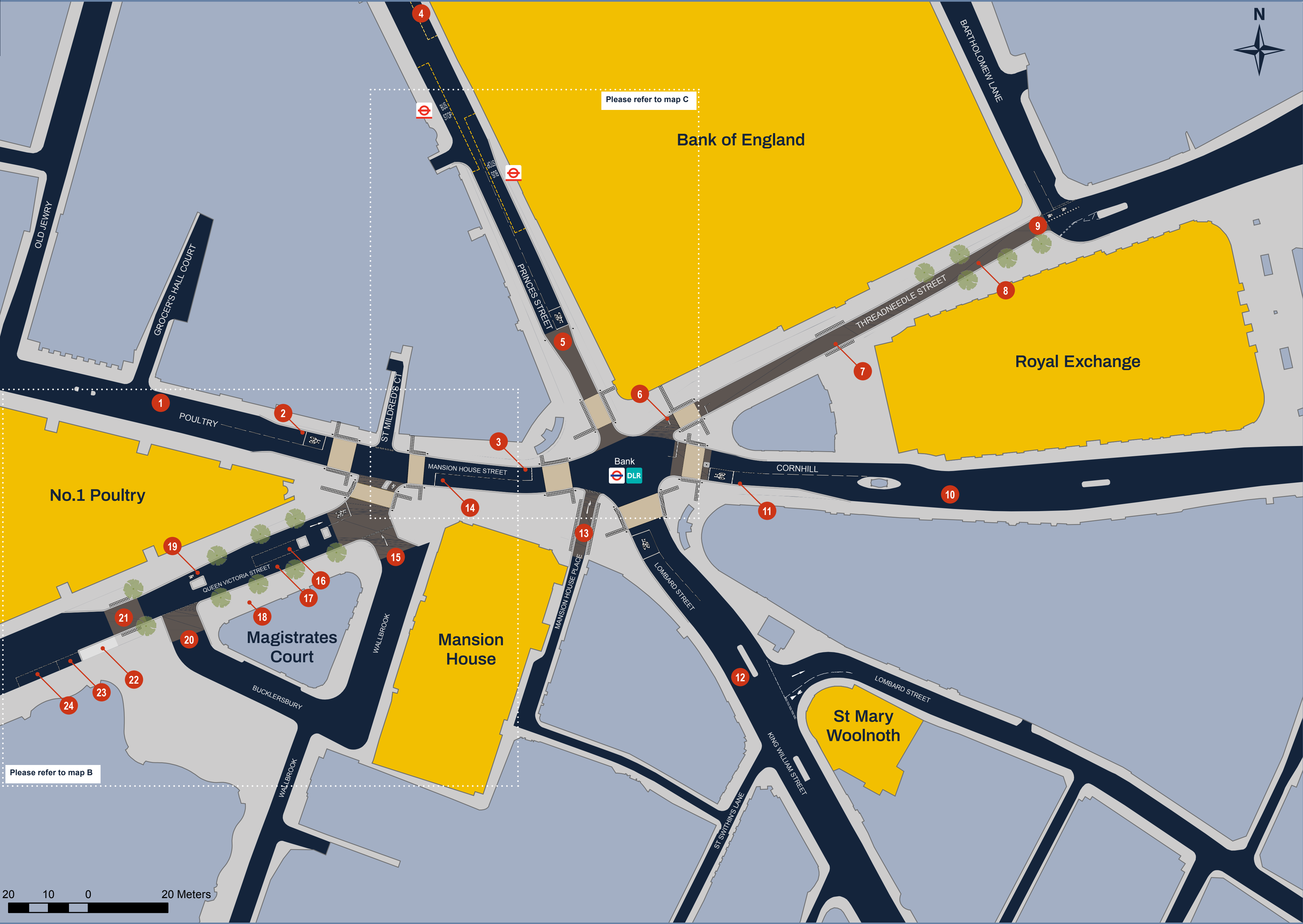
Relocated taxi rank

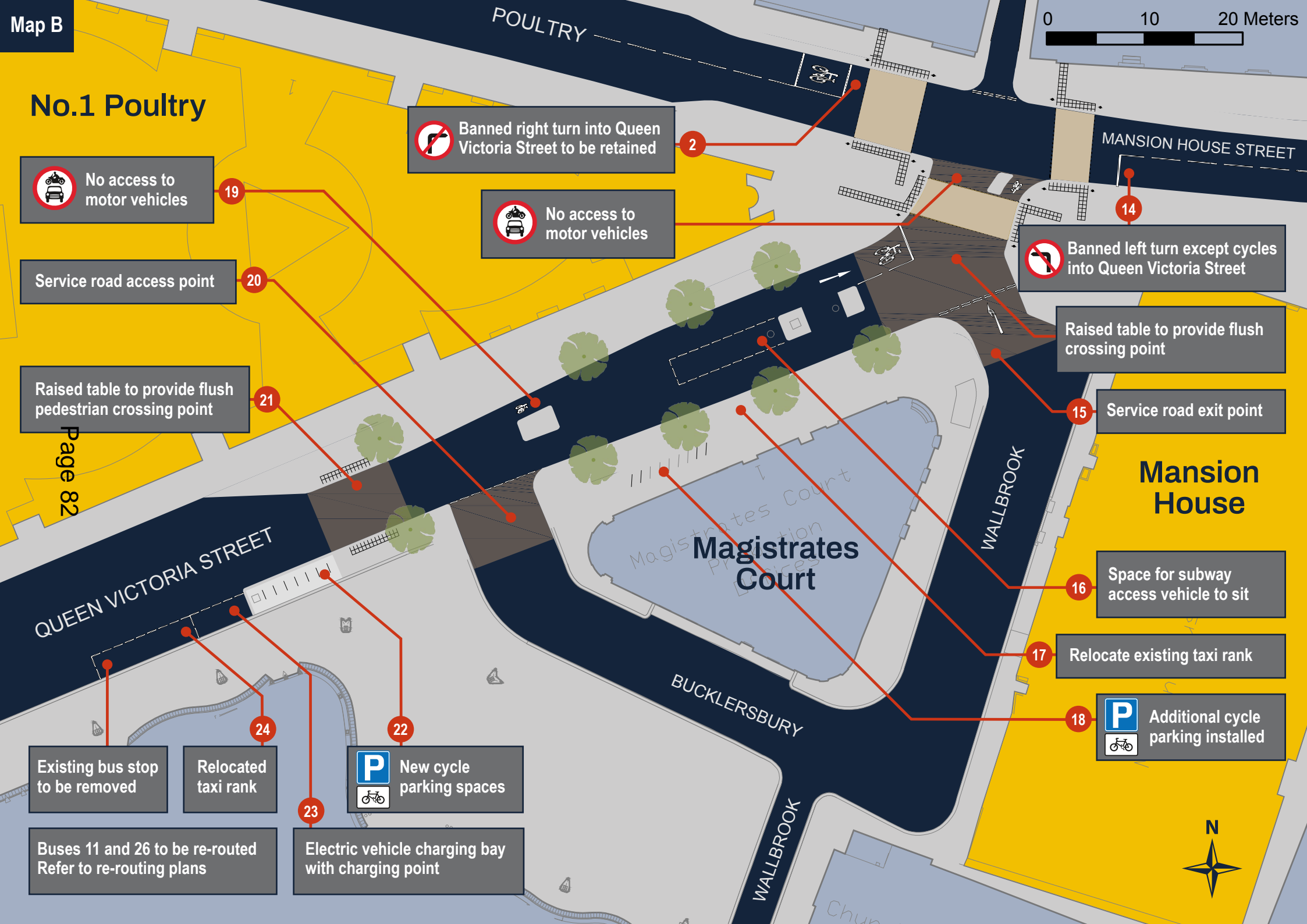
Signalled crossing

Pavement

Building

Notable building





No.1 Poultry

No access to motor vehicles

Banned right turn into Queen Victoria Street to be retained

No access to motor vehicles

Banned left turn except cycles into Queen Victoria Street

Service road access point

Raised table to provide flush crossing point

Raised table to provide flush pedestrian crossing point

Service road exit point

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Mansion House

Magistrates Court

Space for subway access vehicle to sit

Relocate existing taxi rank

Additional cycle parking installed

Existing bus stop to be removed

Relocated taxi rank

New cycle parking spaces

Electric vehicle charging bay with charging point

Buses 11 and 26 to be re-routed Refer to re-routing plans





4 Taxi rank further up Princes Street to be retained

Bus routes 21/43/141

Access to Grocers Hall

Bank of England

Make Princes Street northbound for buses and cycles only



Banned left turn except cycles into Princes Street

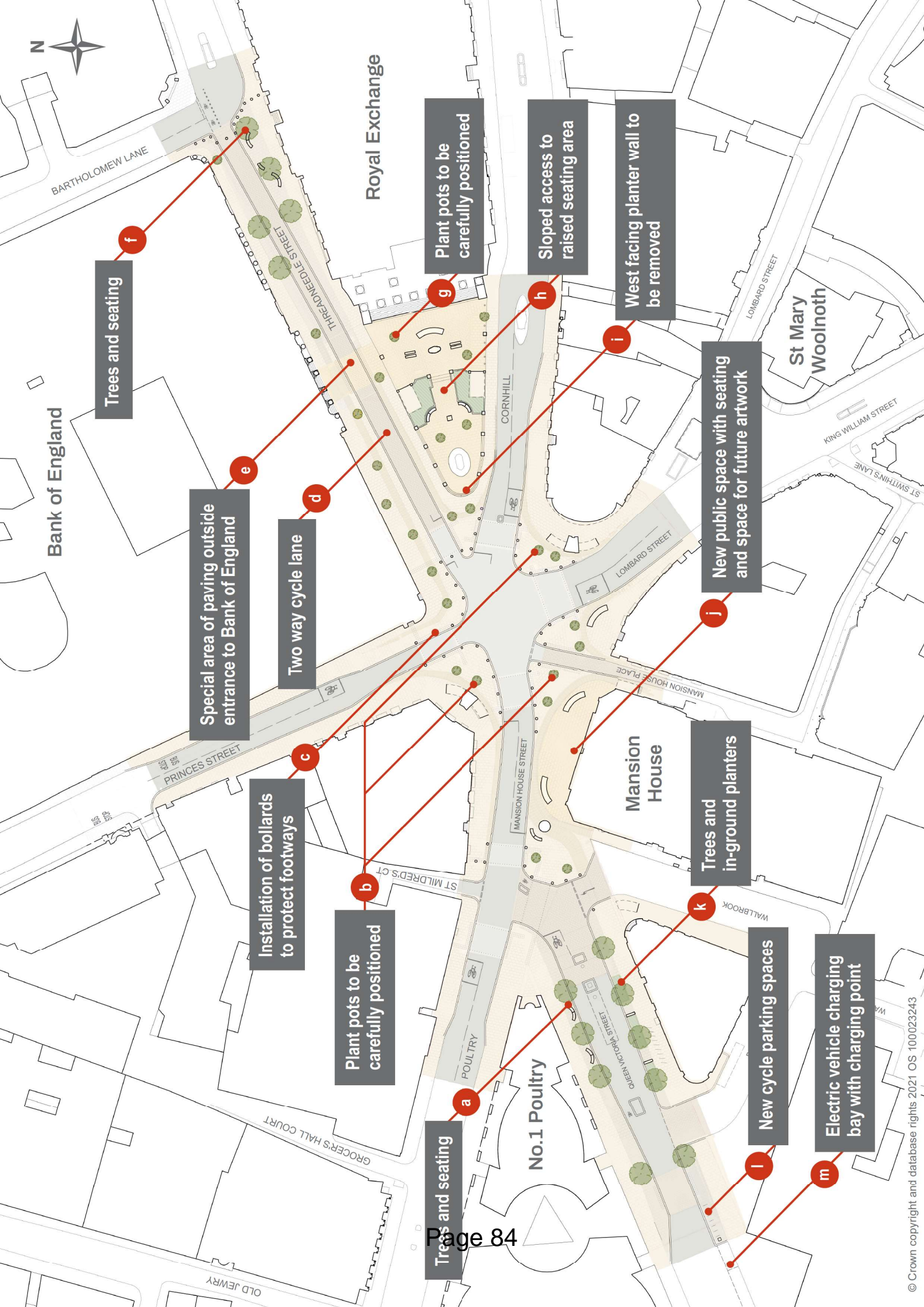
Two way traffic on Mansion House Street

Make Princes Street southbound for buses, cycles as well as a servicing route to Cornhill



No access to motor vehicles

Right turn only from Mansion House Place into Cornhill



Trees and seating

Special area of paving outside entrance to Bank of England

Two way cycle lane

Installation of bollards to protect footways

Plant pots to be carefully positioned

Trees and seating

Plant pots to be carefully positioned

Sloped access to raised seating area

West facing planter wall to be removed

New public space with seating and space for future artwork

Trees and in-ground planters

New cycle parking spaces

Electric vehicle charging bay with charging point

Appendix 5: Response data from the public consultation survey: Section 1 – Highways and Traffic changes.

Chart/Table Number	Chart /table name
	All responses – degrees of support or opposition by mode of transport <u>TO</u> the City
Table A:	Threadneedle Street:
Table B	Queen Victoria Street:
Table C	Princes Street:
Table D	Remaining arms:
	Degree of support or opposition by modes of travel <u>WITHIN</u> the City
Table E	Threadneedle Street:
Table F	Queen Victoria Street:
Table G	Princes Street:
Table H	Remaining arms:
Table I	Top five themes commented upon in each of the four areas - all responses
Table J	Top five themes for each of the four areas without the taxi and Private Hire vehicle driver and passenger responses.

	The average score (for level of support/opposition) regarding the proposed highway and traffic changes broken down by mode of travel to the City on:
Chart A	Overall support
Chart B	Threadneedle Street
Chart C	Queen Victoria Street
Chart D	Princes Street
Chart E	The Remaining arms.
Table K	Outline description of what each theme contains that the comments were grouped into.
Table L	Comments received across Section 1 of the survey, grouped by theme for each street (all Responses)
Table M	Comments received in section 1 grouped by theme for each street, excluding the taxi and private hire driver and passenger responses.

The following tables show the degrees of support for each area in section 1 broken down by the primary mode used TO the City.
The Base number of all responses is 3,574.

Table A:

Threadneedle Street: All responses – degrees of support or opposition by mode of transport TO the City (Base number 3574)

Support by Mode of Travel to City	Walk	Taxi or private hire vehicle driver	Rail or underground	Taxi or private hire vehicle passenger	Bus	Car	Cycle	Motorcycle	Van	N/A or other	River	Blank	TOTAL
Strongly Support	125	4	288	4	39	6	589	1	0	5	1	15	1077
Support	17	3	58	2	6	3	19	2	0	2	1	1	114
Neutral - I have no view either way	4	7	3	8	2	1	0	2	0	0	0	0	27
Oppose	13	69	30	51	6	11	0	3	1	3	0	6	193
Strongly Oppose	64	829	143	767	58	65	20	36	18	75	1	29	2105
Total	223	912	522	832	111	86	628	44	19	85	3	51	3516
* 58 people did not answer the support/opposition question													3,574

Table B

Queen Victoria Street: All responses – degrees of support or opposition by mode of transport TO the City

[illegible]

Table C

Princes Street: All responses – degrees of support or opposition by mode of transport TO the City

[illegible]

Remaining arms: All responses – degrees of support or opposition by mode of transport TO the City

*66 people did not answer the support/opposition question

The following tables show the breakdown of support/opposition for each of the areas in Section 1 with the taxi/private hire driver and passenger responses removed, broken down by the choice of modal travel once WITHIN the City. Respondents could choose multiple modes therefore it will not add up to the base number of 1779 respondents.

Table E

Threadneedle Street: Degree of support or opposition by modes of travel WITHIN the City

Support by Mode of Travel within City (No taxi transport as mode into City)	Walk	Taxi or private hire vehicle driver	Rail or underground	Taxi or private hire vehicle passenger	Bus	Car	Cycle	Motorcycle	Van	Not applicable / other	River	blank	TOTAL
Strongly Support	853	8	187	40	152	10	469	0	0	5	10	12	1746
Support	94	3	16	13	19	2	20	2	0	0	3	3	175
Neutral - I have no view either way	11	0	3	2	4	1	2	0	0	0	0	0	23
Oppose	36	17	17	23	17	8	2	2	3	2	1	6	134
Strongly Oppose	204	86	77	168	85	70	26	33	21	36	9	29	844

Table F

Queen Victoria Street: Degree of support or opposition by modes of travel WITHIN the City

Support by Mode of Travel within City (No taxi transport as mode into City)	Walk	Taxi or private hire vehicle driver	Rail or underground	Taxi or private hire vehicle passenger	Bus	Car	Cycle	Motorcycle	Van	Not applicable / other	River	blank	TOTAL
Strongly Support	777	8	167	38	138	9	438	1	0	5	9	10	1600
Support	130	2	27	9	24	3	34	0	0	1	1	5	236
Neutral - I have no view either way	41	3	10	7	11	0	13	3	3	1	3	1	96
Oppose	42	13	16	18	17	6	9	2	1	1	2	5	132
Strongly Oppose	210	88	86	176	94	74	27	31	20	34	8	29	877

Table G**Princes Street: Degree of support or opposition by modes of travel WITHIN the City**

Support by Mode of Travel within City	Walk	Taxi or private hire vehicle driver	Rail or underground	Taxi or private hire vehicle passenger	Bus	Car	Cycle	Motorcycle	Van	Not applicable / other	River	blank	TOTAL
Strongly Support	712	10	157	35	129	9	393	1	0	3	9	11	1469
Support	179	5	37	11	41	1	69	0	0	2	2	5	352
Neutral - I have no view either way	47	1	16	9	16	4	15	2	1	1	2	1	115
Oppose	55	10	16	20	14	8	15	2	1	1	2	4	148
Strongly Oppose	206	89	79	174	86	71	26	32	22	34	8	27	854

Table H**Remaining arms: Degree of support or opposition by modes of travel WITHIN the City**

Support by Mode of Travel within City	Walk	Taxi or private hire vehicle driver	Rail or underground	Taxi or private hire vehicle passenger	Bus	Car	Cycle	Motorcycle	Van	Not applicable / other	River	Blank	TOTAL
Strongly Support	674	9	142	38	126	9	369	0	0	4	10	9	1390
Support	206	4	47	12	42	2	81	1	2	4	1	6	408
Neutral - I have no view either way	56	1	17	4	15	6	27	1	1	1	1	1	131
Oppose	48	15	13	13	16	10	7	3	1	0	3	3	132
Strongly Oppose	201	86	81	181	82	66	31	32	20	34	8	29	851

Table I: Top five themes commented upon in each of the four areas - all responses

	Theme	Number of responses
Threadneedle street	Accessibility (licensed taxi)	618
	Accessibility (disability)	430
	Congestion	311
	Navigation	227
	Public realm	201
Queen Victoria Street	Accessibility (licensed taxi)	535
	Accessibility (disability)	434
	Congestion	257
	Navigation	183
	Accessibility	171
Princes Street	Accessibility (licensed taxi)	761
	Accessibility (disability)	332
	Congestion	216
	Public realm	171
	Navigation	137
Remaining arms	Accessibility (licensed taxi)	896
	Accessibility (disability)	359
	Restriction timings	250
	Congestion	143
	Accessibility	136

Table J: Top five themes for each of the four areas without the taxi and private hire driver and passenger mode response.

	Theme	Number of responses
Threadneedle street	Public realm	155
	Safety	122
	Accessibility (licensed taxi)	112
	Congestion	99
	Public realm design change	77
Queen Victoria Street	Accessibility (licensed taxi)	92
	Congestion	81
	Public realm	80
	Accessibility (disability)	71
	Accessibility	64
Princes Street	Accessibility (licensed taxi)	119
	Public realm	104
	Congestion	84
	Safety	80
	Traffic flow design change	60
Remaining arms	Restriction timings	244
	Accessibility (licensed taxi)	167
	Public realm	104
	Safety	100
	Pollution	83

The next set of charts show an average score for each street/area covered in section 1 of the consultation survey regarding the highway and traffic changes proposed. The scores are derived from the degrees of support/opposition indicated in the survey, but are given a numerical value instead so that they can be averaged. This is to help understand overall levels of support/opposition for certain streets and by different modes of travel (indicated by their primary mode to the City)

Chart A: The average score (for level of support/opposition) regarding the proposed highway and traffic changes of all responses for each street/area. Followed by without taxi and private hire drivers and passengers' responses included (as identified by the primary mode to the City).

*QVS = Queen Victoria Street

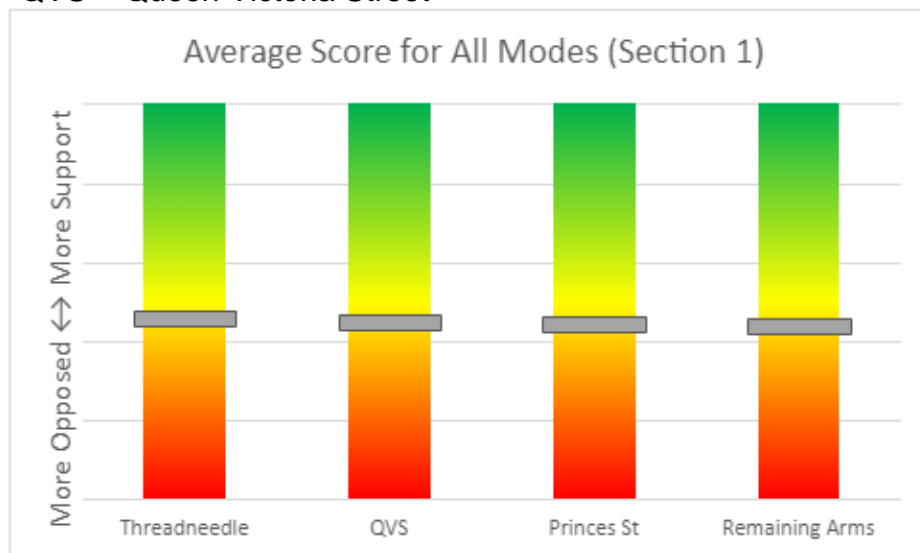


Chart B: The average score (for level of support/opposition) regarding the proposed highway and traffic changes broken down by mode of travel to the City on Threadneedle Street.

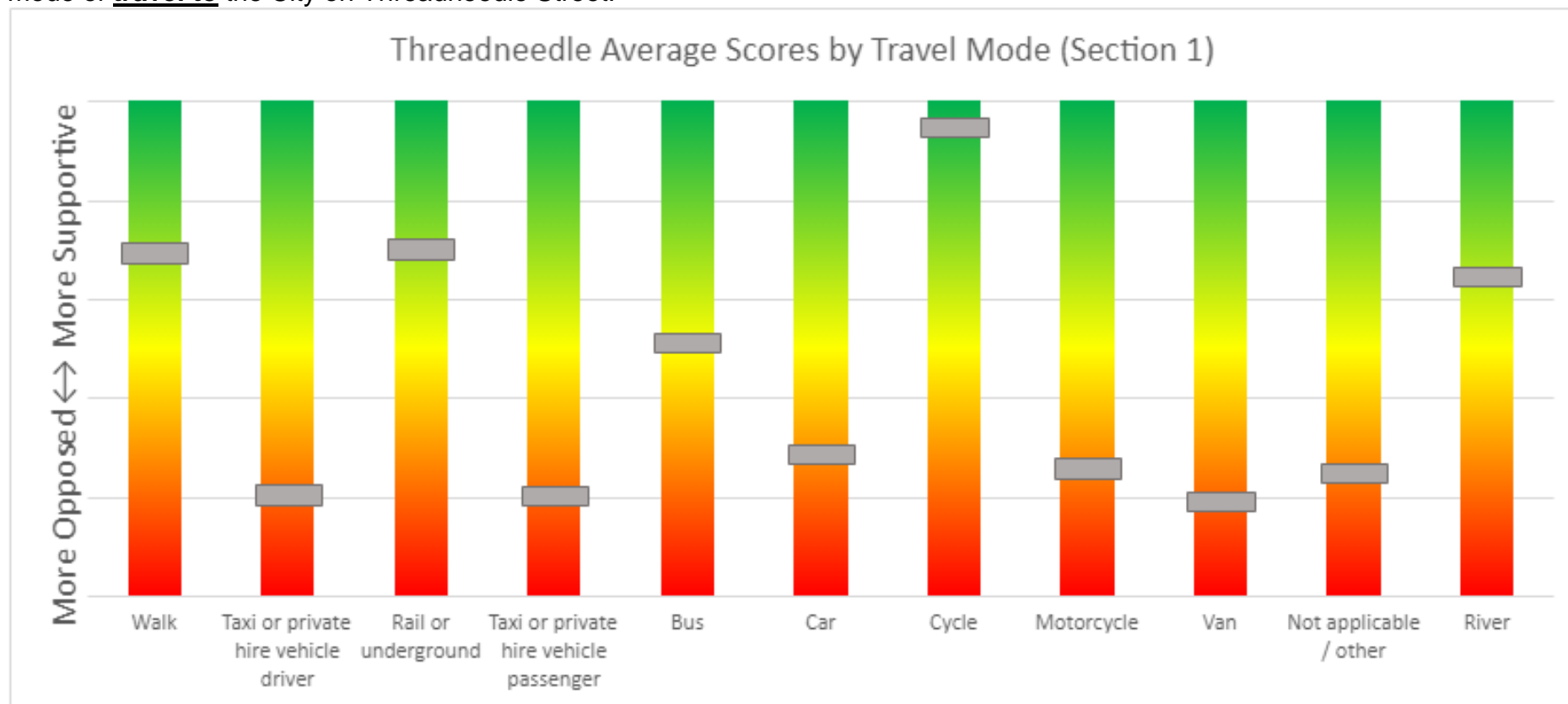


Chart C: The average score (for level of support/opposition) regarding the proposed highway and traffic changes broken down by mode of travel to the City on Queen Victoria Street

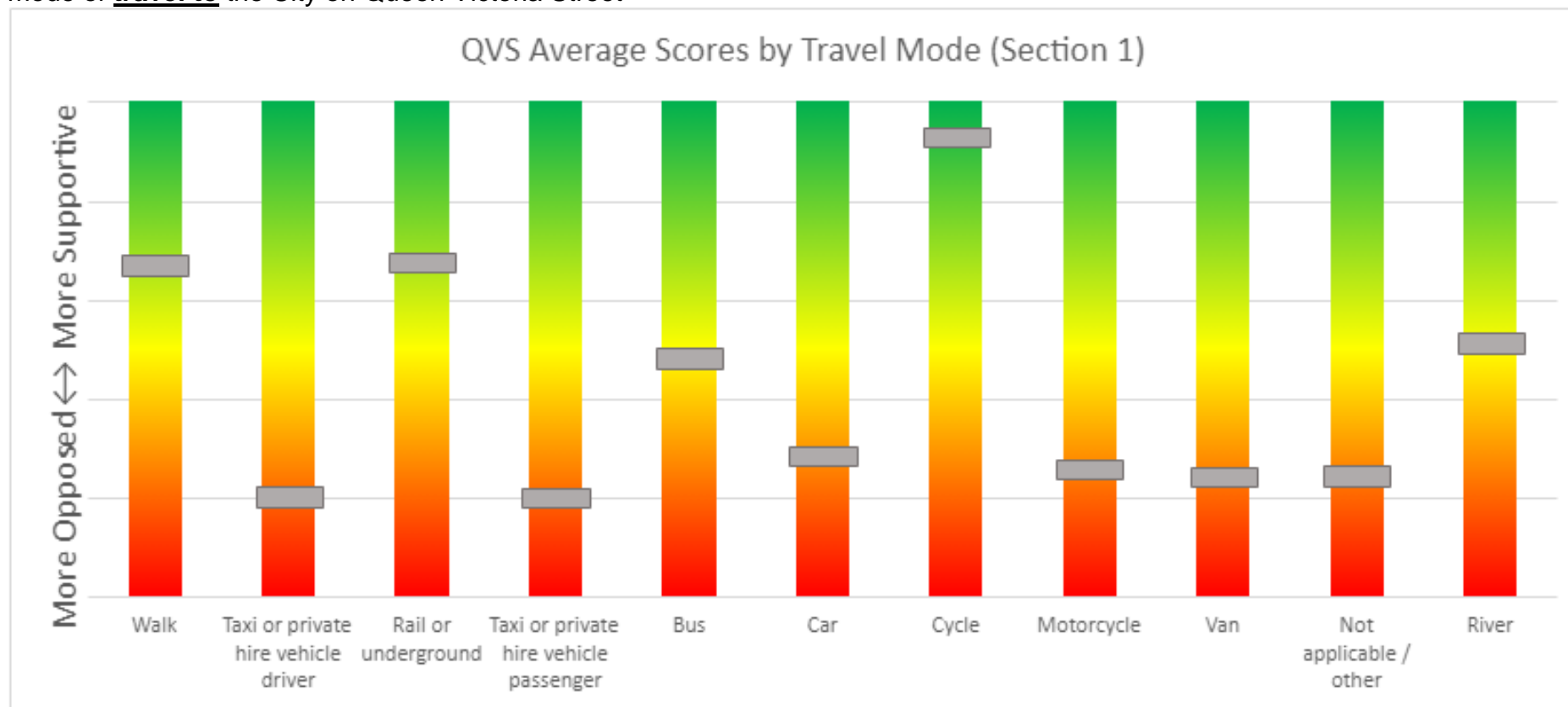


Chart D: The average score (for level of support/opposition) regarding the proposed highway and traffic changes broken down by mode of travel to the City on Princes Street

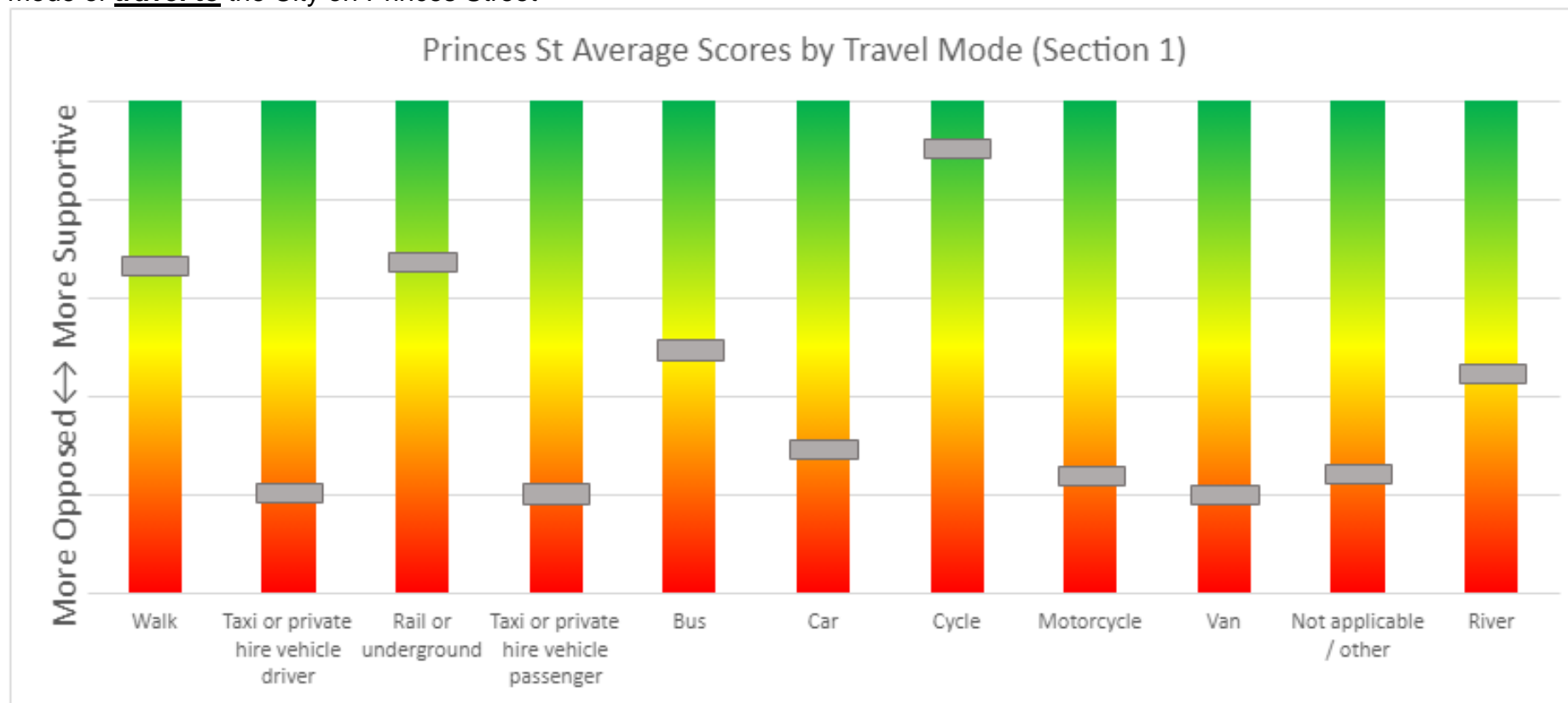
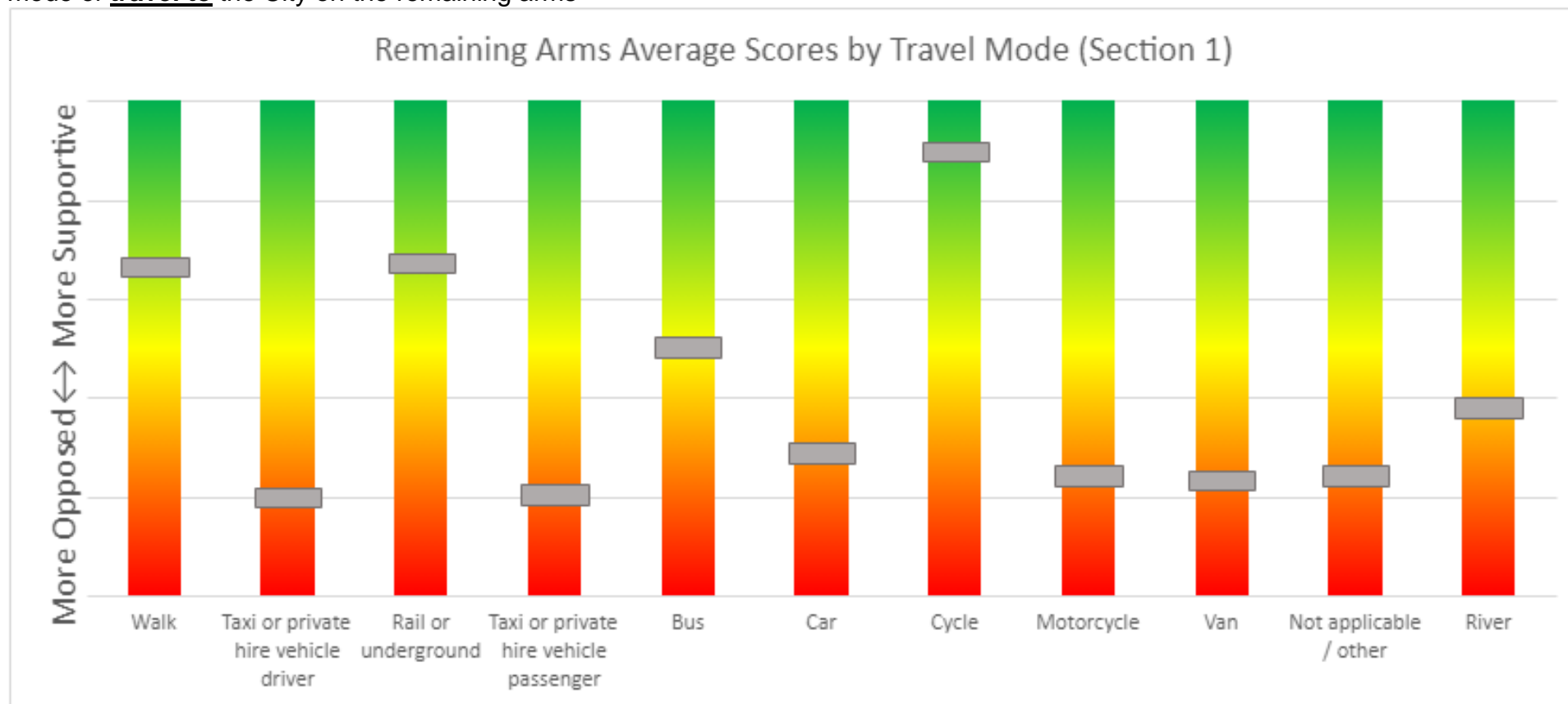


Chart E: The average score (for level of support/opposition) regarding the proposed highway and traffic changes broken down by mode of travel to the City on the remaining arms



The following section shows the number of comments received which were grouped into the reported theme.

In the Committee report the comments classed as Negative, Neutral or Positive were not included in the top 5 themes and are highlighted in the table.

Table K: outline description of what each theme contains.

Theme/category	Description of information within that theme.
Accessibility	Response mentions access without a specific mode of transport named
Accessibility (bus)	Response mentions access to certain areas for buses
Accessibility (delivery vehicle)	Response mentions access to certain areas for delivery vehicles
Accessibility (disability)	Response mentions access to certain areas for those with an impairment
Accessibility (electric vehicle)	Response mentions access to certain areas for electric vehicles
Accessibility (emergency services)	Response mentions access to certain areas for emergency vehicles
Accessibility (licensed taxi)	Response mentions access to certain areas for licensed taxis
Accessibility (motorcycle)	Response mentions access to certain areas for motorised two-wheeled transport (scooters, motorbikes, etc)
Bus routing	Response mentions a change to an existing bus route due to proposed changes

Congestion	Response mentions traffic/ congestion of any transport mode
Construction	Response mentions construction or building works
Covid safety	Response mentions effects related Covid guidelines (social distancing etc)
Cycle safety	Response mentions safety of cyclists, either due to their own actions or the actions of other transport modes
Electric taxi	Response mentions electric taxis
EV infrastructure	Response mentions electric vehicle infrastructure such as charging points, parking, etc.
Journey times	Response mentions how proposed changes will affect length of travel time
Local business	Response mentions the economy or effects on businesses in the area due to proposed changes
Navigation	Response mentions changes in the ability to navigate through or around the City
Negative	Response is generally negative with little to no context and/or unhelpful comments
Neutral	Response is unable to be determined as positive or negative and/or is nonsensical little to no context
Pedestrian safety	Response mentions safety of pedestrians, either due to their own actions or the actions of other transport modes
Pollution	Response mentions the effects that proposed changes will have on pollution levels in or around the City

Positive	Response is generally positive with little to no additional context
Public realm	Response mentions how the proposed changes will affect the public realm
Public realm design change	Response mentions additional changes to the public realm that the respondent would like to see added/removed
Restriction timings	Response mentions traffic restriction timings
Ride hailing	Response mentions ability to get a ride from a taxi or private hire vehicle
Ridership	Response mentions current ridership or changes to ridership due to the proposed changes
Safety	Response mentions general changes to safety due to the proposed changes not specifically related to pedestrians or cycles
Separation of modes	Response mentions segregation of different modes of transport
Supporting data	Response mentions data collection or other modelling/monitoring methods
Sustainable materials	Response mentions sustainable materials
Traffic flow design change	Response mentions additional changes to the traffic flow for any transport mode that the respondent would like to see added/removed
Travel expense	Response mentions the cost of travel
Vehicle reduction	Response mentions reduction in number of vehicles due to proposed changes

Table L: Comments received across section 1 of the survey, grouped by theme for each street (all Responses)

The total number of times the theme was mentioned across section 1 (regarding highway and traffic change proposals) is also shown.

Comments by Theme	Threadneedle Street	Queen Victoria Street	Princes Street	Remaining Arms	Total Across Section 1
Accessibility	180	171	116	136	603
Accessibility (bus)	84	131	49	47	311
Accessibility (delivery vehicle)	30	19	11	21	81
Accessibility (disability)	430	434	332	359	1555
Accessibility (electric vehicle)	7	4	5	8	24
Accessibility (emergency services)	20	13	17	16	66
Accessibility (licensed taxi)	618	535	761	896	2810
Accessibility (motorcycle)	2	2	2	3	9
Bus routing	10	49	18	13	90
Congestion	311	257	216	143	927
Construction	10	0	7	2	19
Covid safety	0	0	6	1	7
Cycle safety	71	31	33	44	179
Electric taxi	6	10	12	28	56
EV infrastructure	3	9	3	4	19
Journey times	36	41	47	44	168
Local business	147	109	86	95	437
Navigation	227	183	137	109	656
Negative	182	193	183	121	679
Neutral	23	30	38	26	117
No response	1559	1861	1778	1754	6952
Pedestrian safety	62	38	37	24	161
Pollution	138	107	105	84	434
Positive	87	56	52	41	236

	Threadneedle Street	Queen Victoria Street	Princes Street	Remaining Arms	Total Across Section 1
Public realm	201	170	171	103	645
Public realm design change	87	53	65	33	238
Restriction timings	26	37	50	250	363
Ride hailing	61	56	53	50	220
Ridership	0	0	0	1	1
Safety	148	84	98	100	430
Separation of modes	74	23	20	20	137
Supporting data	47	42	64	60	213
Sustainable materials	0	0	0	0	0
Traffic flow design change	75	46	74	71	266
Travel expense	16	12	28	26	82
Vehicle reduction	38	21	29	47	135

Table M: Comments received in section 1 grouped by theme for each street, excluding the taxi and private hire driver and passenger responses.

The total number of times the theme was mentioned across section 1 (regarding highway and traffic change proposals) is also shown (excluding taxi and private hire driver and passenger responses)

	Threadneedle Street	Queen Victoria Street	Princes Street	Remaining Arms	Total
Accessibility	65	64	41	52	222
Accessibility (bus)	28	51	16	21	116
Accessibility (delivery vehicle)	10	10	8	13	41
Accessibility (disability)	65	71	48	60	244
Accessibility (electric vehicle)	3	2	3	5	13
Accessibility (emergency services)	8	2	4	8	22
Accessibility (licensed taxi)	112	92	119	167	490
Accessibility (motorcycle)	2	1	2	3	8
Bus routing	9	31	9	8	57
Congestion	99	81	84	55	319
Construction	2	0	3	1	6
Covid safety	0	0	4	0	4
Cycle safety	65	25	29	40	159
Electric taxi	1	1	1	4	7
EV infrastructure	2	7	1	2	12
Journey times	10	10	11	9	40
Local business	39	25	22	27	113
Navigation	58	51	38	28	175
<i>Negative</i>	56	51	63	39	209
<i>Neutral</i>	16	16	25	19	76
<i>No response</i>	1029	1228	1192	1157	4606
Pedestrian safety	53	28	34	24	139

	Threadneedle Street	Queen Victoria Street	Princes Street	Remaining Arms	Total
Pollution	45	39	47	83	214
<i>Positive</i>	85	54	50	40	229
Public realm	155	80	104	104	443
Public realm design change	77	39	49	33	198
Restriction timings	7	11	19	244	281
Ride hailing	12	11	7	49	79
Ridership	0	0	0	1	1
Safety	122	59	80	100	361
Separation of modes	71	21	18	20	130
Supporting data	7	10	17	60	94
Sustainable materials	0	0	0	0	0
Traffic flow design change	60	29	60	71	220
Travel expense	2	1	2	26	31
Vehicle reduction	33	18	25	47	123

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Appendix 6: Data from section 2 of the consultation survey.

Section 2: public Realm Enhancement.

Table number	Table title
	Support/Opposition all responses
Table 1	Queen Victoria Street interventions
Table 2	Threadneedle Street Interventions
Table 3	Royal Exchange space interventions
Table 4	Remaining spaces interventions
	Support/Opposition without taxi and private hire driver and passenger responses
Table 5	Queen Victoria Street interventions
Table 6	Threadneedle Street Interventions
Table 7	Royal Exchange space interventions
Table 8	Remaining spaces interventions
	Average score based on degree of support to each intervention
Image 1a	Queen Victoria Street (all Responses)
Image 1b	Queen Victoria Street (without taxi and private hire driver and passenger responses)
Image 2a	Threadneedle Street (all Responses)
Image 2b	Threadneedle Street (without taxi and private hire driver and passenger responses)
Image 3a	Royal Exchange space (all Responses)
Image 3b	Royal Exchange space (without taxi and private hire driver and passenger responses)
Image 4a	Remaining spaces (all Responses)
Image 4b	Remaining spaces (without taxi and private hire driver and passenger responses)
Chart A	Top five most commented themes for each area
Table 9	Comments received in section 2, grouped together by theme for each area (all responses)

Support/Opposition all responses

Table 1: Queen Victoria Street interventions (support/opposition all responses)

Out of a possible 3,574 responses

Queen Victoria Street:		Ground level planting on the south side of the street	Seating on both sides of the street	Increase the number of cycle racks outside the Magistrates Court on Queen Victoria Street	Provide a charging point for electric vehicles
	New street trees				
Strongly Agree	1253	1051	992	984	1111
Agree	573	464	519	312	711
I am neutral - I have no view either way	260	281	280	266	369
Disagree	401	465	459	533	457
Strongly Disagree	711	758	742	909	518
Blank/Did not respond	376	555	582	570	408

Table 2: Threadneedle Street Interventions (support/opposition all responses)

Threadneedle Street			Using large plant pots to provide additional greening where space allows	Using the wider pavement outside the Royal Exchange building (north face) near Bartholomew Lane to provide space for moveable tables and chairs
	New street trees	Seating near Bartholomew Lane		
Strongly Agree	1214	983	1022	995
Agree	459	440	337	307
I am neutral - I have no view either way	223	261	211	230
Disagree	411	465	480	501
Strongly Disagree	898	892	978	1034

Table 3: Royal Exchange space interventions (support/opposition)

Royal Exchange	Make the raised platform accessible by replacing the existing steps on the east side with a gentle slope	Opening up the raised platform by removing two of the planter walls on the west side and replacing these with continuous steps that can also double as informal seating	Retain and refurbish the existing timber benches	Provide more seating	Replant the existing walled planters
Strongly Agree	1168	887	1184	980	1023
Agree	690	652	743	618	616
I am neutral - I have no view either way	314	394	348	386	442
Disagree	380	418	281	407	355
Strongly Disagree	675	686	501	607	562

Table 4: Remaining spaces interventions (support/opposition all responses)

Remaining spaces	Using large plant pots to provide additional greening where space allows	Using individual seats where space allows	Using benches where space allows
Strongly Agree	997	759	953
Agree	456	568	629
I am neutral - I have no view either way	286	314	285
Disagree	529	536	403
Strongly Disagree	947	843	769

Support/Opposition without taxi and private hire driver and passenger responses (Out of a possible 1,779 response)

Table 5 Queen Victoria Street interventions (support/opposition without taxi and private hire driver and passenger mode responses)

Queen Victoria Street:	New street trees	Ground level planting on the south side of the street	Seating on both sides of the street	Increase the number of cycle racks outside the Magistrates Court on Queen Victoria Street	Provide a charging point for electric vehicles
Strongly Agree	1103	947	885	902	463
Agree	266	287	315	222	397
I am neutral - I have no view either way	86	102	97	103	237
Disagree	100	127	143	170	304
Strongly Disagree	158	170	182	244	247

Table 6: Threadneedle Street Interventions (support/opposition without taxi and private hire driver and passenger mode responses)

Threadneedle Street	New street trees	Seating near Bartholomew Lane	Using large plant pots to provide additional greening where space allows	Using the wider pavement outside the Royal Exchange building (north face) near Bartholomew Lane to provide space for moveable tables and chairs
Strongly Agree	1077	898	937	899
Agree	222	280	239	231
I am neutral - I have no view either way	71	99	74	93

Disagree	99	138	130	147
Strongly Disagree	196	202	236	261

Table 7: Royal Exchange space interventions (support/opposition without taxi and private hire driver and passenger mode responses)

Royal Exchange	Make the raised platform accessible by replacing the existing steps on the east side with a gentle slope	Opening up the raised platform by removing two of the planter walls on the west side and replacing these with continuous steps that can also double as informal seating	Retain and refurbish the existing timber benches	Provide more seating	Replant the existing walled planters
Strongly Agree	883	722	918	833	833
Agree	350	381	387	344	335
I am neutral - I have no view either way	126	159	125	146	173
Disagree	133	161	91	136	118
Strongly Disagree	187	204	116	158	147

Table 8: Remaining spaces interventions (support/opposition without taxi and private hire driver and passenger mode responses)

Remaining spaces	Using large plant pots to provide additional greening where space allows	Using individual seats where space allows	Using benches where space allows
Strongly Agree	895	681	844
Agree	299	368	366
I am neutral - I have no view either way	100	132	99
Disagree	147	206	116
Strongly Disagree	230	228	190

Average score based on degree of support to each intervention

The degree of support indicated was converted to a numbered score to see what the average 'score' for each intervention was. Firstly with all responses (a), and then without the responses of taxi and private hire drivers and passengers (b)

Image 1a: Queen Victoria Street – average score based on degree of support/opposition to each intervention (all responses).

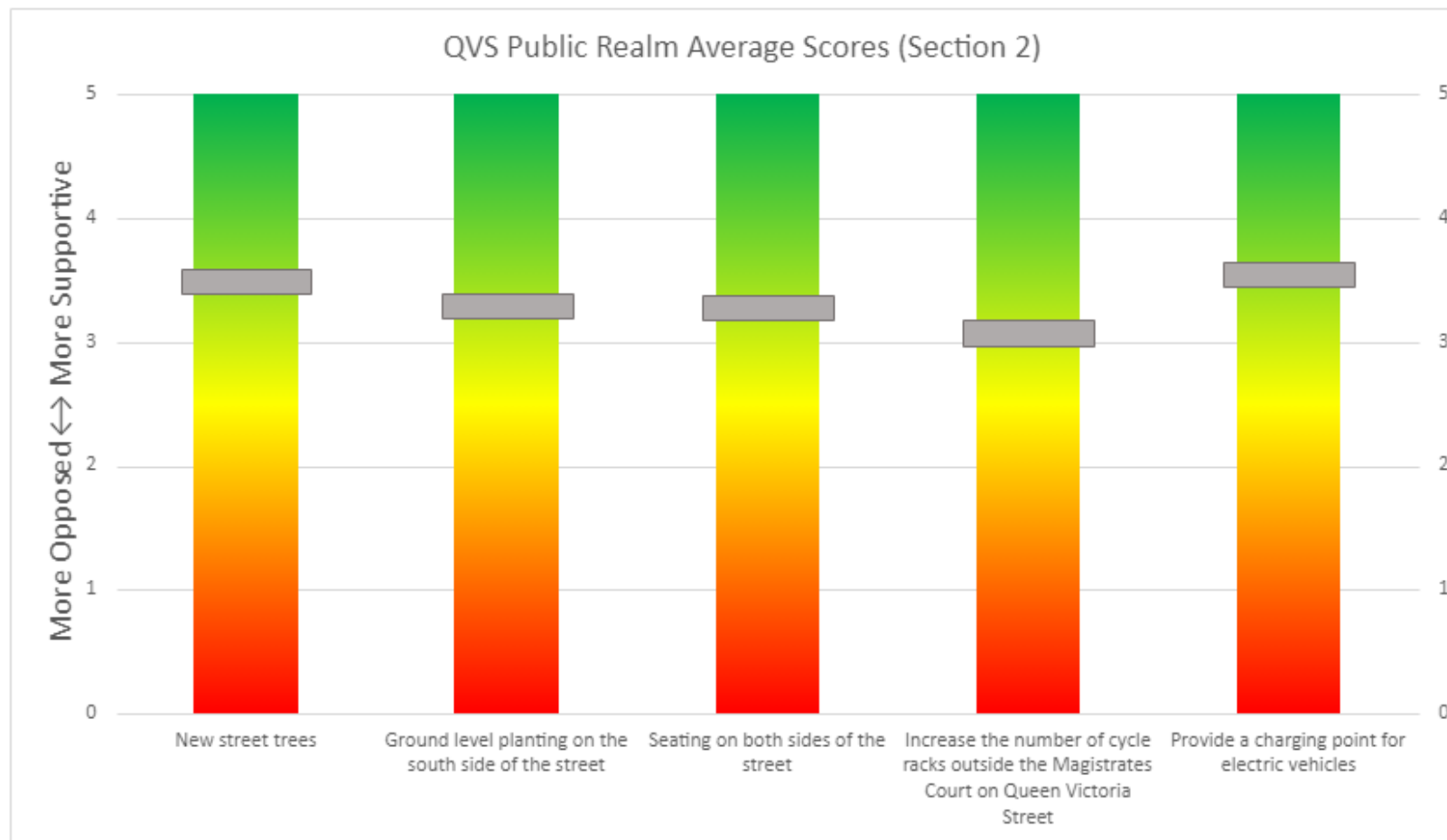


Image 1b Queen Victoria Street – average score based on degree of support/opposition to each intervention (without taxi and private Hire driver and passenger mode responses)

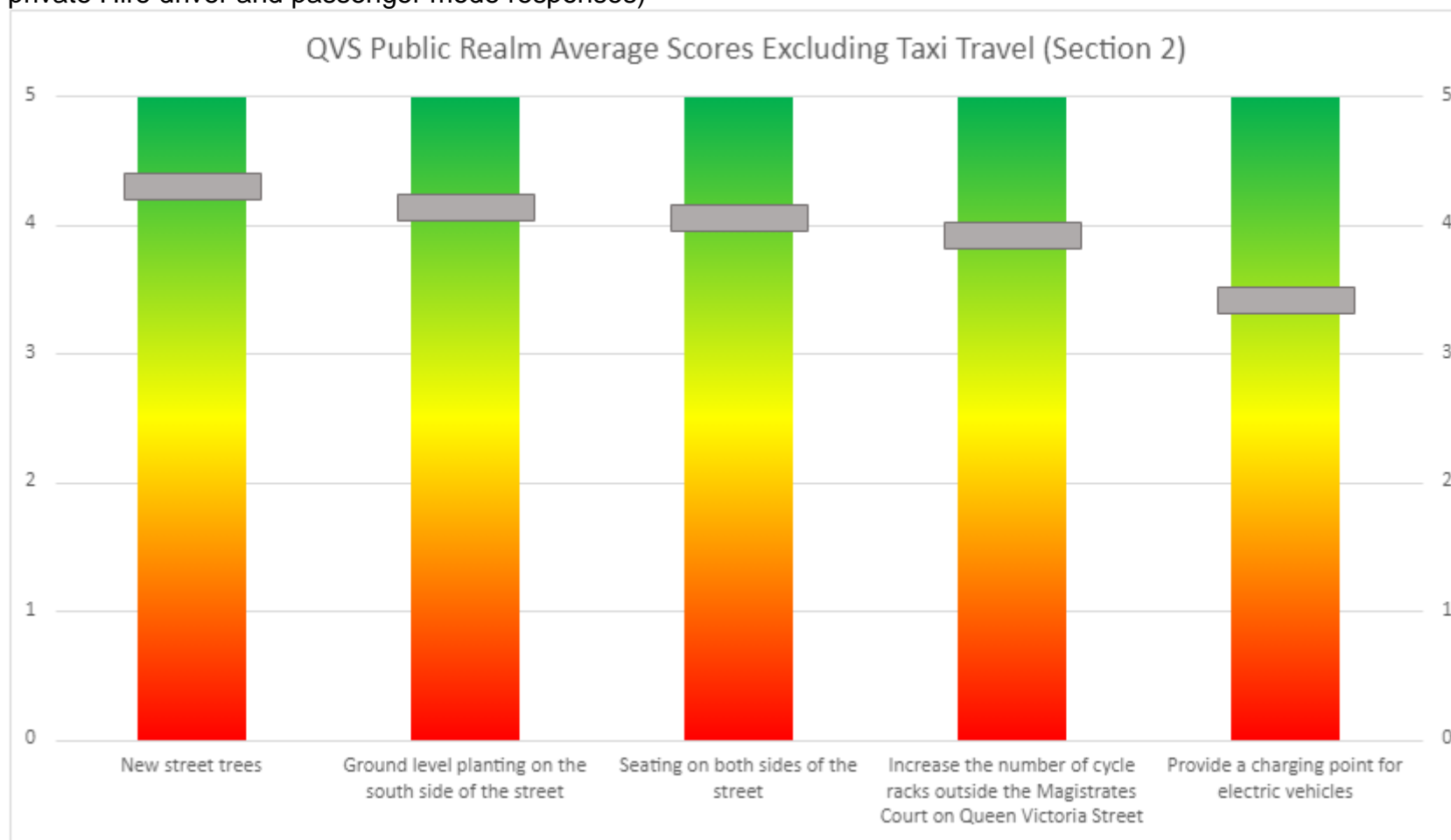


Image 2a: Threadneedle Street – average score based on degree of support/opposition to each intervention (all responses)

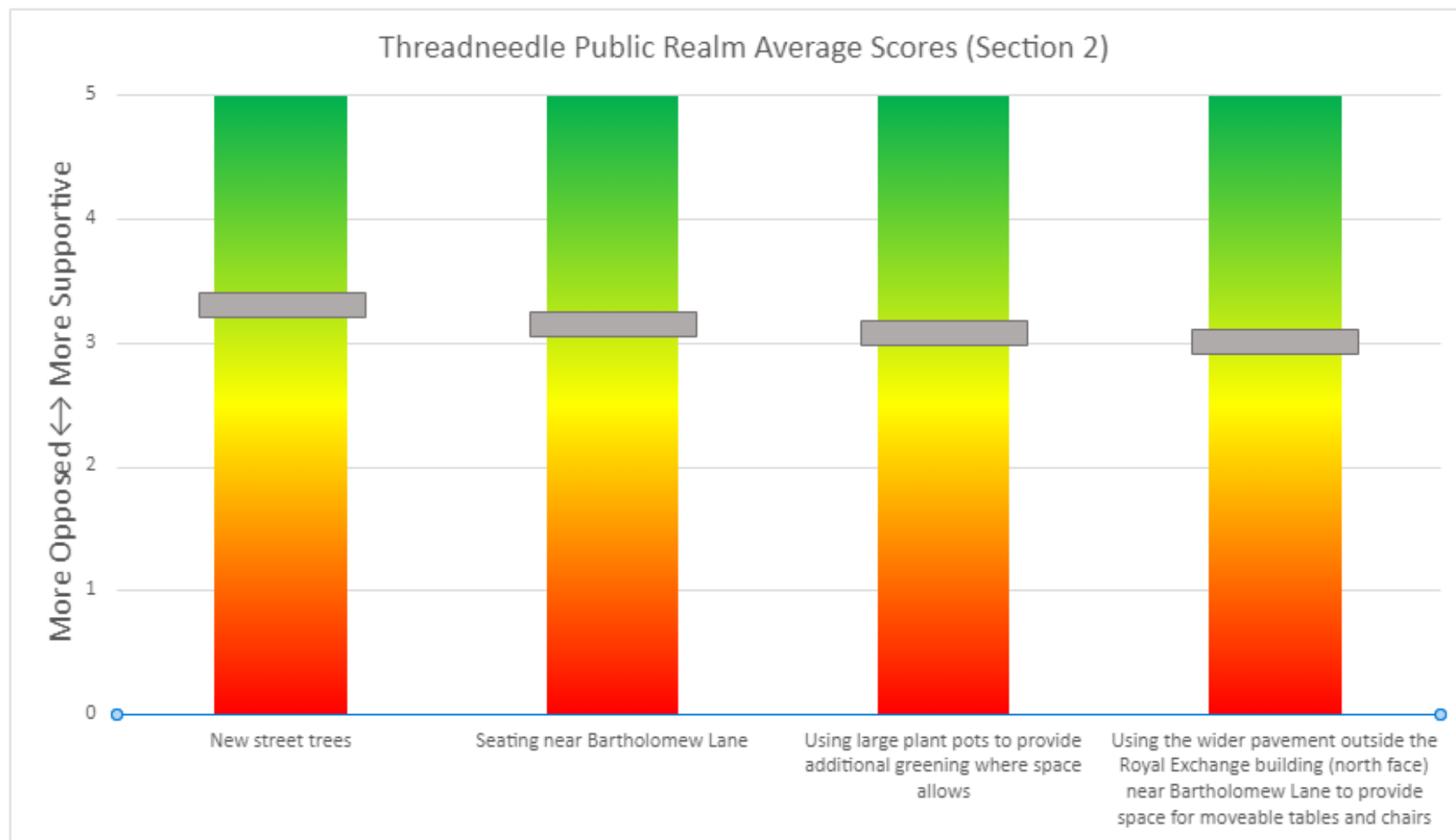


Image 2b: Threadneedle Street – average score based on degree of support/opposition to each intervention (without taxi and private Hire driver and passenger mode responses)



Image 3a: Royal Exchange – average score based on degree of support/opposition to each intervention (all responses)

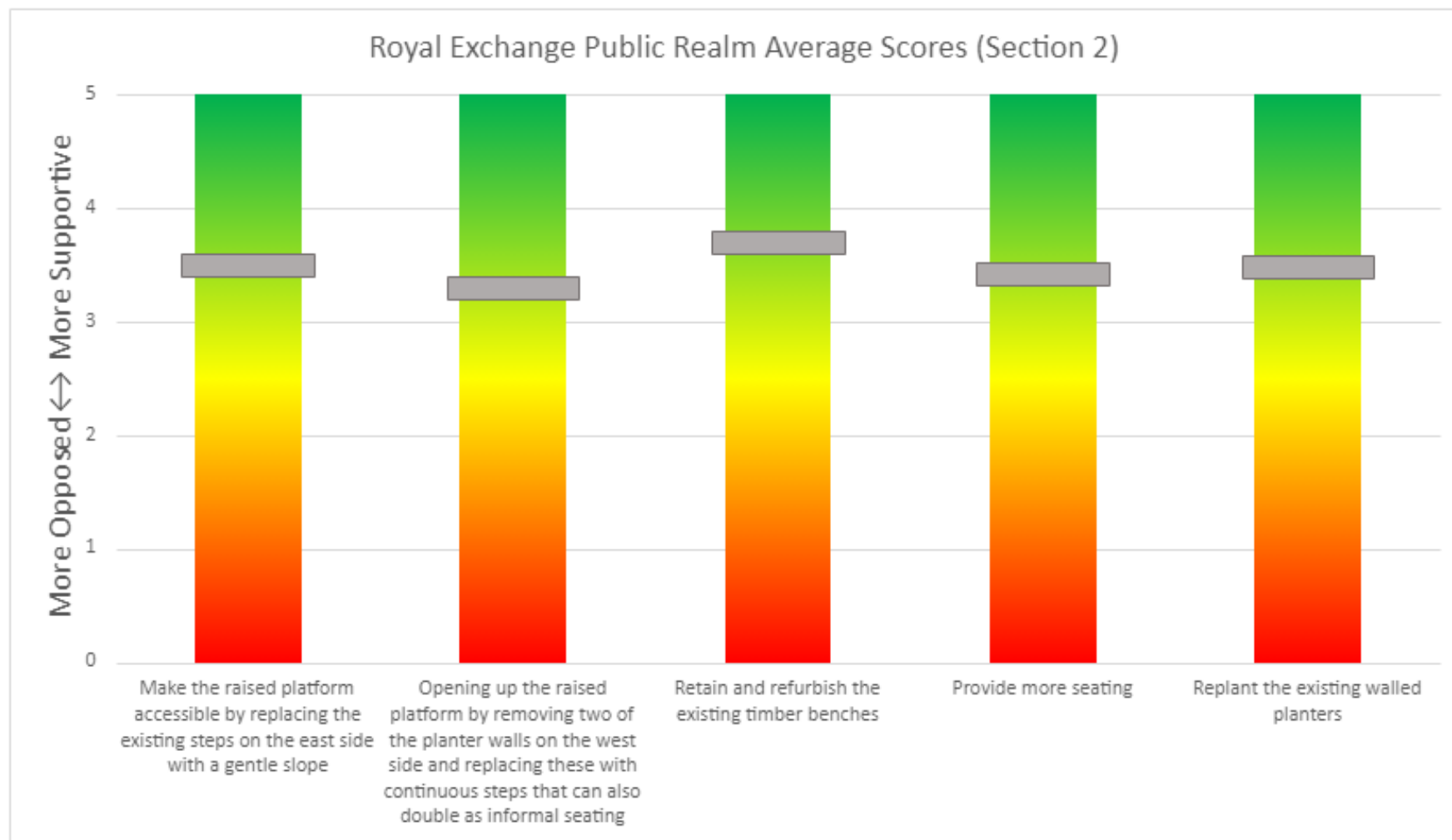


Image 3b: Royal Exchange – average score based on degree of support/opposition to each intervention (without taxi and private Hire driver and passenger mode responses)

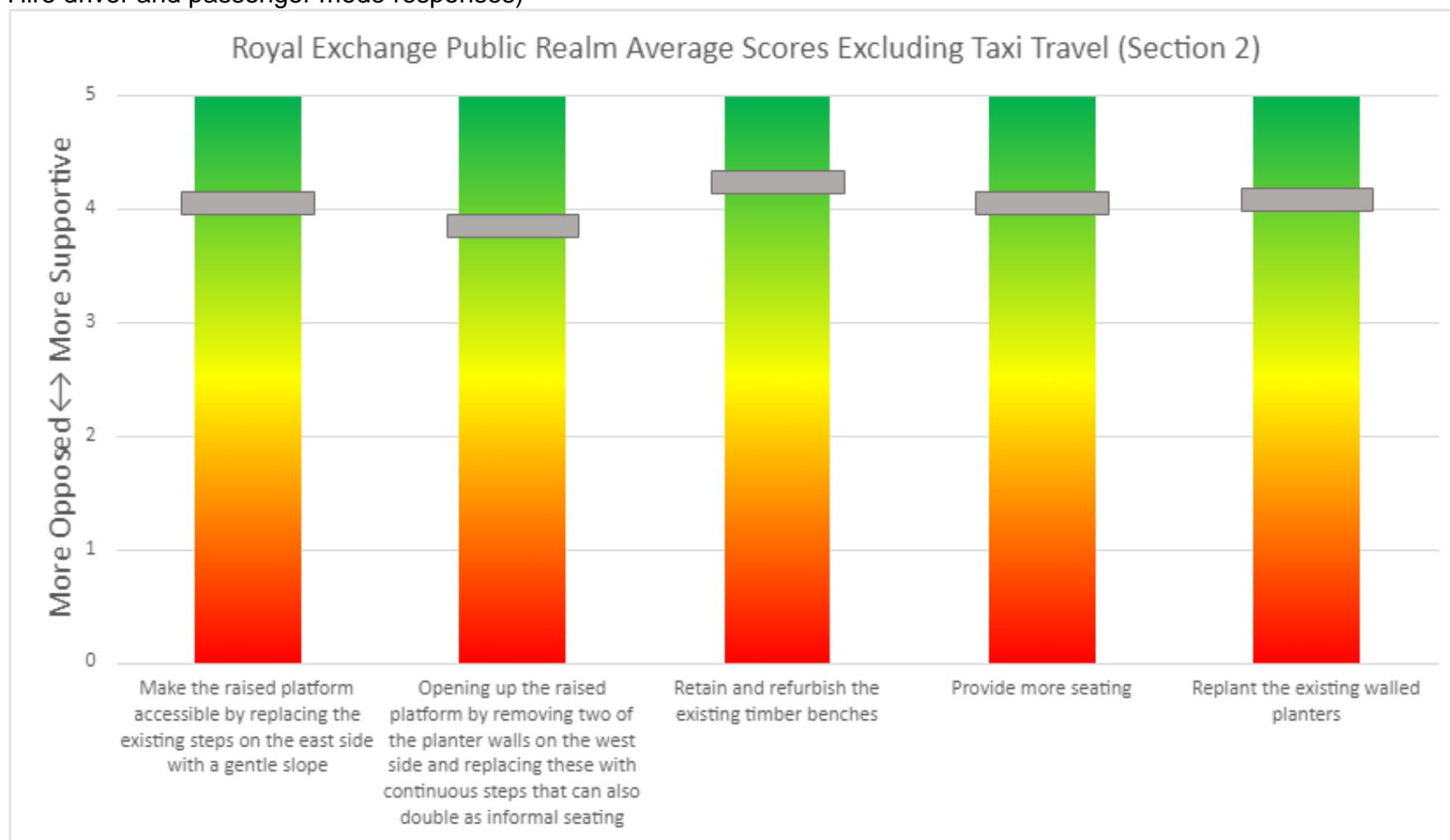


Image 4a: Other Spaces – average score based on degree of support/opposition to each intervention (all responses)

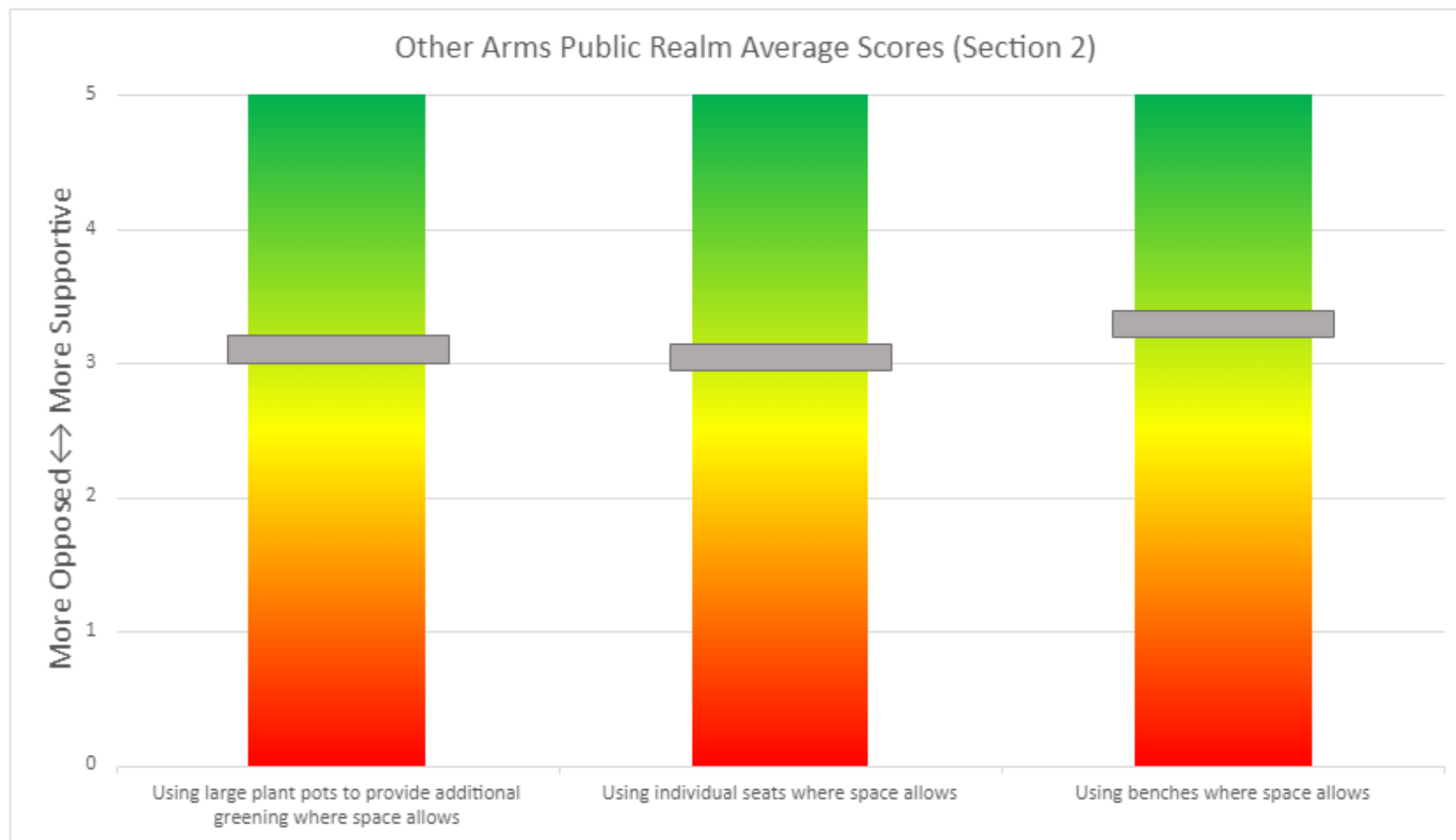


Image 4b: Other Spaces – average score based on degree of support/opposition to each intervention (without taxi and private Hire driver and passenger mode responses)

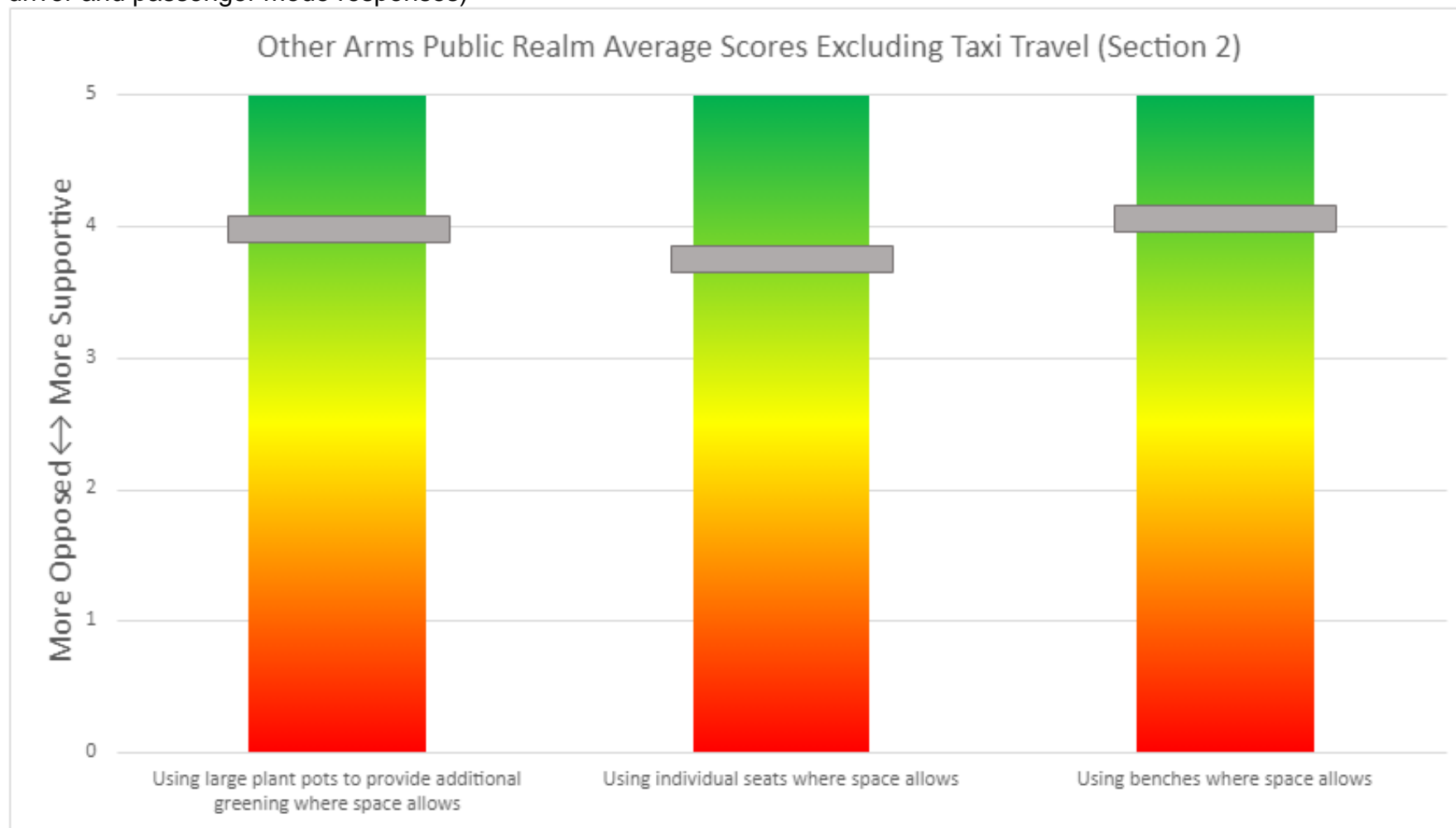


Chart A: Top five most commented themes (excluding negative, neutral and positive categorised comments) for each area.

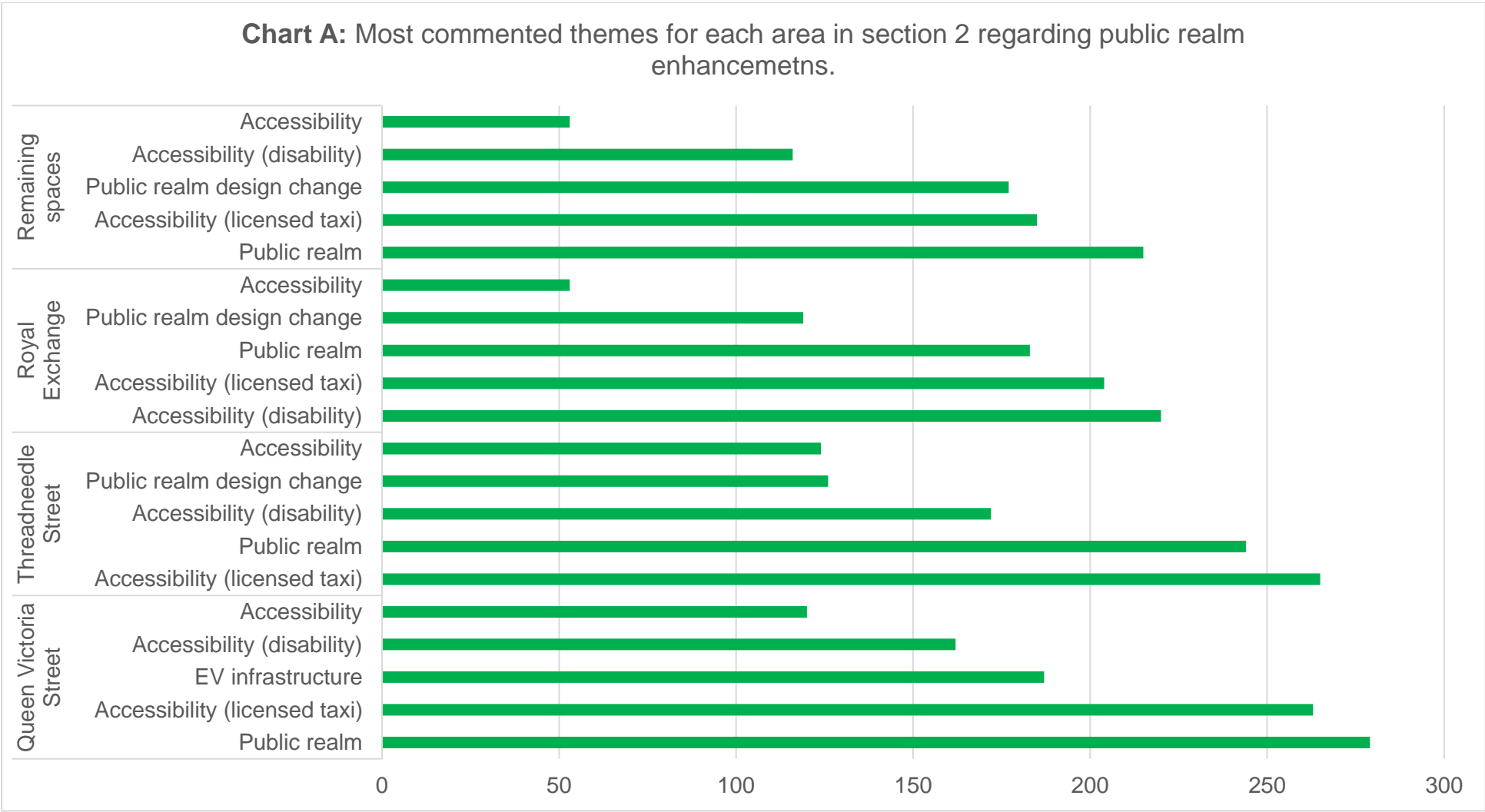


Table 9: Comments received in section 2, grouped together by theme for each area (all responses)

Comments by Theme	Queen Victoria Street	Threadneedle Street	Royal Exchange	Remaining Areas	Total Across Section 2
Accessibility	120	124	53	53	350
Accessibility (bus)	35	42	20	29	126
Accessibility (delivery vehicle)	8	12	7	9	36
Accessibility (disability)	162	172	220	116	670
Accessibility (electric vehicle)	9	3	0	4	16
Accessibility (emergency services)	8	13	5	3	29
Accessibility (licensed taxi)	263	265	204	185	917
Accessibility (motorcycle)	0	0	0	0	0
Bus routing	1	1	0	1	3
Congestion	75	83	39	42	239
Construction	0	1	0	0	1
Covid safety	3	6	2	3	14
Cycle safety	11	19	9	9	48
Electric taxi	6	7	4	1	18
EV infrastructure	187	3	2	0	192
Journey times	11	13	4	7	35

	Queen Victoria Street	Threadneedle Street	Royal Exchange	Remaining Areas	Total Across Section 2
Local business	27	38	12	12	89
Navigation	7	13	6	7	33
<i>Negative</i>	359	419	287	381	1446
<i>Neutral</i>	207	271	314	317	1109
<i>No response</i>	1962	1946	2223	2238	8369
Pedestrian safety	10	7	3	6	26
Pollution	53	46	16	15	130
<i>Positive</i>	91	81	112	53	337
Public realm	279	244	183	215	921
Public realm design change	77	126	119	177	499
Restriction timings	0	3	0	0	3
Ride hailing	2	2	2	0	6
Ridership	0	0	0	0	0
Safety	40	34	16	17	107
Separation of modes	18	25	5	6	54
Supporting data	16	13	4	1	34
Sustainable materials	1	1	1	0	3

Traffic flow design change	23	39	10	9	81
Travel expense	1	5	1	1	8
Vehicle reduction	31	7	3	1	42

Appendix 7:

All Change at Bank consultation survey (2021).

(Text only – web version contained images)

Introduction to the survey:

We are keen to understand what people think about the proposed changes at Bank Junction before any final decisions are made. A summary of the potential changes, who they would affect, and the anticipated benefits is provided in this survey. More detailed information is available in the plans and the presentation that support this consultation exercise. These can be downloaded using the links above. We encourage you to read through these before taking this consultation, also do not use Internet Explorer when taking this survey, please use an alternative internet browser.

We are then keen to know whether you support or oppose the proposals as outlined.

The survey is split into 5 sections:

- Section 1 covers the key proposed traffic changes. These have been developed as one package that aims to offer the greatest benefits with minimised impacts.
- Section 2 outlines the concept proposals for enhancing the new spaces if the proposals in Section 1 were to be approved.
- Section 3 seeks feedback on the proposals for changing a number of bus routes. (Transport for London will undertake a further consultation before these changes would be confirmed)
- Section 4 seeks views on, if it were possible and appropriate, changes to the timings of the restrictions and/or the mix of traffic allowed during those restricted times (on the approach arms of Cornhill, King William/Lombard Street and Poultry).
- Section 5 seeks a few details about you and your relationship with the Square Mile to help us better understand any specific impacts on particular groups, etc.

Key assumptions:

A number of temporary changes to the City's streets have been delivered by the City of London Corporation and Transport for London in response to Covid-19. The long-term status of these projects has not yet been determined, but some may be retained in their current or modified form. Any proposals for permanent changes will take account of the proposals for All Change at Bank and will be subject to the usual decision making and consultation processes.

* Required

Section 1 The key traffic changes

This section asks whether you support or oppose the proposals to reduce the number of approach arms into the junction for motor vehicles. This would simplify the layout of the junction and offer the opportunity to:

- Provide more space for people walking
- Make travel safer for all people passing through the area
- Improve air quality and reduce noise
- Provide more seating, greening and improve the quality of place (detailed in section 2)
- Across the area, pavements will be widened, making it more comfortable to walk by allowing space for people to pass each other more freely.
- Pedestrian crossings will be wider and shorter making it easier, quicker and safer to cross. Signalised crossings are retained.

Next, there will be a short summary of proposals and you will be asked whether overall you support or oppose those measures. At each stage you will have the opportunity to provide comments.

Section 1.1: Threadneedle Street

It is proposed to close Threadneedle Street to motor vehicles between the Bank Junction and the junction with Bartholomew Lane. This area would be for people walking and cycling only.

The proposals include:

- Clear separation between people walking and cycling, this would not be a shared space.
- Priority to cyclists in an eastbound direction at the junction with Bartholomew Lane as the cycle only facility ends.
- A raised crossing across the cycle facility, outside the main entrance to the Bank of England, to provide a step free access route to the Royal Exchange public space and to Cornhill for pick up and drop off.
- The signalised crossing where Threadneedle Street enters Bank Junction
- Widened pavements
- For resilience purposes, the carriageway for cycles will be wide enough to accommodate a motor vehicle lane if necessary, for agreed temporary periods of time.

1

Overall – do you support or oppose the proposal to remove motor vehicles on Threadneedle Street between Bank Junction and Bartholomew Lane to create a walking and cycling only area?

- ☐ Strongly support
- ☐ Support
- ☐ Neutral - I have no view either way
- ☐ Oppose
- ☐ Strongly oppose

2

Do you have any specific comments on the detail of this proposed change?

Section 1.2 Queen Victoria Street

It is proposed to only allow people cycling and walking to use the section of Queen Victoria Street between Bucklersbury and the Bank Junction. The proposals include:

Motor vehicles servicing Bucklersbury or Walbrook would still be able to access via Bucklersbury and exit in a westbound direction on Queen Victoria Street.

Bus services would no longer serve Queen Victoria Street in either direction between Queen Street and the Bank junction.

Moving the taxi rank, currently outside the Magistrates Court, further south- west (approximately 65 M) to where the existing bus stop is currently located.

A raised area of carriageway on the approach to the junction with Poultry, Walbrook and Mansion House Street to improve the ease of crossing this section for those who walk.

The formal pedestrian crossing alignment will be moved between the Manion House and the corner of Poultry

These changes would apply 24 hours a day, 7 days a week

3

Overall, do you support or oppose the proposal to make Queen Victoria Street between Bucklersbury and the Bank junction cycle only (as described above)?

- ☐ Strongly support
- ☐ Support
- ☐ Neutral - I have no view either way
- ☐ Oppose
- ☐ Strongly oppose

4

Do you have any specific comments on the detail of this proposed change?

Section 1.3 Princes Street

It is proposed to widen the pavement on Princes Street at the approach to the junction to provide more space for people exiting/entering the underground station and waiting at the crossing. This will reduce the carriageway to one lane. However two-way traffic movement will be retained and controlled by traffic lights. This change would require the number of motor vehicles using this section to be reduced 24 hours a day, 7 days a week.

It is proposed that:

- Only buses and cycles are allowed in a northbound direction.
- Buses, cycles and vehicles servicing Cornhill are allowed in a southbound direction
- Access for properties on Princes Street is retained from the north end of Princes Street, but unless accessing Cornhill, traffic must exit in a northbound direction at all times of day.
- It is proposed to keep the taxi rank currently at the north end of Princes Street where it is.
- These changes would apply 24 hours a day, 7 days a week

5

Overall, do you support or oppose the proposed changes to the operation of Princes Street?

- ☐ Strongly support
- ☐ Support
- ☐ Neutral - I have no view either way
- ☐ Oppose
- ☐ Strongly oppose

6

Do you have any specific comments on the detail of this proposed change?

Section 1.4 The remaining arms of the junction –

King William Street/Lombard Street, Cornhill and Poultry.

The proposals for these streets is to retain the Monday to Friday, 7am to 7pm timed restrictions and only allows buses and cycles during those hours.

In section 4 we are seeking views on some alternative options for the timing of restrictions on these arms and the mix of traffic allowed during these times. We will also ask if your answers in section 1 would change if any of these alternatives were subsequently proposed.

At this stage we cannot confirm whether it would be possible or appropriate to implement these alternatives. They are dependent on several other factors that may affect streets that surround Bank but are not yet finalised. The physical changes proposed do not prevent a later change to the timing of restrictions on these arms or the mix of traffic allowed during these times on these three approach arms.

Therefore, the current proposal for the King William Street/Lombard Street, Cornhill and Poultry arms of the junction is to retain the existing Monday to Friday, 7am to 7pm, bus and cycle only restrictions.

7

Overall, Do you support or oppose the proposals for retaining the existing timed restrictions of Monday to Friday 7am to 7pm for buses and cycles only on King William/Lombard Street, Cornhill and Poultry as described above?

- ☐ Strongly support
- ☐ Support
- ☐ Neutral - I have no view either way
- ☐ Oppose
- ☐ Strongly oppose

8

Do you have any specific comments on the detail of this proposed change?

Section 1.5

IF you have indicated that you oppose or are neutral to some elements described in the previous four questions then please answer the following question.

IF you have consistently supported or strongly supported the elements described in the previous four questions then please move to the next section

9

If the proposals can only be delivered as a complete package as described above, overall, would you support or oppose the proposals.

- ☐ Strongly support
- ☐ Support
- ☐ Neutral - I have no view either way
- ☐ Oppose
- ☐ Strongly oppose

Section 2: Enhancing the area

This section looks at what further improvements could be achieved if the proposals outlined in section 1 are implemented. Existing materials will be reused wherever possible, and new york stone is intended to be used where pavements are widened.

There will be a need to provide some street furniture to protect the spaces, such as bollards and/or planters. These will be placed to avoid obstructing people walking.

The questions below seek feedback on proposals for three areas of change and some overall design principles. Please note that it may not be possible to deliver all the enhancements outlined below within the existing budget. Technical constraints are also still being investigated and may influence the final design. Feedback from the survey will help inform which elements should be prioritised.

Next there will be a short summary of proposals and you will be asked how far you agree or disagree with those measures. At each stage you will have the opportunity to provide comments

A larger version of the plan detailing the proposed changes can be found here: <https://city-of-london.citizenlab.co/en/projects/all-change-at-bank> (<https://city-of-london.citizenlab.co/en/projects/all-change-at-bank>)

Section 2.1 - Queen Victoria Street

Removing the majority of motor vehicle movements between Bucklersbury and the junction offers the opportunity to widen the pavement. This area is less heavily used by people walking and so offers the opportunity to incorporate greening and seating that could provide a quiet space for people to stop and rest.

10

How far do you agree or disagree with implementing each of the enhancements below, if possible, in relation to Queen Victoria Street.

	Strongly agree	Agree	Disagree	Strongly disagree	Neutral
New street trees	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Ground level planting on the south side of the street	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Seating on both sides of the street	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Increase the number of cycle racks outside the Magistrates Court on Queen Victoria Street	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provide a charging point for electric Vehicles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

11

Please provide any comments you might have on the detail of these proposed enhancements

Section 2.2 - Threadneedle Street

With the proposed complete removal of motor vehicles from this section of Threadneedle Street, it offers the opportunity for:

more space for people walking and a dedicated route for people cycling.

This would not be a shared space.

There would be a pedestrian crossing point across the cycle facility linking to the Royal Exchange space.

Wider pavements offer the opportunity for some greening, street trees and seating

12

How far do you agree or disagree with implementing each of the enhancements below, if possible, in relation to Threadneedle Street?

	Strongly agree	Agree	Disagree	Strongly disagree	Neutral
New street trees	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Seating near Bartholomew Lane	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Using large plant potsto provide additional greening where spaceallows	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Using the wider pavement outside the Royal Exchange building (north face) near Bartholomew Laneto provide space for moveable tables and chairs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

13

Please provide any comments you might have on the detail of these proposed enhancements

Section 2.3 - Royal Exchange

It is proposed to enhance the area in front of the Royal Exchange, including making it more accessible for people with mobility issues, including wheelchair users and people with prams or pushchairs.

New planting, and refurbished and additional seating is proposed to provide an area where people can stop and rest, and be able to enjoy the historic surroundings.

14

The enhancements proposed are listed below. How far do you agree or disagree with implementing each of these, if possible, in relation to the Royal Exchange area?

	Strongly agree	Agree	Disagree	Strongly disagree	Neutral
Make the raised platform accessible by replacing the existing steps on the east side with a gentle slope	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Opening up the raised platform by removing two of the planter wallson the west side and replacing these with continuous steps that can also double as informal seating	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Retain and refurbish the existing timber benches	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provide more seating	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Replant the existingwalled planters	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

15

Please provide any comments you might have on the detail of these proposed enhancements

Section 2.4 - Other Areas

In addition to the three spaces above the focus of providing wider pavements is to facilitate the movement of people. However, there may be room to provide some seating and to extend the greening across the junction in some sections. The greening is likely to be in the form of large plant pots, but would need to be balanced with the need for people to walk comfortably and the provision of other necessary street furniture.

16

How far do you agree or disagree that this approach above for the areas that link the three spaces is appropriate?

	Strongly agree	Agree	Disagree	Strongly disagree	Neutral
Using large plant potsto provide additional greening where spaceallows	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Using individual seatswhere space allows	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Using benches wherespace allows	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

17

Please provide any comments you might have on the detail of these proposed enhancements

Section 3 - Bus routes

The proposals to change the way traffic moves through Bank, does mean that some bus routes would need to be changed. We would try to keep routes running as close to Bank and their original routes as possible.

There are four-day bus routes that would need to be changed if the proposals went ahead -routes 8, 11, 26 and 133. Also, there are five-night routes that would need to be changed – N8, N11, N26, N133 and N242

Routes 8 and N242 (<https://city-of-london.citizenlab.co/en/projects/all-change-at-bank>) are proposed to run east and westbound along Cornhill rather than Threadneedle Street. They would then join Bishopsgate at the junction with Cornhill/Leadenhall Street and re-join their current routing. The 8 and N242 would continue to serve Cheapside and Poultry as they currently do.

Routes 11, N11, 26 and N26 (<https://city-of-london.citizenlab.co/en/projects/all-change-at-bank>) currently travel along Queen Victoria Street between Cannon Street and Bank junction. With the proposal to close the top end of Queen Victoria Street to motor vehicles, these routes would instead use Queen Street and Poultry. They would then pass across the junction and travel along Cornhill and join Bishopsgate to resume the current routing.

[Note that TfL have previously made changes to Route 11 so that it no longer uses Old Broad Street between Threadneedle Street and London Wall and instead uses Bishopsgate and Wormwood Street towards/From Liverpool Street Station.]

Route 133 and N133 (<https://city-of-london.citizenlab.co/en/projects/all-change-at-bank>) is the only route that is not proposed to continue through Bank Junction. Instead of using Old Broad Street, Threadneedle Street and King William Street to/from London Bridge, the route would travel along Wormwood Street, Bishopsgate and Gracechurch Street to/from London Bridge.

All other bus services that cross Bank junction are not proposed to be modified as part of this proposal.

Further detail on these proposed changes including maps and diagrams, can be found on the consultation homepage.

18

Do you use any of these services that are proposed to be changed?

	Yes, regularly (at least once a week)	Yes, occasionally (at least once a month)	Yes, though not very often (less than once a month)	No, I do not use the bus service
8	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
11	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
26	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
133	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
N11	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
N26	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
N133	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
N242	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
N8	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

19

Do you think these changes as outlined would have a positive, negative or neutral impact on your journey?

- ☐ Positive
- ☐ Neutral
- ☐ Negative

Do you have any specific comments on the detail of the proposed route changes?

Section 4 - Timing and traffic mix restrictions

At this time, we are proposing to retain the 7am-7pm, Monday to Friday, bus and cycle only restriction on Cornhill westbound, King William /Lombard Street, and Poultry as part of the All Change at Bank proposals.

However, we know that some street users would like to see alternative options for the timing of restrictions on these arms or the mix of traffic allowed during these times. Whilst, at this stage, we cannot confirm whether it would be possible, or appropriate, to implement these alternatives, we are keen to understand more about what alternatives people might like to see. Whether any of these alternatives could be developed further is dependent on several other factors that may affect streets that surround Bank, but are not yet finalised.

Responses to the questions below will help us understand if there is an appetite for change in either extending the timing of the restrictions or the types of vehicles that are restricted. The physical changes proposed do not prevent a later change to the timing of restrictions on these three arms, or the altering of the traffic mix during these times.

21

Options, including keeping it as it is, for the timing and traffic mix restrictions on Cornhill westbound, King William/Lombard Street and Poultry are listed below. How far do you agree or disagree with each of these?

	Strongly agree	Agree	Disagree	Strongly disagree	Neutral
Extend the operating hours of the restrictions to include Saturday and Sunday, and remain bus and cycle only	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Extend the operating hours to the restrictionsto include Saturday andSunday but permit Licensed London taxis too	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Extend the operating hours to the restriction to include Saturday and Sunday but permit an alternative vehicle along with the busesand cycles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Extend the operatinghours to later in the evening on a weekday but remain bus and cycle only	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Extend the operatinghours to later in the evening on a weekday but permit Licensed London taxis too	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Extend the operating hours to later in the evening on a weekday but permit an alternative vehicle withbuses and cycles	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Permit Licensed Londontaxis during the proposed restricted times on the Cornhill (westbound), King William Street andPoultry arms	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Keep the timing and traffic mix as proposed	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

22

If you selected "permit an alternative vehicle" to question 21, please specify which vehicle type(s), you would permit

- ☐ Licensed London Taxis
- ☐ Private Cars and vans
- ☐ Motorcycles

☐

Other

23

Do you have any other specific comments regarding the above suggestions or any other options you think we should consider?

As we have outlined, we are not currently proposing a different timing or traffic mix at this stage and the proposal is to retain the Monday to Friday 7am to 7pm buses and cycles restriction on King William street/Poultry and Cornhill (westbound).

However, given your answers in question 21 it would be useful to understand whether a subsequent change to the timing or traffic mix would change your support or opposition to the proposals outlined in section 1 (to further restrict motor vehicle traffic movement on Queen Victoria Street, Princes Street and Threadneedle Street).

24

Would your level of support/opposition for the proposals set out in Section 1 change if later it was proposed to change the traffic mix allowed during the restricted hours from only buses and cycles?

- ☐ Yes
- ☐ No

25

What would your level of support be?

- ☐ Strongly support
- ☐ Support
- ☐ Neutral - I have no view either way
- ☐ Oppose
- ☐ Strongly oppose

26

Would your level of support/opposition for the proposals set out in Section 1 change if the hours of operation were later to be extended in some way?

- ☐ Yes
- ☐ No

27

What would your level of support be?

- ☐ Strongly support
- ☐ Support
- ☐ Neutral - I have no view either way
- ☐ Oppose
- ☐ Strongly oppose

Section 5 - About you

So that we can understand trends within responses we would like to ask you a few questions about you, the way you travel to and within the City and the main purpose of your visits.

28

What is your primary mode of travel to/from the City? (please select one answer only)

- ☐ Walk
- ☐ Taxi or private hire vehicle driver
- ☐ Rail or underground
- ☐ Taxi or private hire vehicle passenger
- ☐ Bus
- ☐ Car
- ☐ Cycle
- ☐ Motorcycle
- ☐ Van
- ☐ Not applicable / other
- ☐ River

29

Once in the City, how do you normally travel around? (choose as many as you like)

- ☐ Walk
- ☐ Taxi or private hire vehicle driver
- ☐ Rail or underground
- ☐ Taxi or private hire vehicle passenger
- ☐ Bus
- ☐ Car
- ☐ Cycle
- ☐ Motorcycle
- ☐ Van
- ☐ Not applicable / other
- ☐ River

30

Do you usually travel with dependents into/around the city?

☐ Yes

☐ No

31

Please state the category of the dependents.

☐ Children under 5

☐ Children between 6 and 10

☐ Children between 11 and 16

☐ Adult requiring care or assistance

☐

Other

32

Prior to the Covid-19 pandemic, how often did you pass through / go close to the Bank Junction area?

☐ Daily (7 days)

☐ Weekdays only, 1-3 days

☐ Weekday only, 4-5 days

☐ Weekends only

☐ 1-5 times a month

☐ 1-5 times a quarter

☐ 1-5 times a year

☐ I've never been to Bank Junction

33

When rules allow, how often do you anticipate passing through/close to the Bank Junction Area?

- ☐ Daily (7 days)
- ☐ Weekdays only, 1-3 days
- ☐ Weekday only, 4-5 days
- ☐ Weekends only
- ☐ 1-5 times a month
- ☐ 1-5 times a quarter
- ☐ 1-5 times a year
- ☐

Other

34

What is your relationship to the Square Mile?

- ☐ I live in the Square Mile
- ☐ I'm a worker in the Square Mile
- ☐ I'm a visitor for the business
- ☐ I'm a visitor for leisure
- ☐ I'm a student
- ☐ I'm in a Livery Company
- ☐ I'm a business owner in the Square Mile
- ☐

Other

35

Are your responses to this survey your own views, or are you responding on behalf of an organisation or group?

- ☐ Individual (please answer Q36)
- ☐ Organisation (please answer Q37)

36

Please would you provide an email address for us to confirm the submission of this survey.

37

Please provide your name, the organisation's name, your position within the organisation and any contact details below. *

38

What is your age?

- ☐ 10-18
- ☐ 19-29
- ☐ 30-44
- ☐ 45-60
- ☐ 61-74
- ☐ 75+
- ☐ Prefer not to say

39

Do you have a disability?

Under the Equality Act 2010, a person is considered to have a disability if she/he has a physical or mental impairment which has a substantial and long-term adverse effect on her/his ability to carry out normal day-to-day activities.

- ☐ Yes
- ☐ No
- ☐ Prefer not to say

Do you have any of the following conditions which have lasted or expected to last for at least 12 months? (select those that apply)

- ☐ Hearing loss or deafness
- ☐ Vision loss or blindness
- ☐ Learning difficulties
- ☐ Developmental disorder
- ☐ Mental ill health
- ☐ Long term illness
- ☐ Physical disability
- ☐ Speech or language disability
- ☐ Prefer not to say
- ☐
- Other

Ethnicity

- ☐ White - British
- ☐ White - Irish
- ☐ White - Irish Traveller/Gypsy/Roma
- ☐ White - European
- ☐ Black - British
- ☐ Black - African
- ☐ Black - Caribbean
- ☐ Asian - British
- ☐ Asian - Indian
- ☐ Asian - Pakistani
- ☐ Asian - Bangladeshi
- ☐ Chinese
- ☐ White and Black African
- ☐ White and Black Caribbean
- ☐ White and Asian
- ☐ Prefer not to say
- ☐
- Other

42

Are you pregnant?

- ☐ Yes
- ☐ No
- ☐ Prefer not to say

43

Have you had a baby in the last 12 months?

- ☐ Yes
- ☐ No
- ☐ Prefer not to say

44

How did you hear about the consultation?

- ☐ Email
- ☐ Instagram
- ☐ Twitter
- ☐ LinkedIn
- ☐
- Other

Thank you for taking the time to complete this survey. Your feedback is appreciated.

If you would like to keep updated with information on the progress of this project, then please email the project team and we will add you to the contacts list – allchange@cityoflondon.gov.uk (<mailto:allchange@cityoflondon.gov.uk>).

Appendix 8:

Business and organisational responses summary

As of 26 August 2021 – the current position of level of support/opposition following further discussions around the original responses

Number of businesses/organisation response	Support (including those who had comments that have been resolved)	Oppose	No objection or would support with changes addressed (not yet resolved)	Just comment
23	10	7	4	2

	Business/or organisation	Location/represents	Support/oppose (status at 26 August 2021)	Summary of original response received
1)	The Cad and The Dandy	Birchin Lane/ Retail	Oppose	Planned road changes damaging to the City. Would like to kept informed
2)	City Property Association	On behalf of membership body of owners, investors, professional advisors and developers of real estate in the City (150 companies)	Support	Support changes to make area safer, healthier and more attractive to visitors. Would like to see even more ambition for reducing traffic and opening up public space.
3)	Cheapside Business Alliance	On behalf of hundreds of businesses they represent in the area	Support	Support improvement and enhancement of local environment and accessibility improvements. Note that some businesses in the immediate area have concerns about access for customers and therefore encourage greater communication (will assist with this)

4)	London Cycling Campaign	On behalf of 11,000 paid members and everyone who cycles in Greater London	Support	Support proposals to improve safety, comfort of use and amenity. Encourage further restriction of motor traffic to create more space for people walking and cycling. Detail comments on design
5)	London Travel Watch	Statutory Watchdog representing transport users in and around London	Support – with comments	Support improvement of pedestrian environment to facilitate walking and the make access to public consultation more attractive. Raised concerns about bus services being removed from Queen Victoria Street and Threadneedle Street, relocation of taxi bay away from junction. (City update: <i>-the issues raised are part of the evolving design- the impact, distances to new bus stops etc will be clearly communicated in the Gateway 5)</i>)
6)	London Taxi Drivers Association (LTDA)	Represents greater than 50% of London's Licensed Taxi Drivers	Oppose	Proposals will make area difficult to navigate for licensed taxis and passengers. In combination with A10 restrictions. Need to consider cumulative impact of all changes and impact on taxis. Would like taxi access to King William Street, Lombard Street, Cornhill, Princes Street and Poultry. Concerned that restrictions will limit accessibility for vulnerable users. Support objectives of project including making area safer for pedestrians, providing a welcoming environment and improving air quality and believe these objectives can be achieved by granting taxi access to certain arms of the junction.
7)	Sustrans	Charity representing people that walk and cycle	Support	Support proposals to enable walking and cycling and supporting efficient movement of people and goods around the city. Urged to be bolder in terms of extending restrictions. Need to consider equalities implications for access and safe movement.

8)	Bloomberg	Occupier on Queen Victoria Street	<i>Holding objection</i>	<p>Raised some concerns about access issues regarding future maintenance of the building.</p> <p><i>(City update: awaiting confirmation that the holding objection has been rescinded – discussion have been ongoing and points addressed)</i></p>
9)	Rothschild	Occupier on St Swithins Lane	Concern raised about access	<p>Access to New Court will be difficult from the east.</p> <p>No further comment was made or indication of support or opposition</p> <p><i>(City update: contacting Rothschild to discuss access concerns further. Daytime access routing is not changed.)</i></p>
10)	Transport for London		Support – with comments	<p>Comments relate to bus journeys and resilience of the network:</p> <ul style="list-style-type: none"> • Three additional night routes not included in the City's consultation require consultation. • broadly satisfied with the proposed routeing options and will continue to work with the Corporation to reduce the impact on bus passengers. • A concern was also raised by TFL regarding the resilience of the network, for planned and emergency works. • consider design interventions that could allow for these types of planned and unplanned uses. <p><i>(ongoing discussion – points raised have been discussed. Continuing to work on the bus routing and consultation work to minimise impacts)</i></p>

11)	The Ned Hotel	Occupier on Poultry/Princes Street	Supportive if specific concerns are addressed	<p>Support in principle contingent upon the following concerns being addressed:</p> <ul style="list-style-type: none"> • Access to loading bay in St Mildred Court during restriction hours • Provision of a taxi rank on Poultry • Pick up and drop off on Poultry is inconvenient, wants access across the junction <p><i>(City update: the changes proposed do not change the access to Poultry and so the project does not need to mitigate a specific impact in this location. Ongoing discussion as to how this can be resolved and will be reported at Gateway 5)</i></p>
12)	United Cabbies Group	Response on behalf of its members (Licensed Taxi Drivers)	Oppose	<p>Diversions increase journey time and cost for passengers. Impact on people with protected characteristics should be considered; Legal status of taxis as form of public transport which is currently focus of legal challenge on Bishopsgate</p>
13)	Worshipful Company of Drapers	Livery Company located at Throgmorton Avenue	Comment	<p>Positive around consultation.</p>
14)	Worshipful Company of Mercers	Livery Company located at Fredericks Place	No objection	<p>No issues with proposals but believe junction should be open to all electric vehicles. Concerns about lack of coherence between Bank proposals and temporary (COVID) traffic management schemes. Without this believe consultation to be flawed</p>
15)	Buro Happold Ltd	Business located in Westminster	Support	<p>Welcomed the prioritisation of people walking or cycling through the area and requested cycle lanes are designed to London Cycling Design Standards.</p> <p>Would support making the restrictions 24/7. Requested more urban greening, planting and sustainable drainage solutions to soften the space.</p>

16)	Royal Exchange	Representing the freehold and businesses within the building	Supportive (if specific concerns are addressed)	<p>Raised some specific issues around security, tables and chairs, tree placement and maintenance, and sought clarification on some of the details.</p> <p><i>(City update: concerns have been addressed and continuing dialogue as the finer detail of the design develops)</i></p>
17)	Unite the Union	From the survey Representing Taxi drivers of Unite.	oppose	<p>Commented that they campaign for where buses go taxis go, as they are part of the public transport system.</p> <p>Vehicles are recognisable wheelchair accessible and with other assistance features. Want access to be able to get passengers where they want to go.</p> <p>Recognised that areas of Bank are busy with pedestrians and that there are safety aspects but questioned volume of people now post COVID -19.</p> <p>Taxis co-exist with buses on many roads and have a good safety record. Also highlighted that there are far fewer licensed taxis post pandemic.</p> <p>Would like taxis to be permitted to drive with the buses through Bank junction. Suggested a trial of the arrangement to see what happens.</p>

18)	Director GH CITYPRINT	From survey City business – Middlesex Street	oppose	<p>Wanted consideration of electric servicing vehicles to have access and for better consideration of businesses in the area and how they are serviced</p> <p>In general ,supported the public realm enhancements and felt that more electric charging points are needed.</p> <p>Suggested pedestrianising Bank Junction with buses being rerouted around the outside.</p>
19)	London Living Streets	From survey National charity for everyday walking	support	<p>The changes at Bank which were made a few years ago have been hugely successful but were cautious.</p> <p>People are becoming more used to visiting the City for non-work uses and that there are opportunities to cater for those people as well as those who work to keep them safe.</p> <p>Proposed that during the weekdays the timings are in operation from 7am to 10pm to keep those who are working in the City safer longer and also maintain the restrictions on motor traffic at weekends (7am to 7pm).</p>
20)	Motorcycle Action Group	From survey London rep - is a Riders' Rights Organisation that champions and promotes motorcycling in the UK	oppose	<p>Concerns of congestion on alternative routes.</p> <p>Questioned the data used to support the proposals regarding cycling numbers, and that this road space could be used by others.</p> <p>No provision for motorcyclist given in the design – but believes that they are an environmental form of transport.</p> <p>Would like to see motorcycles have access.</p>

21)	Future Transport London	From survey Formerly London branch of the Campaign for Better Transport	support	<p>Commented that it would make the area much better for pedestrians but not appropriate to attract drivers wishing to charge electric cars</p> <p>And that they felt that it was good that it clears areas for pedestrians with minimal effect on the bus routes.</p>
22)	Dutch Church	From survey Church on Austin Friars	Supports	Indicated support through the survey questions but provided no additional comments
23)	Freedom for Drivers Foundation	From survey A body that aims to educate the public about the benefits of road vehicles	oppose	<p>Commented that this is a major road and a key part of the road network and should not be closed to vehicles.</p> <p>The timing restrictions effectively mean a closure of Bank junction to vehicles which is unreasonable.</p> <p>Would support if private cars and vans were allowed access</p>

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Appendix 9: Bus Route plans

This appendix contains diagrams of the proposed routing for bus services which would no longer be able to travel along Threadneedle Street, Old Broad Street or Queen Victoria Street if the All Change at Bank project proceeds.

Diagram	Title
Image 1	Route plan 8/N8 and N242 (consulted)
Image 2	Route plan 11/N11 and 26/N26 (consulted)
Image 3	Route plan 133/N133 (consulted)
Image 4	To be consulted: Route plan N21
Image 5	To be consulted: Route plan N550
Image 6	To be consulted: Route plan N551

Proposed changes to bus routes 8 / N8 / N242

Key

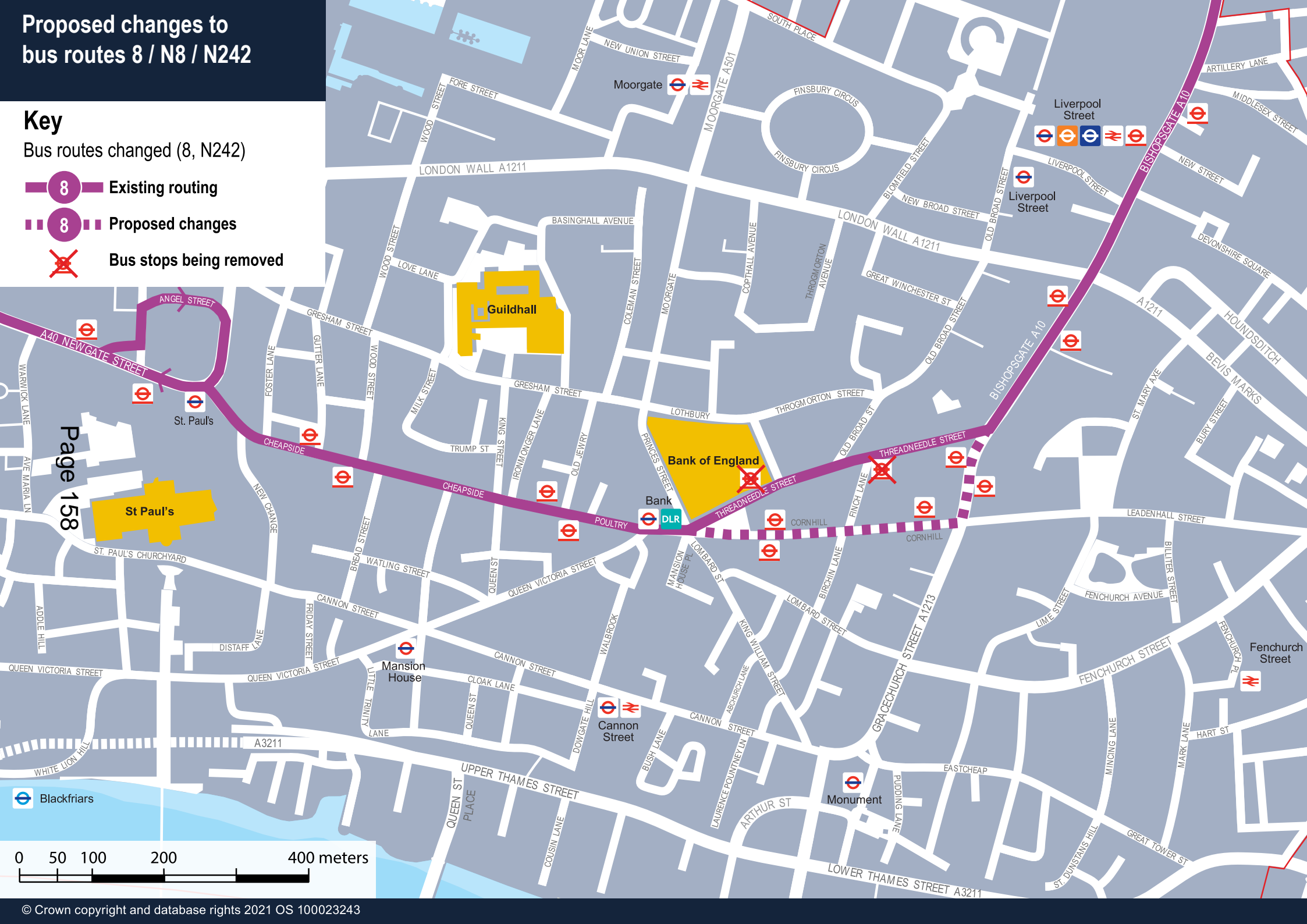
8

Existing routing

8

Proposed changes

Bus stops being removed



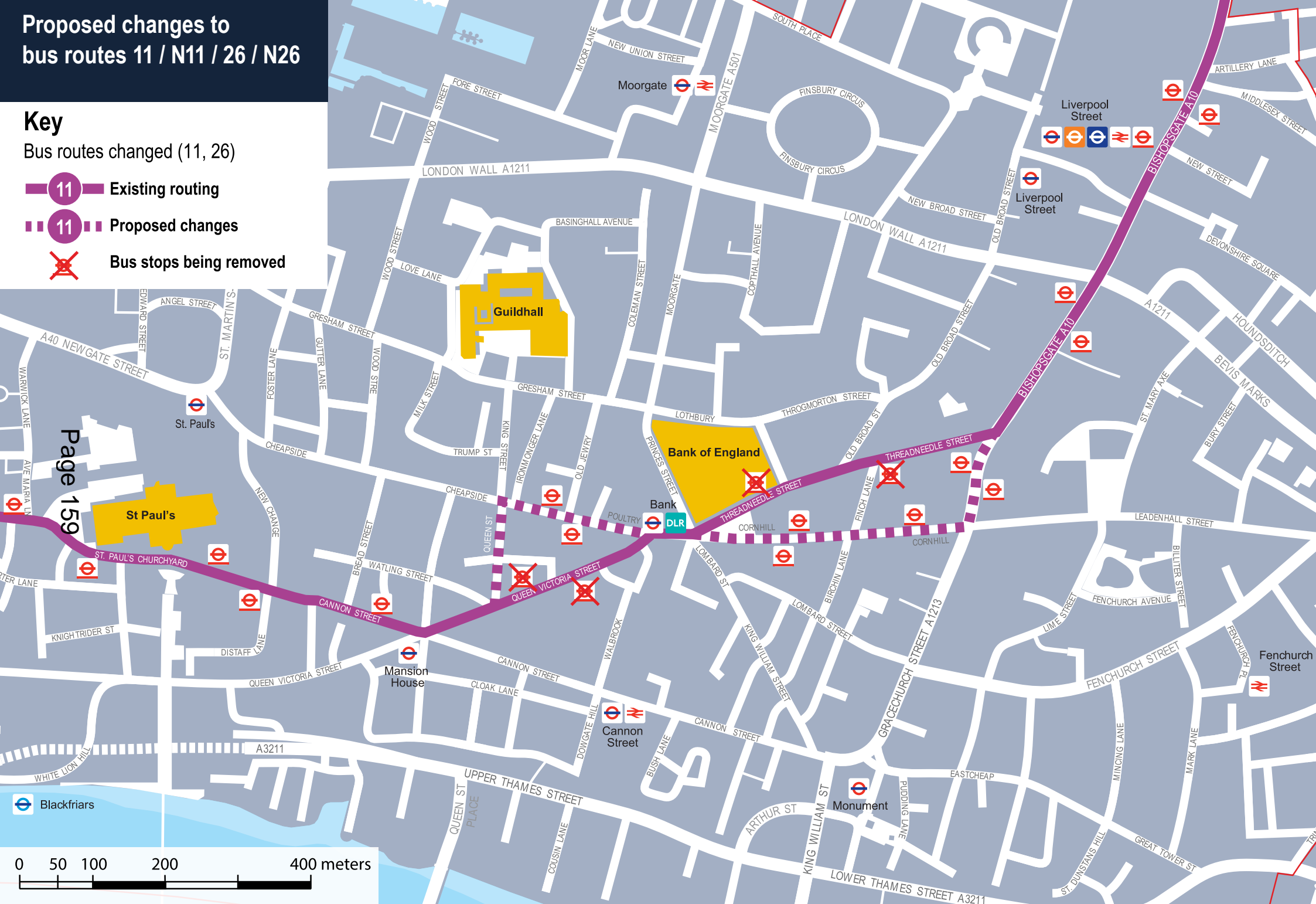
Proposed changes to bus routes 11 / N11 / 26 / N26

Key

Bus routes changed (11, 26)

11 Existing routing

11 Proposed changes

 **Bus stops being removed**

Proposed changes to bus routes 133 / N133

Key

Bus routes changed (133)

133

Existing routing

133

Proposed changes

X

Bus stops being removed

The map displays the central area of London, focusing on the route between Moorgate and Liverpool Street. Key features include:

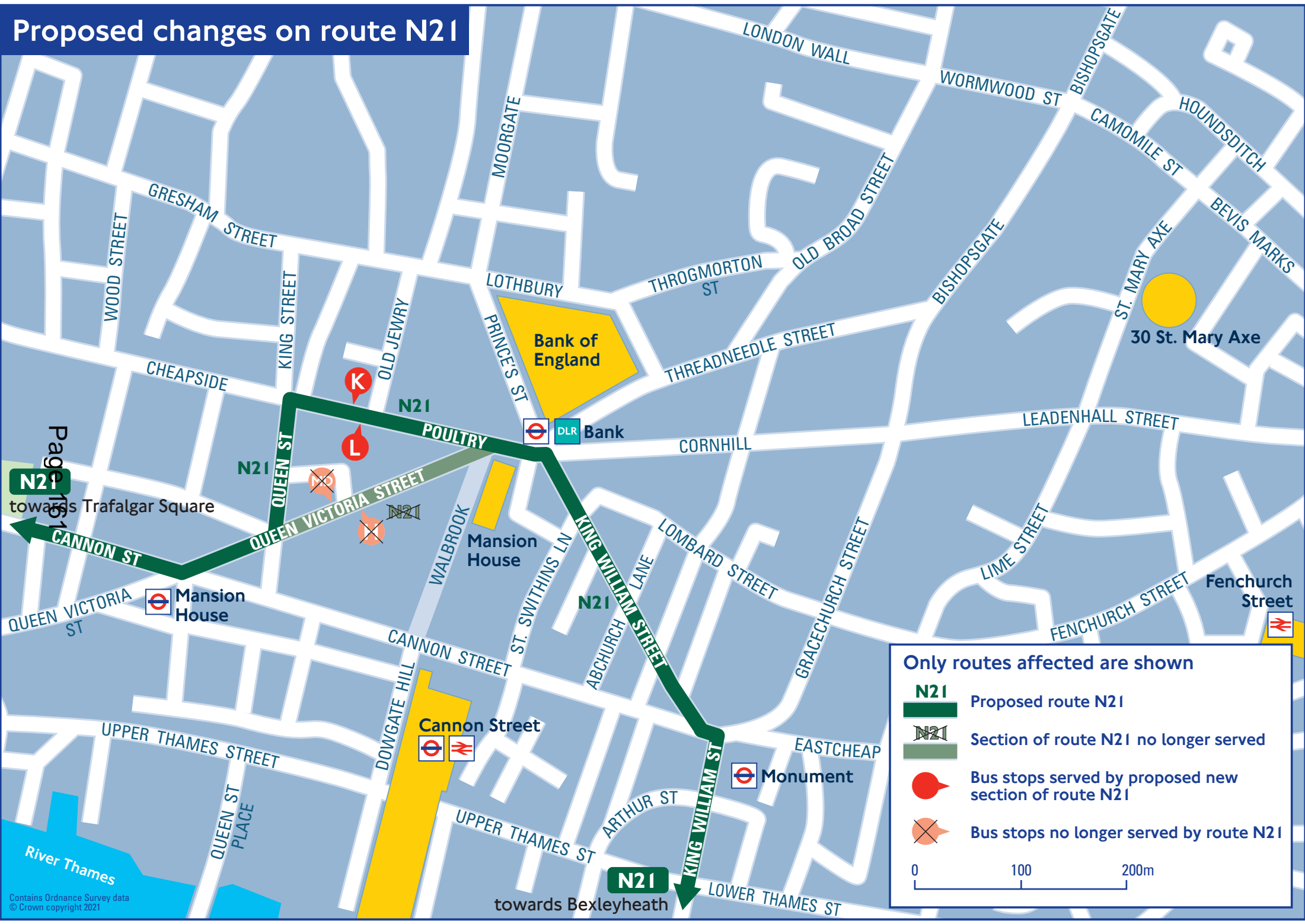
- Existing Routing (Solid Purple Line):** Moorgate -> Bank -> Cornhill -> Monument -> Liverpool Street.
- Proposed Changes (Dashed Purple Line):** Moorgate -> Bank -> Cornhill -> Monument -> Bishopsgate -> Liverpool Street.
- Bus Stops Being Removed (Red X):** Bank, Cornhill, Monument, and several stops along Old Broad Street and Bishopsgate.
- Landmarks and Streets:** Guildhall, Bank of England, St Paul's, Mansion House, Cannon Street, Monument, Liverpool Street, Moorgate, Finsbury Circus, and various streets like London Wall A1211, Old Broad Street, and Bishopsgate A10.
- Transportation Icons:** Blackfriars, DLR, and various bus stop icons.

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0 50 100 200 400 meters

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Proposed changes on route N21

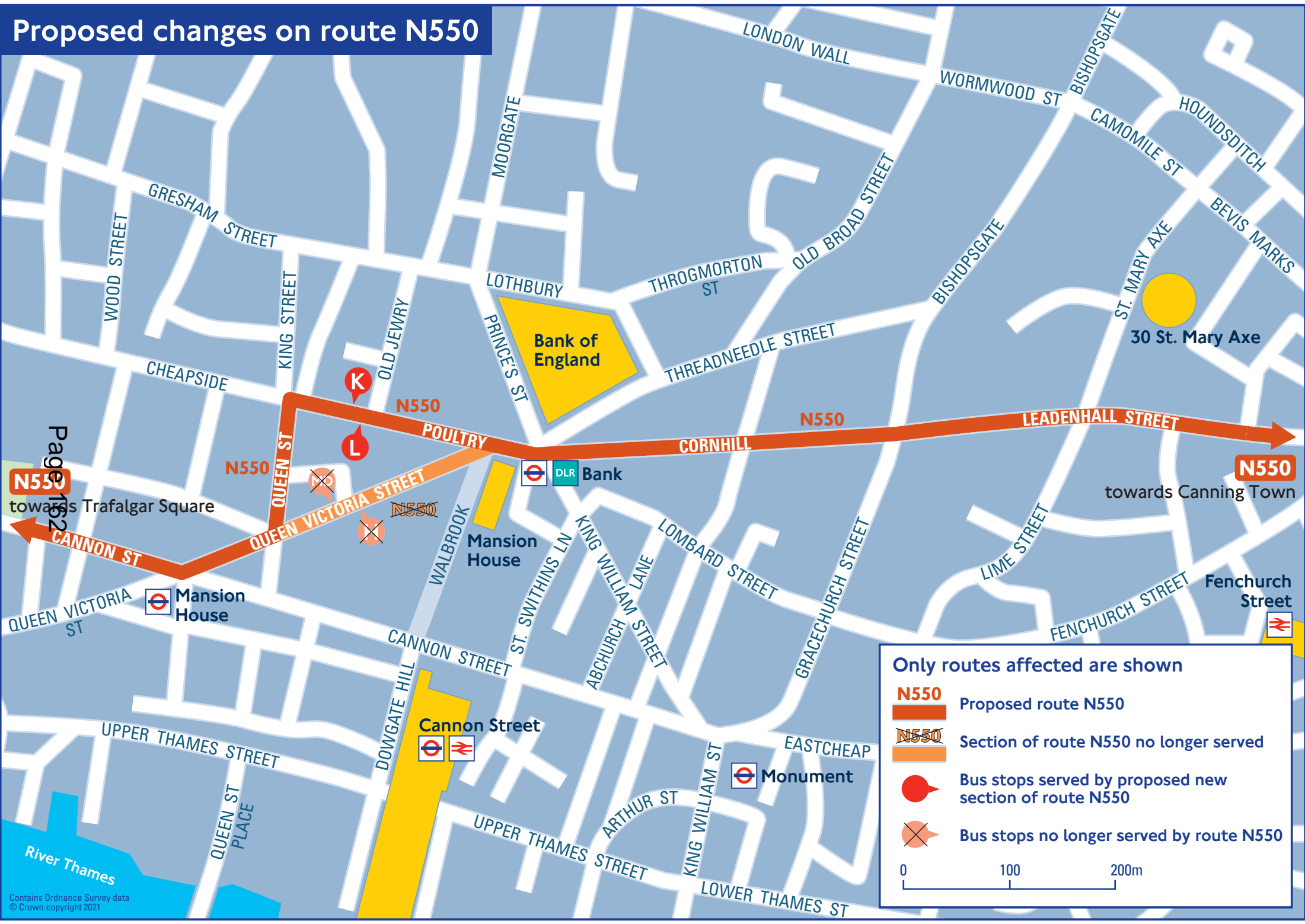


Only routes affected are shown

- N21** Proposed route N21
- N21** Section of route N21 no longer served
- Bus stops served by proposed new section of route N21
- Bus stops no longer served by route N21

0 100 200m

Proposed changes on route N550



Page 152
towards Trafalgar Square

30 St. Mary Axe

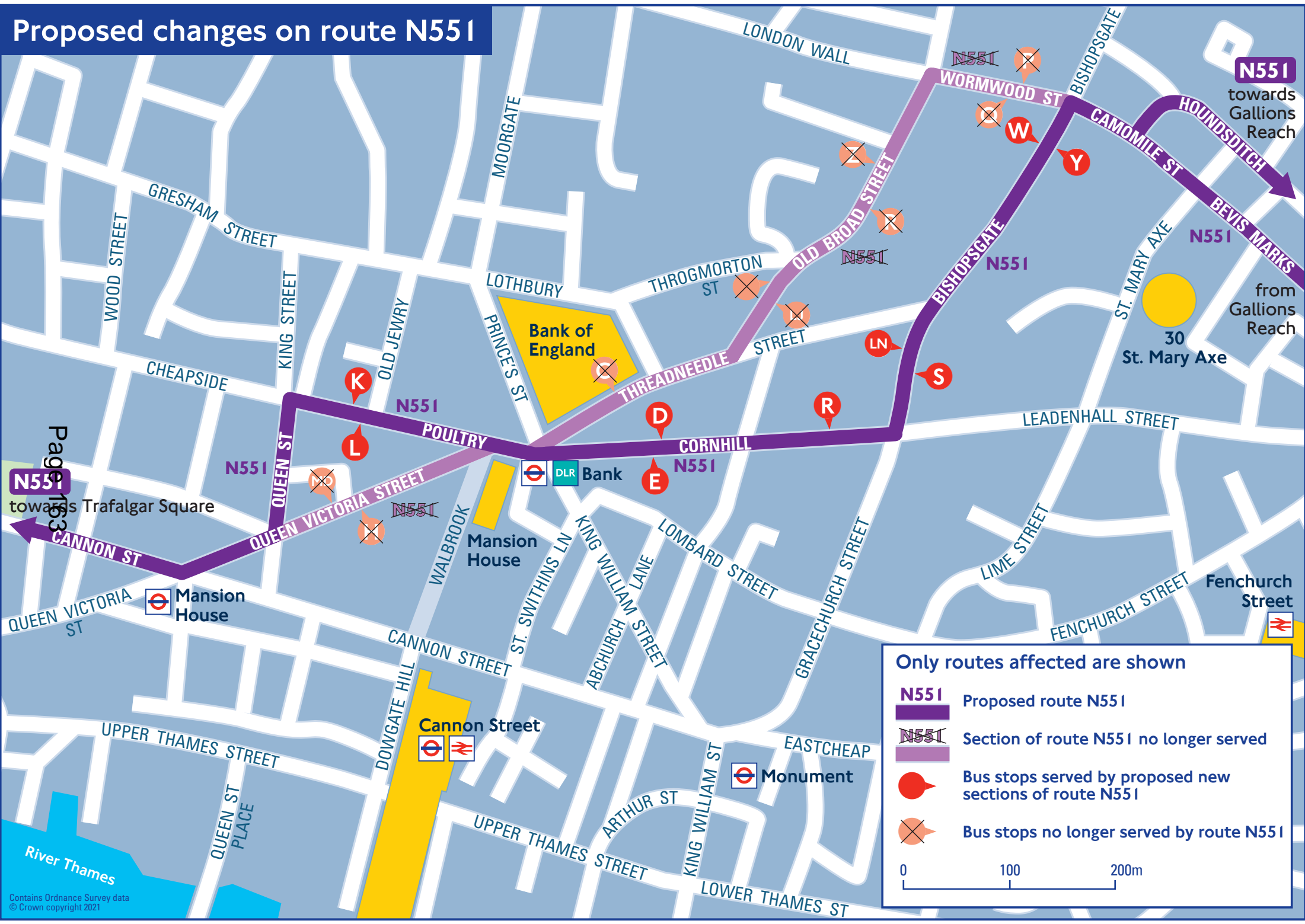
towards Canning Town

Only routes affected are shown

- N550** Proposed route N550
- N550** Section of route N550 no longer served
- Bus stops served by proposed new section of route N550
- Bus stops no longer served by route N550

0 100 200m

Proposed changes on route N551



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Appendix 10

Table number	Table title
Table 1	How often do respondents use the services that are proposed to change
How Bus passengers felt the proposed changes would impact their journey time, by:	
Table 2	Bus users that regularly used the service at least once a week
Table 3	Bus users that used the service at least once a month
Table 4	Bus users that used the service less than once a month
Of those that felt the impact would be negative, breakdown of modal responses (into the City)	
Table 5	Regularly use services at least once a week and feel the impact of the bus changes will negatively impact their journey time, by primary mode of travel into the City.
Table 6	Occasionally use services at least once a month and feel the impact of the bus changes will negatively impact their journey time, by primary mode of travel into the City
Table 7	use services not very often, less than once a month , and feel the impact of the bus changes will negatively impact their journey time, by primary mode of travel into the City
Volume of responses once taxi and private hire drivers and passengers are removed	
Table 8	Volume of responses of regular bus passengers who use the service at least once a week with the taxi and private hire drivers and passengers mode removed. (relates to table 1)
Table 9	Volume of responses of regular bus passengers who use the service at least once a month with the taxi and private hire drivers and passengers mode removed.
Table 10	Volume of responses of occasional bus passengers who use the service less than once a month , with the taxi and private hire drivers and passengers mode removed. (relates to table 1)

Appendix 10

The following table shows the number of responses of people that said they used the bus services being consulted upon.

Table 1: How often do respondents use the services that are proposed to change

	Bus routes								
Number of responses	8	11	26	133	N11	N26	N133	N242	N8
Yes\, regularly (at least once a week)	381	184	177	152	116	104	102	100	116
Yes\, occasionally (at least once a month)	391	227	208	172	133	124	110	100	146
Yes\, though not very often (less than once a month)	535	410	399	364	281	283	251	266	290
Total number of responses that use the service	1307	821	784	688	530	511	463	466	552
As a percentage of users	8	11	26	133	N11	N26	N133	N242	N8
Yes\, regularly (at least once a week)	29%	22%	23%	22%	22%	20%	22%	21%	21%
Yes\, occasionally (at least once a month)	30%	28%	27%	25%	25%	24%	24%	21%	26%
Yes\, though not very often (less than once a month)	41%	50%	51%	53%	53%	55%	54%	57%	53%

The following table shows those people who use the services and how they felt the proposed bus route changes would impact their journey time. Totals may vary slightly from table 1 as some people did not give an answer to the Journey time question.

Table 2: Bus users that regularly used the service **at least once a week.**

Yes\, regularly (at least once a week)	Bus routes								
Number of responses	8	11	26	133	N11	N26	N133	N242	N8
Positive	39	18	23	18	10	13	13	11	12
Neutral	36	25	20	11	9	8	7	7	11
Negative	306	141	133	123	97	83	82	82	93
Total	381	184	176	152	116	104	102	100	116

As a percentage of users	8	11	26	133	N11	N26	N133	N242	N8
Positive	10%	10%	13%	12%	9%	13%	13%	11%	10%
Neutral	9%	14%	11%	7%	8%	8%	7%	7%	9%
Negative	80%	77%	76%	81%	84%	80%	80%	82%	80%

Table 3: Bus users that used the service **at least once a month**

Yes\, occasionally (at least once a month)	Bus routes								
Number of responses	8	11	26	133	N11	N26	N133	N242	N8
Positive	48	37	32	22	19	19	15	19	27
Neutral	77	36	44	40	19	23	19	20	33
Negative	262	154	131	109	94	82	76	61	85
Total	387	227	207	171	132	124	110	100	145

As a percentage of users	8	11	26	133	N11	N26	N133	N242	N8
Positive	12%	16%	15%	13%	14%	15%	14%	19%	19%
Neutral	20%	16%	21%	23%	14%	19%	17%	20%	23%
Negative	68%	68%	63%	64%	71%	66%	69%	61%	59%

Table 4: Bus users that used the service **less than once a month**

Yes\, though not very often (less than once a month)	Bus routes								
Number of responses	8	11	26	133	N11	N26	N133	N242	N8
Positive	101	95	99	82	59	61	56	57	70
Neutral	181	123	124	108	84	87	67	77	87
Negative	249	188	174	172	138	135	127	132	131
Total	531	406	397	362	281	283	250	266	288

As a percentage of users	8	11	26	133	N11	N26	N133	N242	N8
Positive	19%	23%	25%	23%	21%	22%	22%	21%	24%
Neutral	34%	30%	31%	30%	30%	31%	27%	29%	30%
Negative	47%	46%	44%	48%	49%	48%	51%	50%	45%

The following tables show those people who use the bus services and feel the bus route changes will have a negative impact on their journey time broken down between the primary mode used into the City.

Table 5: Regularly use services **at least once a week** and feel the impact of the bus changes will **negatively impact** their journey time, by primary **mode of travel into** the City.

Primary mode of travel INTO the City	Bus routes								
Number of responses	8	11	26	133	N11	N26	N133	N242	N8
Walk	12	4	4	3	3	4	3	3	5
Taxi or private hire vehicle driver	96	47	46	41	37	32	32	32	29
Rail or underground	22	10	13	11	4	4	4	3	5
Taxi or private hire vehicle passenger	115	46	46	42	35	26	27	25	33
Bus	31	19	9	9	4	5	3	7	7
Car	7	6	5	5	4	3	4	4	3
Cycle	3	0	1	2	0	1	1	1	2
Motorcycle	3	2	2	2	2	3	2	2	3
Van	2	2	2	2	1	1	1	1	1
Not applicable / other	12	4	4	4	6	3	4	3	4
River	0	0	0	0	0	0	0	0	0
Blank	3	1	1	2	1	1	1	1	1
Total	306	141	133	123	97	83	82	82	93

Primary mode of travel INTO the City									
As a percentage of users	8	11	26	133	N11	N26	N133	N242	N8
Walk	4%	3%	3%	2%	3%	5%	4%	4%	5%
Taxi or private hire vehicle driver	31%	33%	35%	33%	38%	39%	39%	39%	31%
Rail or underground	7%	7%	10%	9%	4%	5%	5%	4%	5%
Taxi or private hire vehicle passenger	38%	33%	35%	34%	36%	31%	33%	30%	35%
Bus	10%	13%	7%	7%	4%	6%	4%	9%	8%

	8	11	26	133	N11	N26	N133	N242	N8
Car	2%	4%	4%	4%	4%	4%	5%	5%	3%
Cycle	1%	0%	1%	2%	0%	1%	1%	1%	2%
Motorcycle	1%	1%	2%	2%	2%	4%	2%	2%	3%
Van	1%	1%	2%	2%	1%	1%	1%	1%	1%
Not applicable / other	4%	3%	3%	3%	6%	4%	5%	4%	4%
River	0%	0%	0%	0%	0%	0%	0%	0%	0%
Blank	1%	1%	1%	2%	1%	1%	1%	1%	1%

Table 6: Occasionally use services **at least once a month** and feel the impact of the bus changes will **negatively impact** their journey time, by primary **mode of travel into** the City

Primary mode of travel INTO the City	Bus routes								
Number of responses	8	11	26	133	N11	N26	N133	N242	N8
Walk	12	11	8	5	8	5	6	5	5
Taxi or private hire vehicle driver	80	43	30	31	24	22	26	16	22
Rail or underground	31	20	17	12	8	10	5	5	9
Taxi or private hire vehicle passenger	98	43	43	35	30	29	24	23	30
Bus	13	12	16	9	5	4	2	2	3
Car	11	8	6	5	8	5	4	4	8
Cycle	3	4	3	4	2	2	1	1	1
Motorcycle	4	2	2	2	2	1	2	1	1
Van	1	1	1	1	1	0	0	0	0

	8	11	26	133	N11	N26	N133	N242	N8
Not applicable / other	8	9	5	4	5	4	4	4	6
River	0	0	0	0	0	0	0	0	0
Blank	1	1	0	1	1	0	2	0	0
Total	262	154	131	109	94	82	76	61	85

Primary mode of travel INTO the City									
As a percentage of users	8	11	26	133	N11	N26	N133	N242	N8
Walk	5%	7%	6%	5%	9%	6%	8%	8%	6%
Taxi or private hire vehicle driver	31%	28%	23%	28%	26%	27%	34%	26%	26%
Rail or underground	12%	13%	13%	11%	9%	12%	7%	8%	11%
Taxi or private hire vehicle passenger	37%	28%	33%	32%	32%	35%	32%	38%	35%
Bus	5%	8%	12%	8%	5%	5%	3%	3%	4%
Car	4%	5%	5%	5%	9%	6%	5%	7%	9%
Cycle	1%	3%	2%	4%	2%	2%	1%	2%	1%
Motorcycle	2%	1%	2%	2%	2%	1%	3%	2%	1%
Van	0%	1%	1%	1%	1%	0%	0%	0%	0%
Not applicable / other	3%	6%	4%	4%	5%	5%	5%	7%	7%
River	0%	0%	0%	0%	0%	0%	0%	0%	0%
Blank	0%	1%	0%	1%	1%	0%	3%	0%	0%

Table 7: use services not very often, **less than once a month**, and feel the impact of the bus changes will **negatively impact** their journey time, by primary **mode of travel into** the City

Primary mode of travel INTO the City	Bus routes								
Number of responses	8	11	26	133	N11	N26	N133	N242	N8
Walk	18	16	16	14	8	7	5	6	10
Taxi or private hire vehicle driver	94	60	57	58	49	44	42	44	44
Rail or underground	25	28	23	23	15	12	12	12	15
Taxi or private hire vehicle passenger	78	58	47	45	43	45	44	40	38
Bus	7	6	5	8	8	7	7	8	7
Car	9	4	9	6	2	5	5	6	2
Cycle	4	5	4	4	3	3	3	4	3
Motorcycle	2	2	2	2	1	1	1	2	1
Van	2	2	2	2	2	2	2	2	2
Not applicable / other	10	6	8	9	6	9	6	8	8
River	0	1	1	1	0	0	0	0	0
Blank	0	0	0	0	1	0	0	0	1
Total	249	188	174	172	138	135	127	132	131

Primary mode of travel INTO the City									
As a percentage of users	8	11	26	133	N11	N26	N133	N242	N8
Walk	7%	9%	9%	8%	6%	5%	4%	5%	8%
Taxi or private hire vehicle driver	38%	32%	33%	34%	36%	33%	33%	33%	34%
Rail or underground	10%	15%	13%	13%	11%	9%	9%	9%	11%
Taxi or private hire vehicle passenger	31%	31%	27%	26%	31%	33%	35%	30%	29%
Bus	3%	3%	3%	5%	6%	5%	6%	6%	5%
Car	4%	2%	5%	3%	1%	4%	4%	5%	2%

	8	11	26	133	N11	N26	N133	N242	N8
Cycle	2%	3%	2%	2%	2%	2%	2%	3%	2%
Motorcycle	1%	1%	1%	1%	1%	1%	1%	2%	1%
Van	1%	1%	1%	1%	1%	1%	2%	2%	2%
Not applicable / other	4%	3%	5%	5%	4%	7%	5%	6%	6%
River	0%	1%	1%	1%	0%	0%	0%	0%	0%
Blank	0%	0%	0%	0%	1%	0%	0%	0%	1%

The following table shows the number of taxi and private hire vehicle drivers and passengers, and how many respondents would be left for analysis.

Table 8 : Volume of responses of regular bus passengers who use the service **at least once a week** with the taxi and private hire drivers and passengers mode removed. (relates to table 1)

	Bus routes								
	8	11	26	133	N11	N26	N133	N242	N8
Total number of responses: Yes\, regularly (at least once a week)	381	184	177	152	116	104	102	100	116
of which were:									
Taxi or private hire vehicle driver	109	55	53	46	42	37	37	37	34
Taxi or private hire vehicle passenger	123	51	49	45	36	27	28	25	34
<i>(subtotal of dominant primary mode)</i>	232	106	102	91	78	64	65	62	68
Remaining modes total	149	78	75	61	38	40	37	38	48

Table 9 Volume of responses of regular bus passengers who use the service **at least once a month** with the taxi and private hire drivers and passengers mode removed. (relates to table 1)

	Bus routes								
	8	11	26	133	N11	N26	N133	N242	N8
Yes\, occasionally (at least once a month)	391	227	208	172	133	124	110	100	146
of which were:									
Taxi or private hire vehicle driver	91	48	37	39	32	29	34	23	30
Taxi or private hire vehicle passenger	114	46	45	40	32	31	26	24	36

<i>(subtotal of dominant primary mode)</i>	205	94	82	79	64	60	60	47	66
Remaining modes total	186	133	126	93	69	64	50	53	80

Table 10 Volume of responses of occasional bus passengers who use the service **less than once a month**, with taxi and private hire drivers and passengers mode removed. (relates to table 1)

	Bus routes								
	8	11	26	133	N11	N26	N133	N242	N8
Yes\, though not very often (less than once a month)	535	410	399	364	281	283	251	266	290
of which were:									
Taxi or private hire vehicle driver	112	73	68	68	58	52	50	53	53
Taxi or private hire vehicle passenger	93	65	51	48	50	50	47	44	43
<i>(subtotal of dominant primary mode)</i>	205	138	119	116	108	102	97	97	96
Remaining modes total	330	272	280	248	173	181	154	169	194

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Appendix 11

Table /Chart number	Table/Chart title
Percentage response of Agree/disagree to the options (without taxi and private hire vehicle driver or passenger responses):	
Table 1	to extend the operating hours to the weekend
Table 2	to extend the operating hours later in the weekday evening
Table 3	to not extend the operating hours
Average Score for each of the options for timing and traffic mix outlined by:	
Chart 1	All responses
Chart 2	Without Taxi and private hire drivers and passengers' responses –
Average score by each mode, identified by the primary mode of travel to the City for:	
Chart 3	(Option 1) Extend the hours to Saturday and Sunday but remain as bus and cycle only during 7am to 7pm.
Chart 4	(Option 2) Extend the hours to Saturday and Sunday but permit licensed London taxis during 7am to 7pm.
Chart 5	(Option 3) Extend the operating hours to the restriction to include Saturday and Sunday but permit an alternative vehicle along with the buses and cycles
Chart 6	(Option 4) Extend the operating hours to later in the evening on a weekday but remain bus and cycle only
Chart 7	(Option 5) Extend the operating hours to later in the evening on a weekday but permit licensed London taxis too
Chart 8	(Option 6) Extend the operating hours to later in the evening on a weekday but permit an alternative vehicle with buses and cycles
Chart 9	(Option 7) Do not extend the hours: Permit licensed London taxis during the proposed restricted times on the Cornhill (westbound), King William Street and Poultry arms
Chart 10	(Option 8) Keep the timing and traffic mix as proposed (Monday to Friday 7am to 7pm, buses and cycles only)

Appendix 11:**Section 4 of the Consultation survey: Extending the hours of operation of the vehicle mix.**

The following tables show the percentage response to the various options for extending the timing of the traffic restrictions and the vehicle mix without the responses of the taxi and private hire vehicle drivers and passengers, as identified by their mode of travel to the City.

Table 1: Percentage response to the options to extend the operating hours to the weekend (without taxi and private hire vehicle driver or passenger responses)

Extend the operating hours to Saturday and Sunday.				
(base number 1799)	Agree	I am neutral	Disagree	No response
Extend the operating hours of the restrictions to include Saturday and Sunday, and remain bus and cycle only	54%	6%	34%	7%
Extend the operating hours to the restrictions to include Saturday and Sunday but permit licensed London taxis too	31%	10%	51%	9%
Extend the operating hours to the restriction to include Saturday and Sunday but permit an alternative vehicle along with the buses and cycles	14%	13%	60%	13%

Table 2: Percentage response to the options to extend the operating hours later in the weekday evening (without taxi and private hire vehicle driver or passenger responses)

Extend the operating hours to later in the weekday evening				
	Agree	I am neutral	Disagree	No response
Extend the operating hours to later in the evening on a weekday but remain bus and cycle only	48%	6%	33%	13%
Extend the operating hours to later in the evening on a weekday but permit licensed London taxis too	29%	9%	50%	12%
Extend the operating hours to later in the evening on a weekday but permit an alternative vehicle with buses and cycles	14%	14%	58%	15%

Table 3: Percentage response to the options that do not extending the operating hours (without taxi and private hire vehicle driver or passenger responses)

Do not extend the operating hours				
	Agree	I am neutral	Disagree	No response
Permit licensed London taxis during the proposed restricted times on the Cornhill (westbound), King William Street and Poultry arms	31%	11%	45%	13%
Keep the timing and traffic mix as proposed	26%	18%	39%	17%

The following charts show an average score for each of the options in the consultation. The scores are derived from the level of support/opposition indicated and turning this into a numerical value so that an average can be determined.

The option numbers referred to on the Chart are:

Option 1	Extend the operating hours of the restrictions to include Saturday and Sunday, and remain bus and cycle only	Option 4	Extend the operating hours to later in the evening on a weekday but remain bus and cycle only	Option 7	Do not extend the hours: Permit licensed London taxis during the proposed restricted times on the Cornhill (westbound), King William Street and Poultry arms
Option 2	Extend the operating hours to the restrictions to include Saturday and Sunday but permit licensed London taxis too	Option 5	Extend the operating hours to later in the evening on a weekday but permit licensed London taxis too	Option 8	Keep the timing and traffic mix as proposed (Monday to Friday 7am to 7pm, buses and cycles only)
Option 3	Extend the operating hours to the restriction to include Saturday and Sunday but permit an alternative vehicle along with the buses and cycles	Option 6	Extend the operating hours to later in the evening on a weekday but permit an alternative vehicle with buses and cycles		

Chart 1: All responses – Average score for each option of timing and traffic mix outlined.

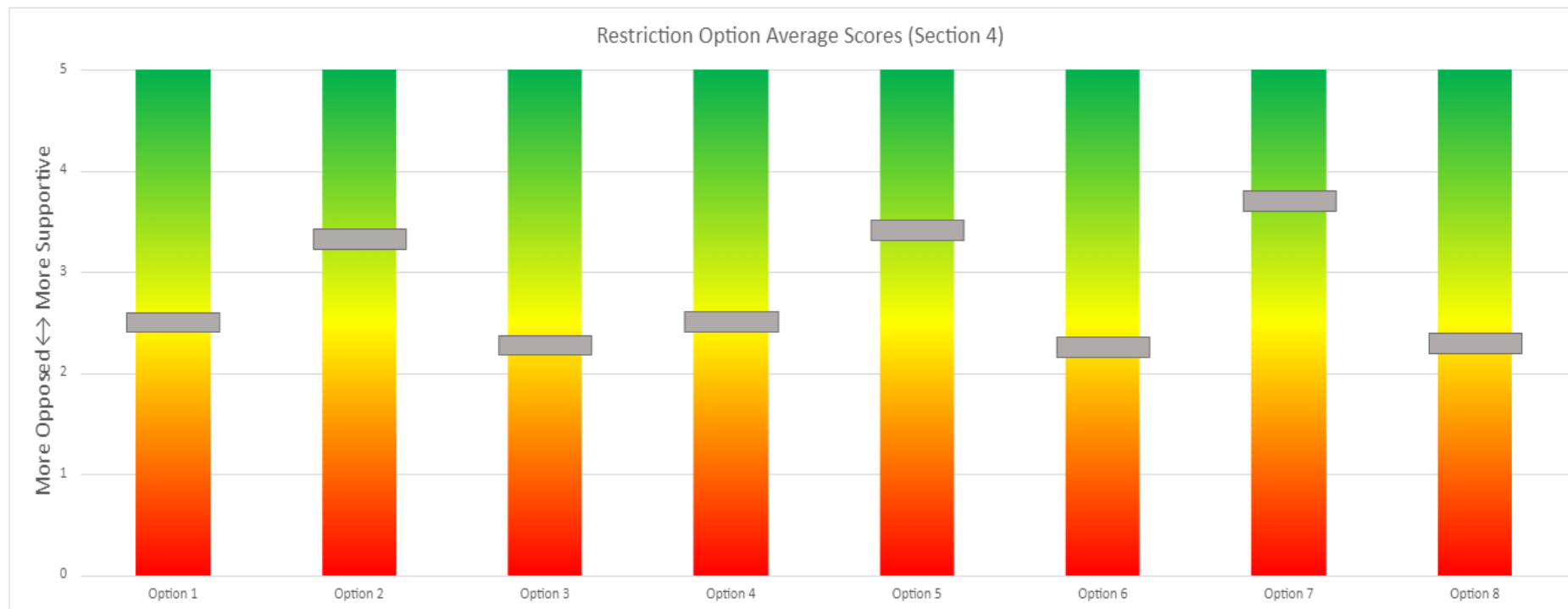


Chart 2: Without Taxi and private hire drivers and passengers' responses – the average score for each of the options of timing and traffic mix outlined.



The following charts give an average score by each mode, identified by the mode of travel to the City, for each option to extend or change the traffic mix. This gives an overview of how different modes view each of the options

Chart 3: (Option 1) Extend the hours to Saturday and Sunday but remain as bus and cycle only during 7am to 7pm.

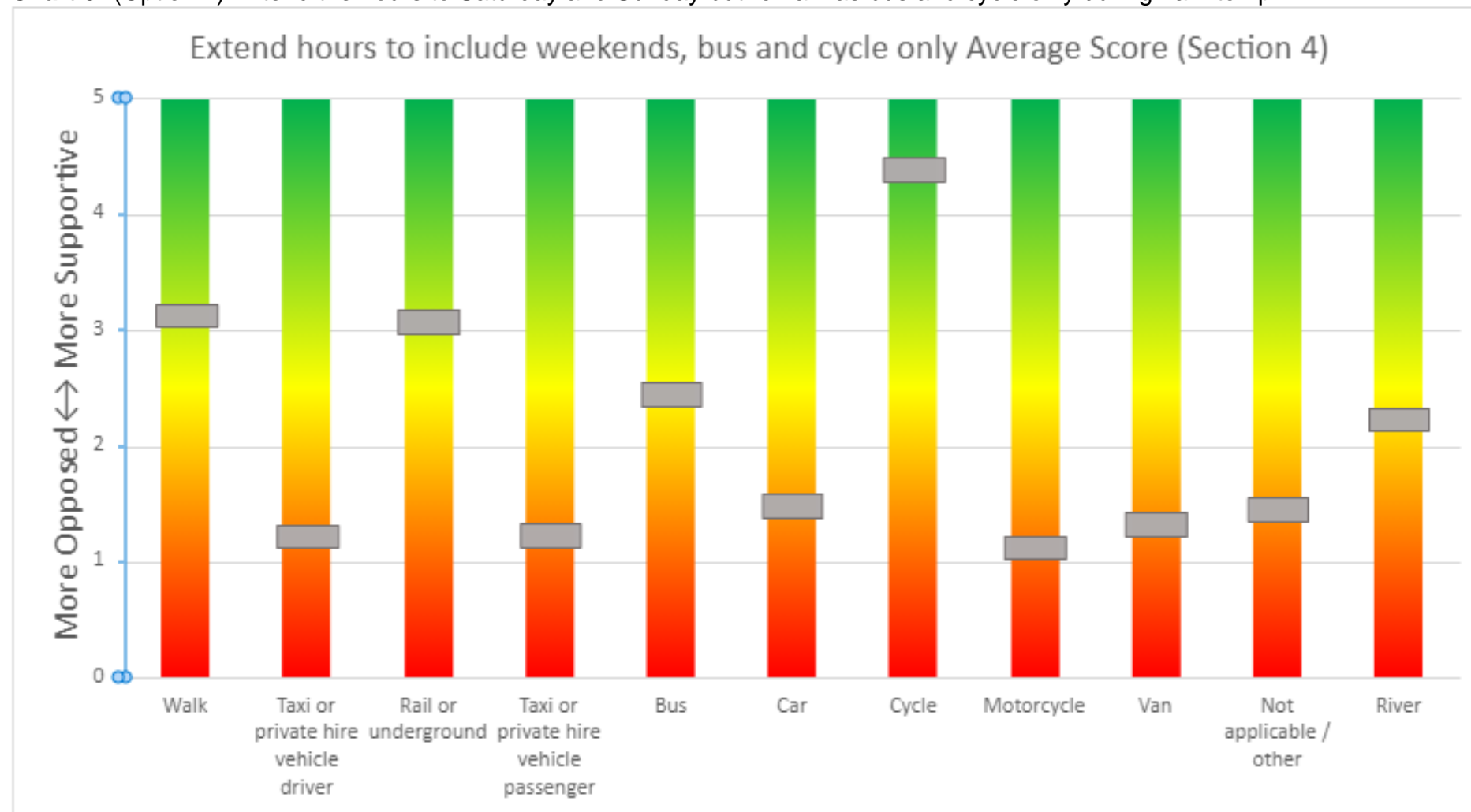


Chart 4: (Option 2) Extend the hours to Saturday and Sunday but permit licensed London taxis during 7am to 7pm.



Chart 5: (Option 3) Extend the operating hours to the restriction to include Saturday and Sunday but permit an alternative vehicle along with the buses and cycles

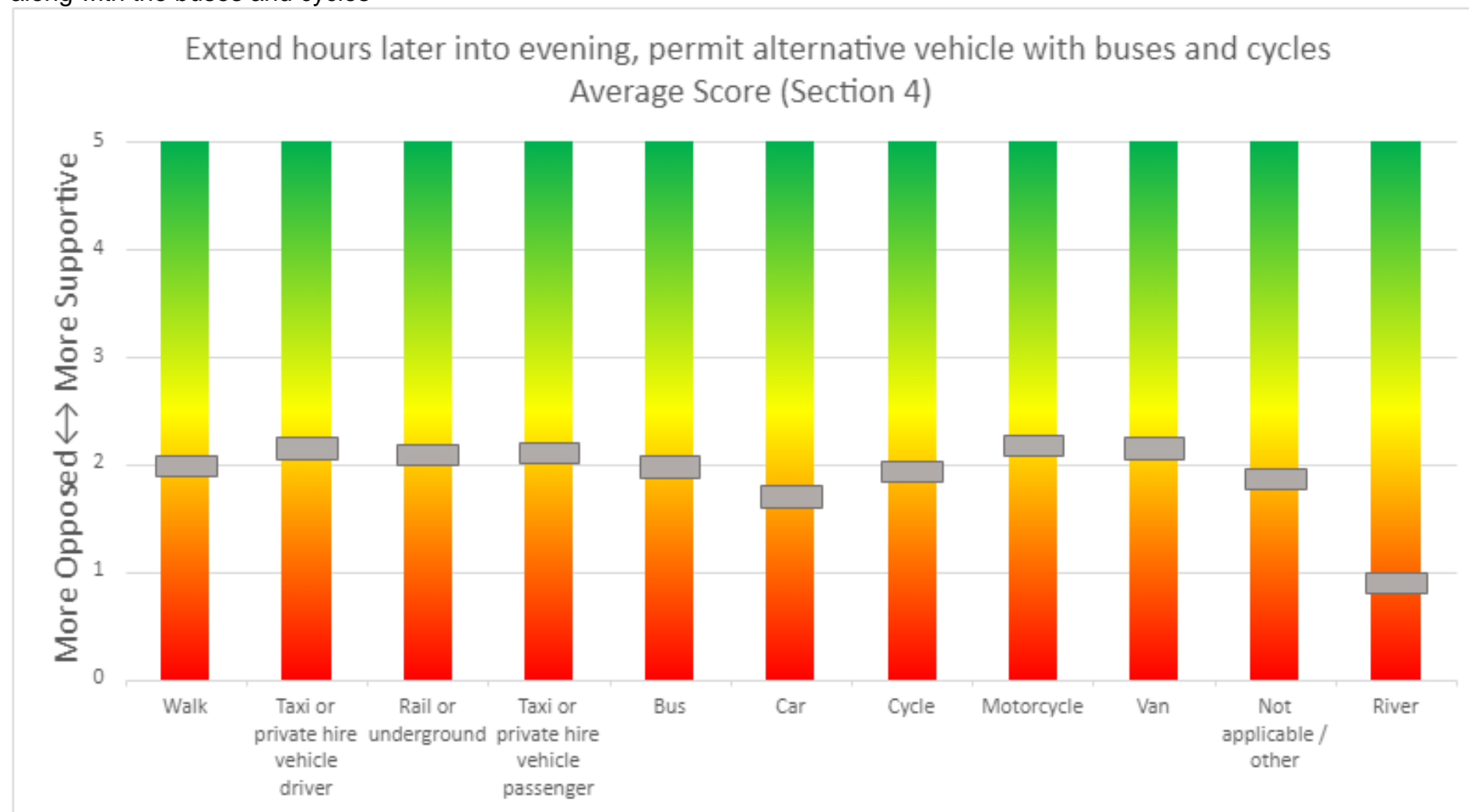


Chart 6: (Option 4) Extend the operating hours to later in the evening on a weekday but remain bus and cycle only

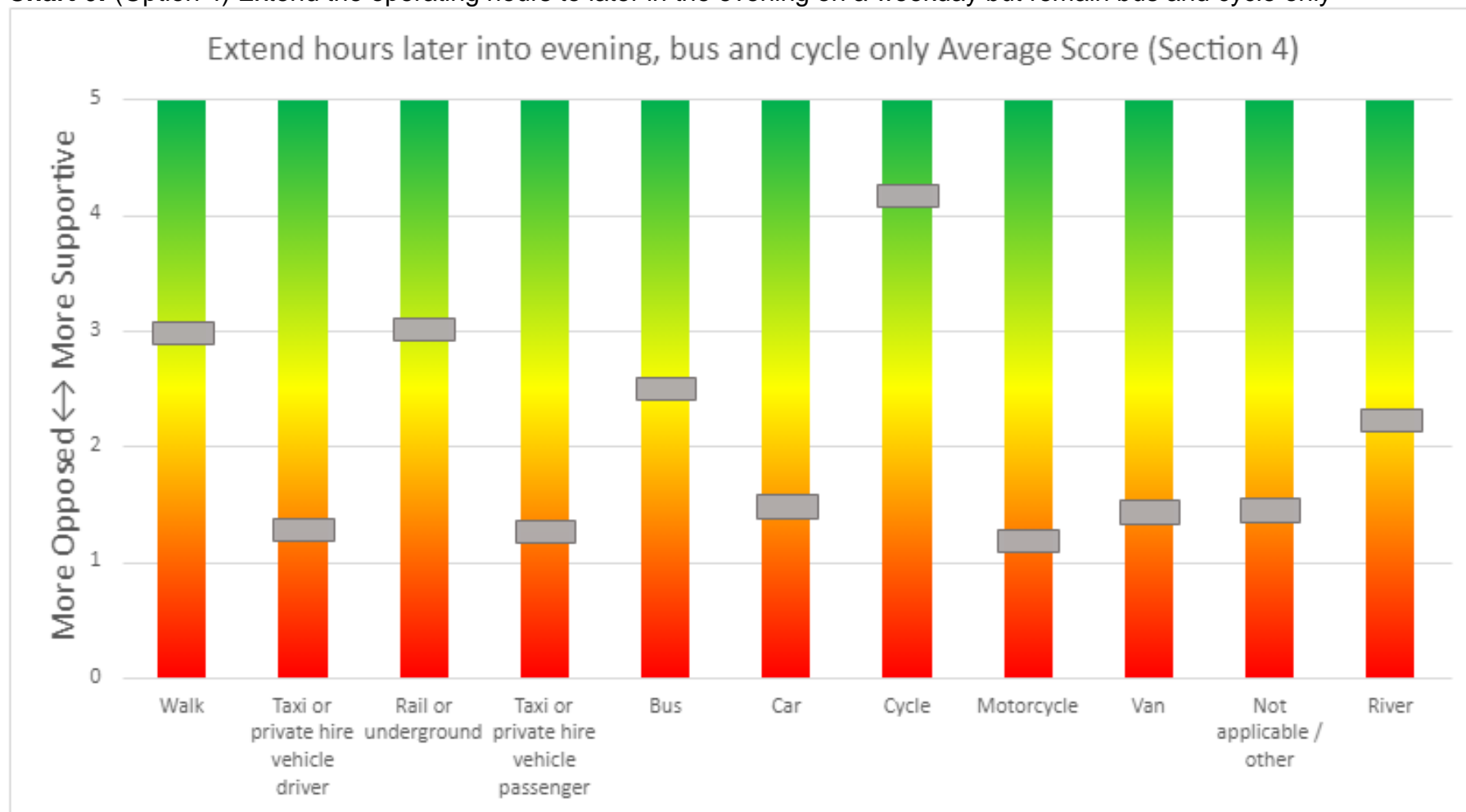


Chart 7: (Option 5) Extend the operating hours to later in the evening on a weekday but permit licensed London taxis too

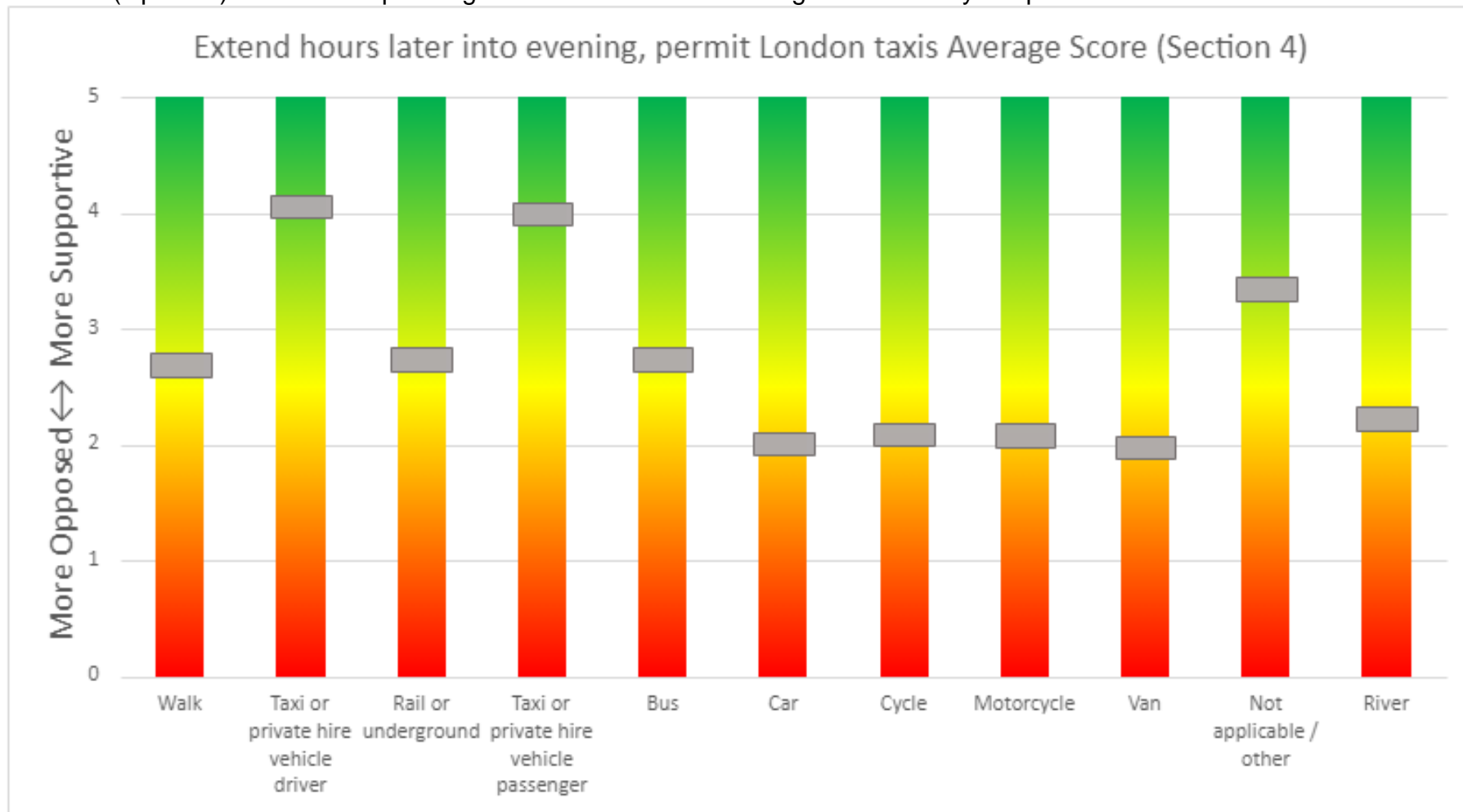


Chart 8: (Option 6) Extend the operating hours to later in the evening on a weekday but permit an alternative vehicle with buses and cycles

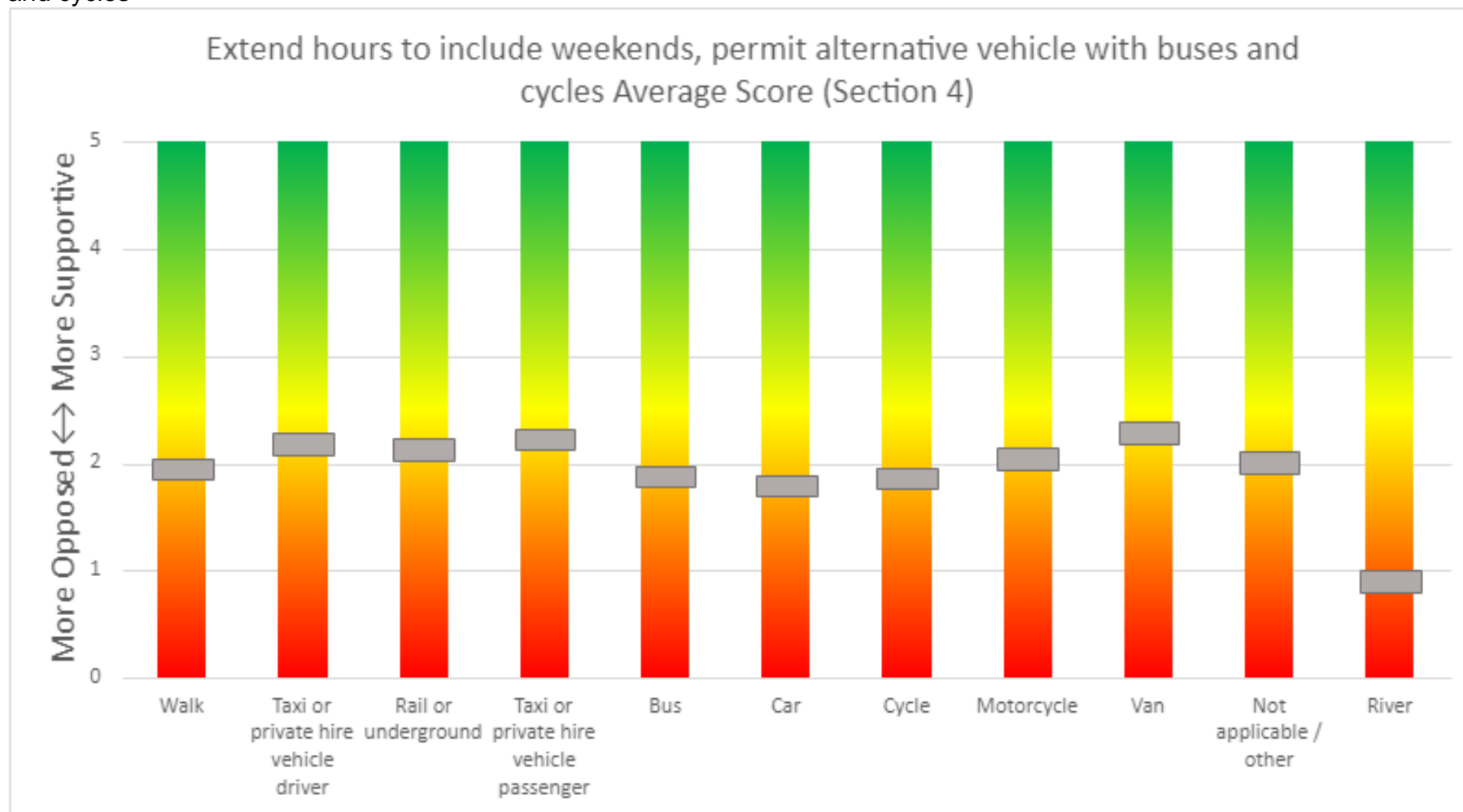


Chart 9: (Option 7) Do not extend the hours: Permit licensed London taxis during the proposed restricted times on the Cornhill (westbound), King William Street and Poultry arms

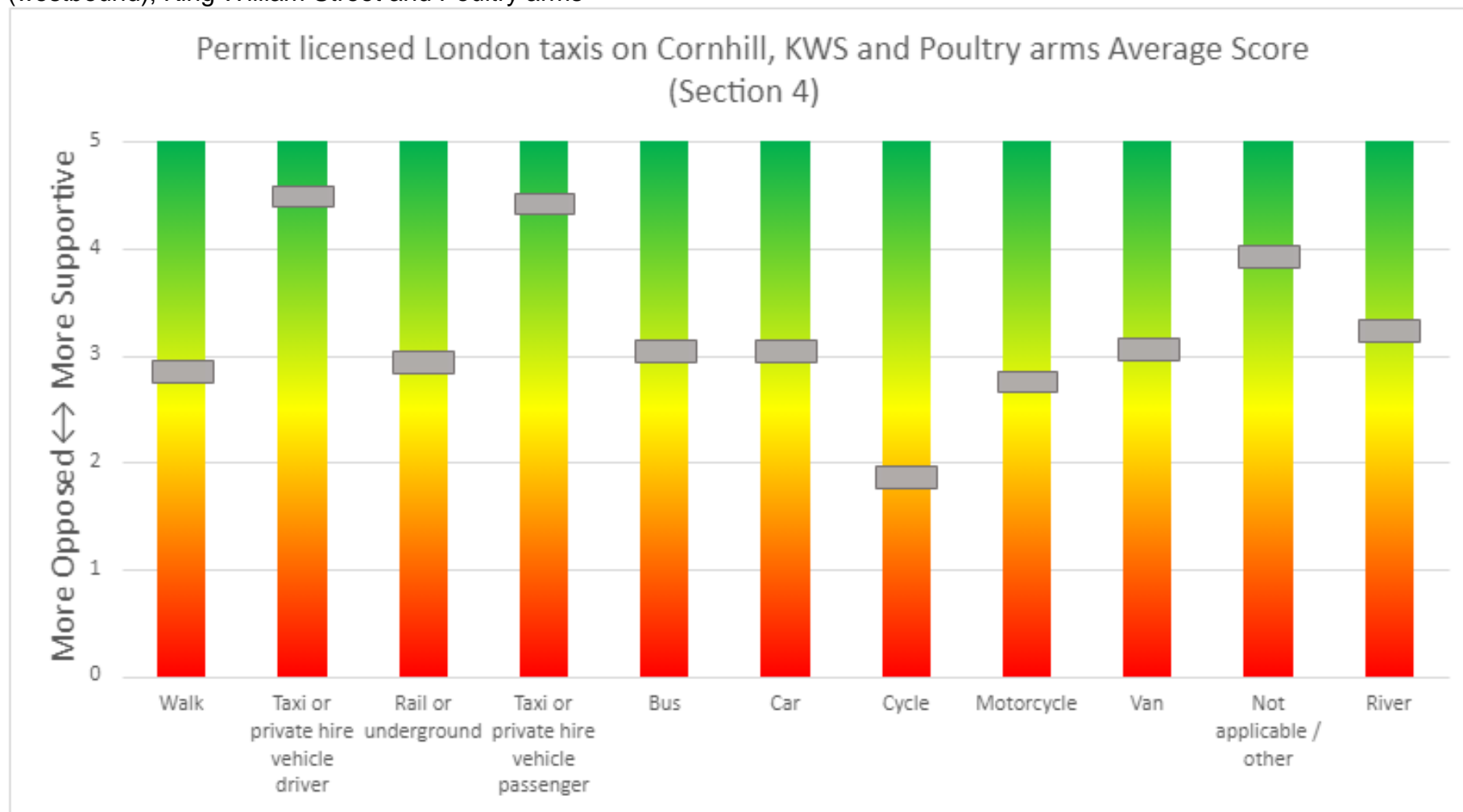


Chart 10: (Option 8) Keep the timing and traffic mix as proposed (Monday to Friday 7am to 7pm, buses and cycles only)



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Appendix 12

Table 1: Expenditure to date

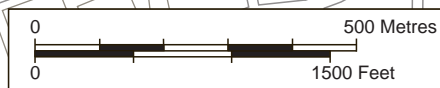
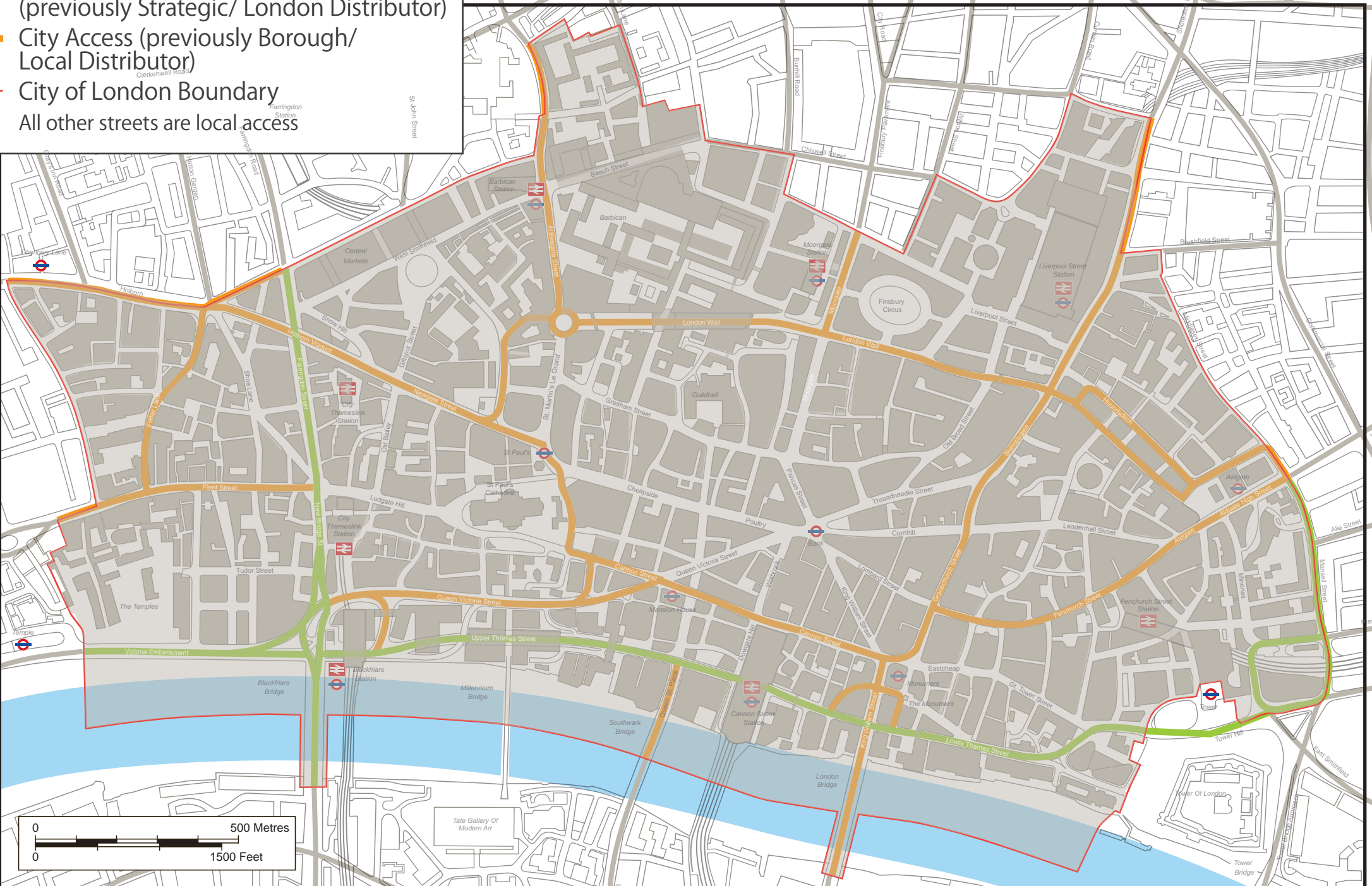
	Latest Budget	Expenditure	Committed	Balance
Highways Staff cost	135,846	57,883		77,963
P&T Staff Costs	799,548	646,345		153,203
Legal Staff Costs	5,000	0		5,000
DBE Structures Staff Costs	4,000	0		4,000
Open Spaces Staff Costs	2,000	601		1,399
Air Quality Team Staff Costs	1,400.00	0		1,400
Fees	1,049,576	917,324	40,932	91,320
Surveys	67,363	67,363		-
				-
Sub total	2,064,733	1,689,517	40,932	334,284
Revenue	10,000			
Total	2,074,733			

Table 3: Funding Sources for approved and requested budget.	
Description	Amount (£)
TfL LIP FY 2014/15	250,909
TfL LIP FY 2015/16	154,000
TfL LIP FY 2016/17	200,000
TfL LIP FY 2017/18	114,268
S106 - 04/01005/FULEIA - 125 Old Broad Street - Transport	150,000
S106 - 05/00653/FULEIA - Mondial House - Transport	156,835
S106 - 06/00500/FULL - 1 Lothbury - Transport	34,410
S106 - 06/01123/FULEIA - The Pinnacle - Transport	60,755
S106 - 04/01005/FULEIA - 125 Old Broad Street - Transport	10,000
S106 - Cheapside underspend	20,000
S106 - 11/00935/FULEIA - Bucklersbury House - LCE	75,138

S106 - 14/00860/FULMAJ - King William Street - LCE	264,929
S106 - 14/00860/FULMAJ - King William Street - Transport	92,213
Capital Funding (approved to date)	491,276
TOTAL	2,074,733

Proposed street hierarchy

- London Access - through traffic (previously Strategic/ London Distributor)
- City Access (previously Borough/ Local Distributor)
- City of London Boundary
- All other streets are local access



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Appendix 14: All Change at Bank and links to relevant strategy and policies.

Corporate Plan 2018 - 2023

Table 1. Links to the Corporate Plan

Bank Junction Improvements Project Objectives	Corporate Plan Aim	Corporate Plan Outcome	Corporate Plan High-level activity	How
A - To continue to reduce casualties	Contribute to a flourishing society	1 – People are safe and feel safe	C – Protect consumers and users of building, streets and public spaces.	Simplifying the junction layout,
B - To reduce pedestrian crowding levels	Shape outstanding environments	9 – We are digitally and physically well-connected and responsive	D – Improve the experience of arriving in and moving through our spaces.	Increasing footway widths and prioritising pedestrian movement
C - To improve air quality	Shape outstanding environments	11 – We have clean air, land and water and a thriving and sustainable natural environment	A – Provide a clean environment and drive down the negative effects of our own activities.	Reduced number of vehicles by reducing the number of 'open' arms and creating new wide pedestrian spaces
D - To improve the perception of place as a place to spend time in rather than to pass through.	Shape outstanding environments	12 – Our spaces are secure, resilient and well maintained	A – Maintain our buildings, streets and public spaces to high standards.	Improved public realm including greening, seating and quieter environment in a historic location.

Climate Action Strategy 2020 - 2027

City Transportation and Public Realm projects will primarily support the Climate Action Strategy, directly or indirectly, through reducing air pollution. The Climate Action Strategy refers to the action of 'reducing air pollution through implementing our ambitious air quality and transport strategies'. How 'All Change at Bank' aligns and helps to deliver the City's Transport Strategy and Air Quality Strategy is set out in Table 3 and 4 respectively.

Other actions that the 'All Change at Bank' project will support are shown in Table 2 below.

Table 2. Links to the Climate Action Strategy

Climate Action Strategy Aims	2020 -2027 Actions	How
Support the achievement of net zero	Embed circular economy principles into our capital projects and reduce carbon intensity by using life cycle carbon and cost assessment techniques and design specifications	Reuse of yorkstone paving slabs wherever possible. The concrete paving slabs from the interim footway can either be reused elsewhere or they can be compacted to create type 1 material.
Build climate resilience	Make the Square Mile public realm more climate change ready through adding in more green spaces, urban greening, flood resistant road surfaces, adaptable planting regimes and heat resistant materials	Introducing planting and greenery Investigating if there is an opportunity for a SUDS in an inground planting bed
	Ensure that we continue to protect the residents, critical assets, infrastructure and heritage of the Square Mile	Improving the public realm in an area with buildings of significant historical and architectural importance. The design will protect and enhance the Bank setting
Champion sustainable growth	Reduce pollution and increase the resilience of the Square Mile Reduce air pollution through implementing our ambitious air quality and transport strategies	Alignment to Transport Strategy, see Table 3 Alignment to Air Quality Strategy, see Table 4
	Enhance greening and biodiversity across our public realm and open spaces	More greenery and planting will be incorporated into the design

Transport Strategy 2019 – 2044

Bank junction and the streets within scope of the 'All Change at Bank' project are identified within Proposal 2 of the Transport Strategy as a key walking route where improvements are needed. How the project will support the delivery the Transport Strategy outcomes and proposals is set out in Table 3 below.

Table 3 Links to Transport Strategy

Bank Junction Improvements Project Objectives	Transport Strategy Outcome	Transport Strategy Proposal	How
A - To continue to reduce casualties	People using our streets and public spaces are safe and feel safe	Proposal 20: Apply the safe system approach and the principles of road danger reduction to deliver vision zero.	Redesigning the junction to a more simplified layout to reduce the likelihood and severity of collisions
		Proposal 22: Ensure on street security measures are proportionate and enhance the experience of spending time on our streets	Including appropriate and proportionate on-street security measures into the design
B - To reduce pedestrian crowding levels	The Square Mile's streets are great places to walk and spend time	Proposal 2: Put the needs of people walking first when designing and managing our streets	Implementing pedestrian priority streets Widening pavements, increasing crossing widths Key walking routes through Bank junction decreasing crossing distances
C - To improve air quality	Street space is used more efficiently and effectively <i>which directly helps to support</i>	Proposal 11: Take a proactive approach to reducing motor traffic.	Introducing access restrictions and other measures to reduce through traffic in line with City of London street hierarchy Reduced number of vehicles by reducing the number of 'open' arms

	The Square Mile's air and streets are cleaner and quieter	Proposal 12: Design and manage the street network in accordance with the City of London Street Hierarchy	designing Bank junction and approaching arms into Local Access streets
		Proposals 13: Use timed and temporary street closures to help make streets safer and more attractive places to walk, cycle and spend time in	Timed restrictions to support pedestrian priority
D - To improve the perception of place as a place to spend time in rather than to pass through.	The Square Mile's streets are great places to walk and spend time	Proposal 7: Provide more public space and deliver world-class public realm	Creating new public spaces by reallocating carriageway Improving the public realm in an area where there are buildings and structures of significant importance. Protecting and enhancing the setting
		Proposal 8: Incorporate more greenery into the City's streets and spaces	Incorporating greenery and planting into the public realm design

Air Quality Strategy 2019 – 2024






Table 4. Links to Air Quality Strategy

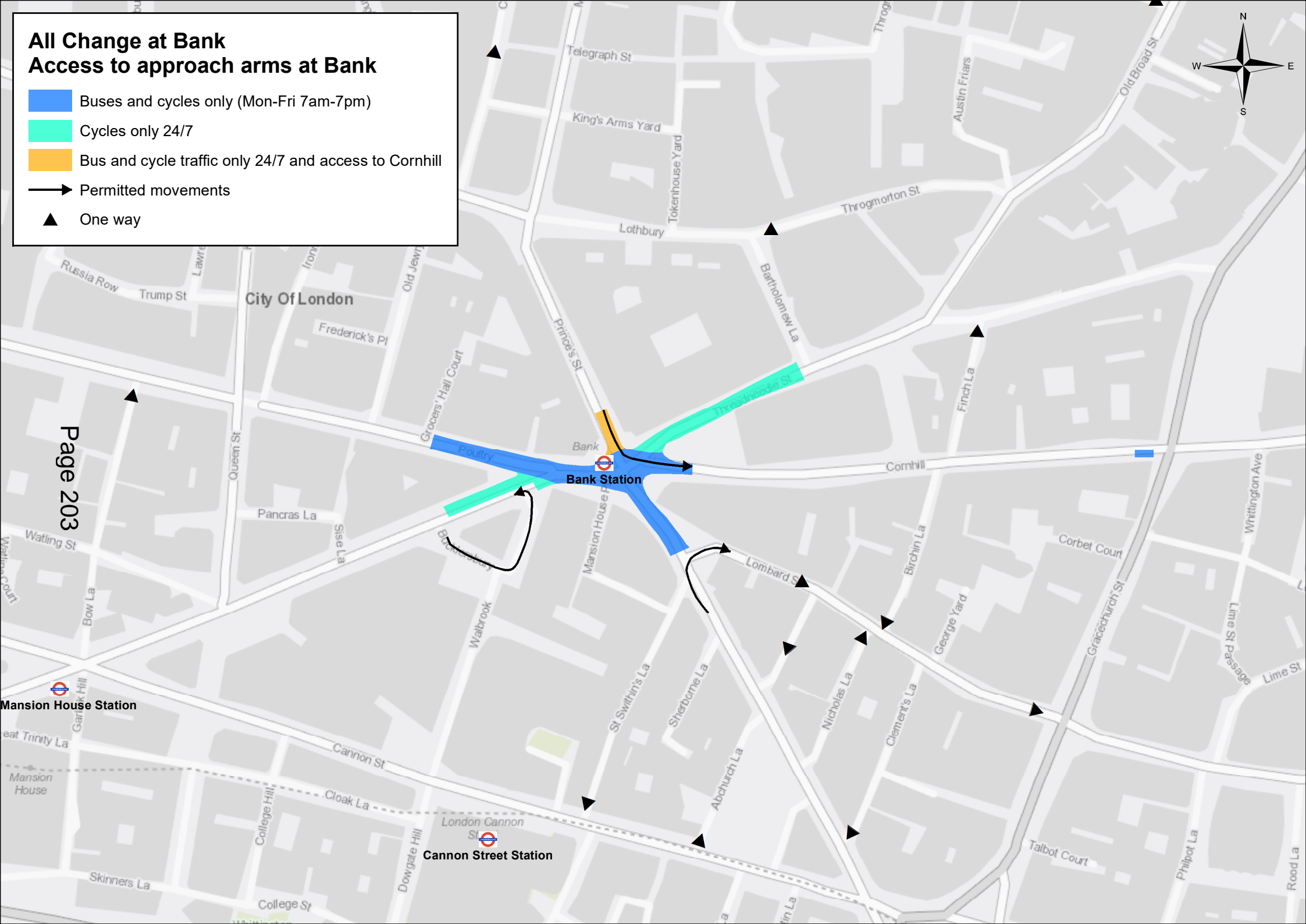
	Action	How
Reducing Emissions from Road Transport	29 - Ensure that Healthy Street Plans have air quality improvement targets and that the air quality impact of major transport and public realm schemes are measured.	The project will be assessed for local air quality improvements
	31 - Implement a wide range of action through the City Corporation Transport Strategy to reduce the exposure of pedestrians to transport generated air pollution in the Square Mile	See Table 3 for alignment of Transport Strategy
	35 - Implement a range of actions through the City Corporation Transport Strategy and City Local Plan to support and encourage cycling.	Encouraging a modal shift away from motorised transport by improving the experience for cycles
	38 - Ensure that improving air quality and reducing exposure is an integral part of all major transport and public realm schemes and that all schemes incorporate greening where possible.	Reducing the level of exposure by reducing the number of operational arms, providing more

		space further away from the carriageway. Monitoring air quality improvement Incorporating greenery and planting
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All Change at Bank Access to approach arms at Bank

-  Buses and cycles only (Mon-Fri 7am-7pm)
-  Cycles only 24/7
-  Bus and cycle traffic only 24/7 and access to Cornhill
-  Permitted movements
-  One way



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All Change at Bank

Engaging with disabled people and disability organisations

24th May 2021

1. Introduction

This report collates feedback collected between March and May 2021 by Transport for All (TfA) from disabled people and disability organisations on behalf of the City of London (CoL), in relation to:

- The specific proposals for the All Change at Bank (ACAB) project
- Wider feedback in relation to streetspace accessibility, temporary works and communications, which can be used to help shape ACAB plans

The engagement included meetings with representatives from disability organisations and workshops with disabled people.

Observations, conclusions and recommendations based on the feedback, both for the ACAB project and for future CoL projects, are also made in this report.

2. Executive summary

CoL approached TfA to discuss their ambitions to ensure the consultation process for the ACAB scheme was accessible for disabled and older people. Commissioning a disabled people's organisation to work closely with the CoL team to improve access is a forward-thinking approach to inclusion and this should be noted. TfA have worked with CoL to identify the most accessible methods to gather and collate feedback from disabled and older people, and also helped to collate and share that feedback. TfA have shared their co-production methodology with CoL and elements of this model have been included where possible, and the expectation is that CoL will continue to develop and embed co-production as a core element of their future design and consultation processes. TfA have led the process with the principle of the social model at the heart of our work and have based our recommendations with this in mind. The summaries of specific elements of the report are:

- Consultees identified recommendations relating to the design and consultation processes of streetscape projects in general, including ensuring that there is sufficient strategic planning for LTNs and a more co-ordinated approach to developing streetspace and transport provision, and designing projects using existing and emerging accessibility standards from the outset and consulting disabled people and disability organisations to identify solutions that go beyond this and / or resolve outstanding conflicts at the start of a project.
- Specific positive feedback about the ACAB proposals given was:
 - Creating a calmer pedestrian environment will be a good thing for many disabled people.
 - Based on the visuals, it looks like the ACAB improvements will make a welcoming space for pedestrians.
 - It is good to see that PCLs have been analysed as part of the project, as reducing crowding is helpful for many disabled people.

- Green spaces can help foster good mental health, so it is good to see greening being proposed.
- The 'all green' crossing phase for pedestrians is welcome.
- A number of concerns, questions and suggestions were raised about the proposals. These included (not exhaustive):
 - Impact of Threadneedle Street vehicle restrictions on disabled people, including those who need to drive, those who use faster mobility scooters and wheelchairs and those who will find additional walking distances difficult.
 - Action for CoL to take to manage cyclist behaviour includes engaging with cyclists, providing signage reminding cyclists to look out for disabled people, providing parking areas for dockless cycles, imposing a speed limit for cycle lanes and police checks in areas where cyclists consistently break rules.
 - Management of crowding from people spilling out of The Ned pub, the Royal Exchange shopping centre and the Bank of England needs to be considered.
 - Complexity of Bank junction and the need for really good signage that takes into account accessibility requirements, including visually impaired people and people with dementia and autism.
 - 'Copenhagen crossings' on the Queen Victoria Street service roads – not identifiable as crossings.
 - Provision of Disability Equality Training for contractors working on the ACAB project.
- Other areas of the City were also mentioned in relation to accessibility issues, specifically Gresham Street, outside Mansion House, outside Barbican Station and around Moorgate. Difficulties of moving between Bank Station entrances at street level were flagged. Additionally, it was noted that the City is generally problematic in relation to 'awful' pedestrian signage, 'aggressive' crossing times, lighting and the amount of street furniture.
- A wide range of general issues affecting streetscape accessibility were raised during the consultation, and it is recommended that the ACAB project take these into account when further developing proposals and designs. These included (not exhaustive):
 - Street furniture quantity, location and design, including planters and seating.
 - Impact of pedestrian crowding, behaviour of cyclists and electric vehicles on moving around safely.
 - Disabled cyclists' requirements.
 - Wayfinding, including the impact on wayfinding associated with pedestrianising road / junction areas.

- Design of ground surfaces, including texture, colour, contrast and use and design of 'special paving' – 'special paving' is a particular area of conflict around accessibility requirements and suitable solutions.
 - Delineation of cycle path and footway and use of kerbs – this is a particular area of conflict around accessibility requirements and suitable solutions.
 - Level access crossing design – this is a particular area of conflict around accessibility requirements and suitable solutions.
 - Temporary works – taking into consideration accessibility when planning and providing information about these.
 - Ongoing communications strategy, ensuring that this reflects disabled people's access requirements.
- Further engagement during the design development process is recommended, taking into account the following issues:
 - Setting up a paid ACAB Accessibility Forum for ongoing co-production.
 - Ongoing engagement with the organisations consulted to date, plus engagement with CoL's Disability Staff Network Group.
 - Greater representation of people with dementia, autistic people, people with learning difficulties and Deaf people (these groups were underrepresented, despite best efforts).
 - Site visits and the use of tactile maps to make the engagement process (which was driven by COVID-19 pandemic restrictions) more accessible to some groups of disabled people and visually impaired people in particular.
 - Specific engagement in relation to the areas where the requirements of different impairment groups conflict (outlined above).
 - It is recommended that the Project Team hold a 'lessons learned' session with TfA, and feed this into future project development.

Agenda Item 5

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Committees: Corporate Projects Board - for decision Streets and Walkway Sub - for decision Projects Sub - for decision	Dates: 01 September 2021 10 September 2021 15 September 2021
Subject: RWE: Millennium Bridge House Area Improvements Unique Project Identifier:	Gateway 2: Project Proposal Light
Report of: Director of the Built Environment Report Author: Emmanuel Ojugo	For Decision
PUBLIC	

Recommendations

1. Next steps and requested decisions	<p>Project Description: An improvement project within the immediate perimeter and streets in the wider vicinity of the approved Millennium Bridge House development at 2 Lambeth Hill.</p> <p>Next Gateway: Gateway 5 - Authority to Start Work (Light)</p> <p>Next Steps:</p> <ul style="list-style-type: none">• Agree the delivery team to implement the project• Facilitate governance for the decommissioning and recommissioning of HSBC Sculptures on Peter's Hill (Millennium Bridge Approach)• Design development and stakeholder engagement to take place ahead of the next gateway report. <p>Funding Source: S106/S278 Agreement with the developer of Millennium Bridge House.</p> <p>Requested Decisions:</p> <p>Members are asked to approve the initiation of this project:</p> <ul style="list-style-type: none">• The budget of £50,000, that forms the legally agreed Section 106, Design and Evaluation Fee Payment is approved for the project to reach the next Gateway;• Also to note the total estimated cost of the project at £150K-300K (excluding risk);
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	<ul style="list-style-type: none">• Note that at the next reporting stage, any proposed Cost Risk Provision be delegated to the Town Clerk in consultation with the Chairman and Deputy Chairman of Streets & Walkways sub-Committee and Projects sub-Committee.• Authorise officers to negotiate and enter into a Section 278 agreement, in accordance with the requirements of the Section 106 agreement.																				
2. Resource requirements to reach next Gateway	<table><tr><th>Item</th><th>Reason</th><th>Funds/ Source of Funding</th><th>Cost (£)</th></tr><tr><td>Staff time P&T</td><td>Project management, detailed design, stakeholder engagement</td><td>S106</td><td>19,000</td></tr><tr><td>Staff time Highways</td><td>Design guidance / integrity</td><td>S106</td><td>11,000</td></tr><tr><td>Fees</td><td>Survey work and related services</td><td>S106</td><td>20,000</td></tr><tr><td>Total</td><td></td><td></td><td>50,000</td></tr></table> <p>Costed Risk Provision requested for this Gateway: A cost risk provision is not required at this stage of the project.</p>	Item	Reason	Funds/ Source of Funding	Cost (£)	Staff time P&T	Project management, detailed design, stakeholder engagement	S106	19,000	Staff time Highways	Design guidance / integrity	S106	11,000	Fees	Survey work and related services	S106	20,000	Total			50,000
Item	Reason	Funds/ Source of Funding	Cost (£)																		
Staff time P&T	Project management, detailed design, stakeholder engagement	S106	19,000																		
Staff time Highways	Design guidance / integrity	S106	11,000																		
Fees	Survey work and related services	S106	20,000																		
Total			50,000																		
3. Governance arrangements	<ul style="list-style-type: none">• Streets and Walkways Sub-Committee• Tom Noble (City Public Realm Group Manager) Responsible Officer for Senior Governance• A project board is not necessary for this project, because it is relatively straightforward. The project will utilise existing governance and reporting arrangements via the gateway process that manages the process of evaluation and design through to delivery.																				

Project Summary

<p>4. Context</p>	<p>4.1. On 18th March 2021 a planning approval was issued for the refurbishment and extension of the existing building at 2 Lambeth Hill, currently known as Millennium Bridge House. The works involve the partial demolition and partial infilling of the existing structure and the introduction of a new facade to all elevations and extension to the building at all floors.</p> <p>4.2. The approval is for a mixed office development with retail elements, and improved access to publicly accessible areas between the Riverside Walk and the Millennium Bridge Approach at Peter's Hill.</p> <p>4.3. The existing restricted northern access to the Millennium Bridge from Queen Victoria Street will be maintained as will the integrity of restricted access to the Riverside Walk from High Timber Street.</p> <p>4.4. The approved measures to enable step-free access to the building from Peter's Hill frontage will enable the potential removal of the HSBC Gates and adjustments made to part of the City Walkway. This action forms part of planning obligations captured in the Section 106 Agreement between the developer and the City of London to mitigate the effects of the development. It will require that the developer submits a Gates Strategy and obtains all necessary consents and approvals to achieve this.</p>
<p>5. Brief description of project</p>	<p>5.1. The project will propose measures to streets adjacent to the development at Millennium Bridge House which are considered necessary to make the Millennium Bridge House development acceptable in planning terms. These will include, but are not necessarily restricted to, Millennium Bridge Approach at Peter's Hill, Lambeth Hill and Paul's Walk (which forms part of the Thames Path).</p> <p>5.2. The materials palette will be in keeping with current guidance on placemaking in the City Public Realm supplementary planning document and Technical Manual (2016).</p> <p>5.3. In order to facilitate the development of Millennium Bridge House, the potential to remove and relocate the HSBC Gates on Peter's Hill will be explored as part of that undertaking. This particular element will require that the developer submit a Gates Strategy. The Gates Strategy is intended to address how the approvals are to be sought due to the stakeholder interest and intellectual property interests of the HSBC Gates.</p>

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	5.4 The City of London Corporation will work closely with the developer to ensure compliance with statutory approvals and internal processes.
6. Consequences if project not approved	<p>6.1. There will be no mechanism through which the highway changes required to accommodate and mitigate the effects of the new building can be delivered.</p> <p>6.2. The City has given a S106 commitment to undertake the evaluation and design “as soon as practicable” following receipt of the evaluation and design payment, which has now been made by the developer. This is also required to enable the developer to comply with their S106 covenant to enter into a S278 Agreement, which agreement will require design details to have been settled and costed. It is also highly likely that pedestrian access will be a significantly poorer experience if necessary changes are not implemented.</p> <p>6.3. This route is also important to the City’s cultural offer and its connection to other nearby cultural nodes that offer strategic connections and cultural anchors beyond the “square mile”. This is in keeping with the objectives within the City’s Culture Mile Public Realm Identity guidelines (2019).</p>
7. SMART project objectives	<p>7.1. Deliver a high quality, accessible public realm and pedestrian environment in the proximity of the development (Appendix 1), the quantum of which will be determined as part of the design process.</p> <p>7.2. The project will be developed and implemented in collaboration with various agencies and reduce the maintenance burden on the City by reconfiguring the space with the use of standard materials.</p> <p>7.3. The implementation of the works will be coordinated with the development’s construction programme.</p>
8. Key benefits	<p>8.1. Improved pedestrian movement in the City is expected as a result of a new decluttered environment that improves pedestrian permeability.</p> <p>8.2. Reduced maintenance burden by a using the City’s standard palette of materials promoting the City’s identity through consistency of coverage in accordance with current guidance in the City Public Realm supplementary planning document and Technical Manual (2016).</p> <p>8.3. The developer’s aspirations and requirements will be met, by ensuring the surrounding highways work is completed to a high standard prior to occupation of the development.</p>

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9. Project category	4a. Fully reimbursable
10. Project priority	B. Advisable
11. Notable exclusions	<i>None noted.</i>

Options Appraisal

12. Overview of options	<p>12.1. There are limited options given the very specific terrain and site conditions in the area that form part of planning obligations agreed in the S106. Footways will be paved in standard materials such as Yorkstone and granite to ensure a consistent palette across both public and private areas.</p> <p>12.2. There is an aspiration to have the HSBC Gates currently on Peter's Hill (Millennium Bridge Approach) removed. It is believed this will not only facilitate the development of Millennium Bridge House but improve pedestrian access, and in particular, access to the Peter's Hill façade. The developer will submit a Gates Strategy in keeping with conditions of the planning approval for the development.</p> <p>12.3. The ability to remove the HSBC Gates will be dependent on consents including from the Lottery Fund, in respect of which the Gates Strategy will need to be prepared by the developer and approved by the City.</p>
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Project Planning

13. Delivery period and key dates	<p>Overall project: The highway work will be coordinated with the building's planned practical completion in Q4 2023. It is envisaged that the project will be completed in phases to accommodate the development's construction programme, which is subject to change.</p> <p>Key dates: A Gateway 5 report is expected in Q1 of 2022 to tie in with the developer's programme.</p> <p>Other works dates to coordinate: The implementation and completion stages of the highways work are dependent on the development's programme.</p>
14. Risk implications	<p>Overall project risk: Low</p> <ul style="list-style-type: none"> Full cost of works unknown <i>Risk response: accept</i>

	<p>As the design develops, the likely cost of the scheme will be established. The scope of the project will be tailored to ensure the developer is able to cover the costs.</p> <ul style="list-style-type: none"> • Project not delivered to programme <i>Risk response: reduce</i> <p>The developer requires the environmental enhancement works to be completed to coordinate with their building refurbishment which is to be completed at the end of 2023. Therefore, a programme will be developed to ensure compliance with this date.</p> <ul style="list-style-type: none"> • Requirements regarding the HSBC Gates prove problematic and extend the programme <i>Risk response: reduce</i> <p>The developer will submit a Gates Strategy for consideration that will address the approval mechanism that will in turn determine how this element of the project will be progressed.</p> <p>The design and evaluation to be carried out by the City pursuant to the S106 Agreement will be highly dependant on whether or not the HSBC Gates can be removed. Therefore until there is certainty regarding the removal of the HSBC Gates and the consents are in place, the extent to which design and evaluation can be progressed beyond this stage will be limited; and this is dependent on the submission and implementation of the Gates Strategy by the developer.</p> <p>Further information available within the Risk Register (Appendix 3)</p>
<p>15. Stakeholders and consultees</p>	<ul style="list-style-type: none"> • Developer of Millennium Bridge House • The Millennium Bridge Commission • Bridge House Trust • National Lottery • Sir Anthony Caro Estate • City of London School • District Surveyor • Comptroller and City Solicitor • Development Management Division • City Arts Initiative • The City of London Access Team

Resource Implications

16.Total estimated cost	Likely cost range (excluding risk): £150K-300K Likely cost range (including risk): <i>Any costs that would appear to exceed the current tolerance range will be managed within the provisions of the S106 agreement and reported to Committee at the next Gateway.</i>	
17.Funding strategy	Choose 1: All funding fully guaranteed	Choose 1: External - Funded wholly by contributions from external third parties
	Funds/Sources of Funding	Cost (£)
	Section 106/278 Agreement	150K-300K
	Total	150K-300K
The Comptroller/ City Solicitor and Chamberlain are aware of the S106 agreement which contains the necessary provisions to fulfil planning obligations. However, the scope of works to be funded and the sum payable by the developer remain to be agreed in the forthcoming S.278 Agreement. The scope of works to be agreed must demonstrably be for the purpose of making the development is acceptable in planning terms, to ensure it is within the scope of the S.106 Agreement.		
18.Investment appraisal	Not Applicable On-going revenue implications 18.1.Revenue implications for highways maintenance are anticipated to be of minimum impact and will be confirmed at the next Gateway when the detailed design will be finalised.	
19.Procurement strategy/route to market	19.1.It is anticipated that all works will be undertaken by the City’s Highways term contractor, currently J.B. Riney. 19.2.The design work is proposed to be carried out in-house by the Highways team in collaboration with the developer of Millennium Bridge House. 19.3.The materials and specification of the design will be the City’s standard specification, in accordance with the City Public Realm Supplementary Planning Document and Technical Manual (2016).	

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20. Legal implications	20.1.A Section 106 Agreement has been finalised with the developer and the City.
21. Corporate property implications	None.
22. Traffic implications	None.
23. Sustainability and energy implications	23.1.It is anticipated that all materials will be sustainably sourced where possible and be suitably durable for construction purposes.
24. IS implications	None.
25. Equality Impact Assessment	<ul style="list-style-type: none"> An equality impact assessment will be undertaken and included in the next Gateway report.
26. Data Protection Impact Assessment	<i>None</i>

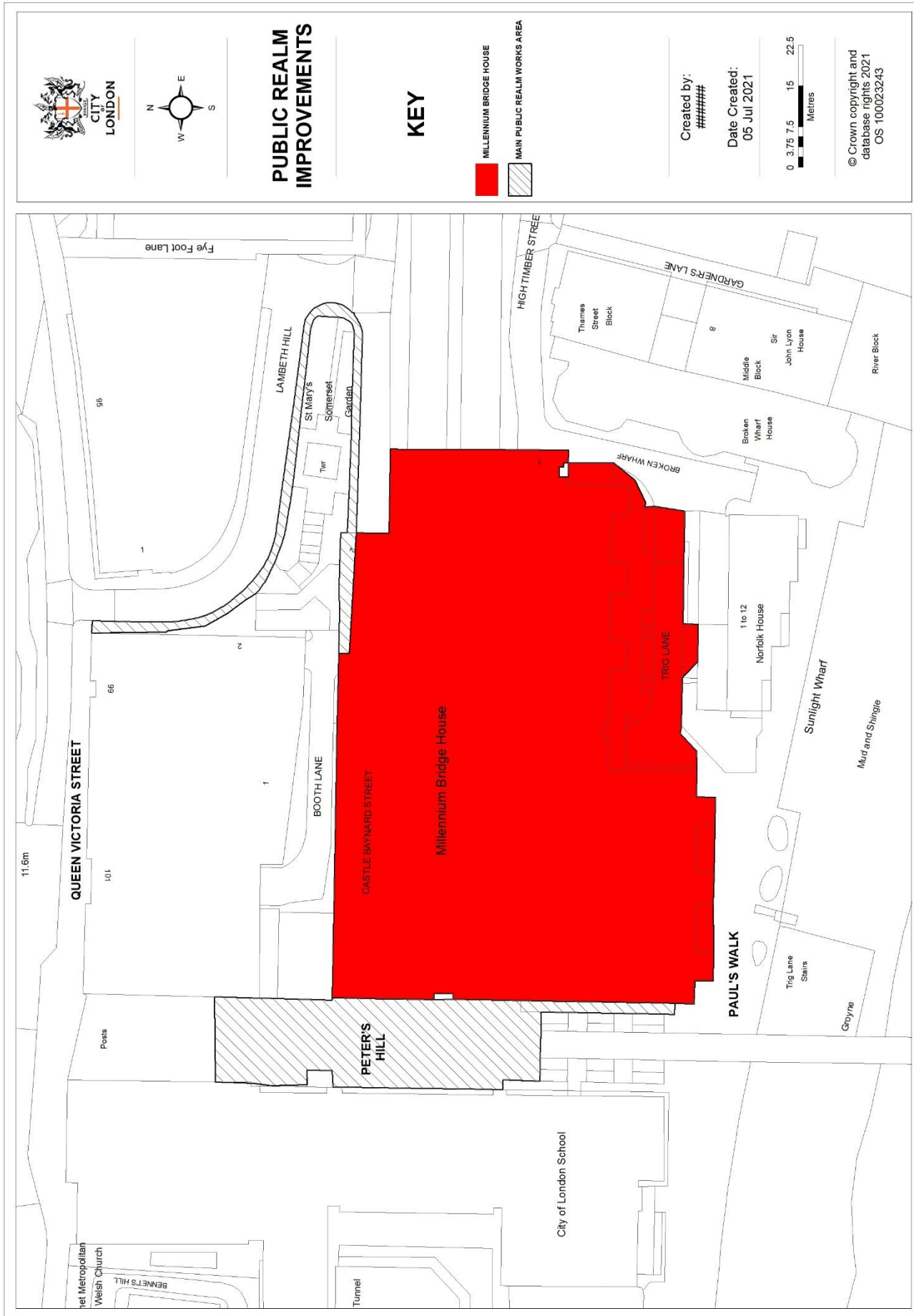
Appendices

Appendix 1	Plan of the project area
Appendix 2	Project Briefing
Appendix 3	Risk Register

Contact

Report Author	Emmanuel Ojugo
Email Address	emmanuel.ojugo@cityoflondon.gov.uk
Telephone Number	020 7332 1158 / 07597 425 829

APPENDIX 1 | SITE LOCATION PLAN



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Project Briefing

Project identifier			
[1a] Unique Project Identifier	TBC	[1b] Departmental Reference Number	TBC
[2] Core Project Name	RWE: Millennium Bridge House Area Improvements		
[3] Programme Affiliation (if applicable)	N/A		

Ownership	
[4] Chief Officer has signed off on this document	Yes
[5] Senior Responsible Officer	Tom Noble
[6] Project Manager	Emmanuel Ojugo

Description and purpose					
[7] Project Mission statement / Elevator pitch					
A re-landscaping project within the immediate perimeter and streets in the wider vicinity of the approved Millennium Bridge House development at 2 Lambeth Hill. This project will improve pedestrian access and legibility.					
[8] Definition of Need: What is the problem we are trying to solve or opportunity we are trying to realise (i.e. the reasons why we should make a change)?					
<ul style="list-style-type: none"> The project will propose enhancements to streets adjacent to the development at Millennium Bridge House to mitigate the effects of the development on the local environment. These will include, but are not necessarily restricted to, Millennium Bridge Approach at Peter's Hill, Lambeth Hill and Paul's Walk (which forms part of the Thames Path). Over 5 million pedestrians pass and re-pass the Millennium Bridge annually. The development will include a projection onto the City Walkway, so this pedestrian environment requires some reconfiguration if access is not to be compromised. 					
[9] What is the link to the City of London Corporate plan outcomes?					
[2] People enjoy good health and wellbeing. [11] Our spaces are digitally and physically well-connected and responsive. [12] Our spaces are secure, resilient and well-maintained.					
[10] What is the link to the departmental business plan objectives?					
[1] Advancing a flexible infrastructure that adapts to increasing capacity and changing demands. [5] Creating an accessible city which is stimulating, safe and easy to move around in [8] Improving quality of life for workers, residents and visitors.					
[11] Note all which apply:					
Officer: Project developed from Officer initiation	Y	Member: Project developed from Member initiation	N	Corporate: Project developed as a large scale Corporate initiative	N
Mandatory: Compliance with legislation, policy and audit	Y	Sustainability: Essential for business continuity	N	Improvement: New opportunity/ idea that leads to improvement	Y

Project Benchmarking:	
[12] What are the top 3 measures of success which will indicate that the project has achieved its aims?	
1) Improved pedestrian movement in the City is expected as a result of a new decluttered environment that improves pedestrian permeability.	
2) Reduced maintenance burden by a using the City's standard palette of materials promoting the City's identity through consistency of coverage in accordance with current guidance in the City Public Realm supplementary planning document and Technical Manual (2016).	
3) The developer's aspirations and requirements will be met, by ensuring the surrounding highways work is completed to a high standard prior to occupation of the development.	
[13] Will this project have any measurable legacy benefits/outcome that we will need to track after the end of the 'delivery' phase? If so, what are they and how will you track them? (E.g. cost savings, quality etc.)	
Not Applicable	
[14] What is the expected delivery cost of this project (range values)[£]?	
Lower Range estimate: £150,000 Upper Range estimate: £300,000	
[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:	
Revenue implications for highways maintenance are anticipated to be of minimum impact and will be confirmed at Gateway 5 when the detailed design will be finalised. These costs will be assessed and covered by the developer under a S106/S278 agreement, thereby mitigating the impact on local risk budgets.	
[16] What are the expected sources of funding for this project?	
The project will be fully funded by a S106/S278 agreement agreed with the Millennium Bridge House	
[17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)?	
Overall project: 12-18 months. The highway work will be coordinated with the building's planned practical completion in Q4 2023. It is envisaged that the project will be completed in phases to accommodate the development's construction programme. Other works dates to coordinate: The implementation and completion stages of the highways work are dependent on the development's programme.	

Project Impact:	
[18] Will this project generate public or media impact and response which the City of London will need to manage? Will this be a high-profile activity with public and media momentum?	
The project will not be a high-profile activity, it is not expected to generate public or media impact beyond the expected temporary disruption of redirecting pedestrian traffic.	
[19] Who has been actively consulted to develop this project to this stage? <(Add additional internal or external stakeholders where required) >	
Chamberlains: Finance	Officer Name: Simon Owen
Chamberlains: Procurement	Officer Name: Not Applicable
IT	Officer Name: Not Applicable
HR	Officer Name: Not Applicable

Communications	Officer Name: Not Applicable
Corporate Property	Officer Name: Not Applicable
External	Developer of Millennium Bridge House
[20] Is this project being delivered internally on behalf of another department? If not ignore this question. If so: Please note the Client supplier departments. Who will be the Officer responsible for the designing of the project? If the supplier department will take over the day-to-day responsibility for the project, when will this occur in its design and delivery?	
Client	Not Applicable
Supplier	Not Applicable
Supplier	Not Applicable
Project Design Manager	Not Applicable
Design/Delivery handover to Supplier	Not Applicable

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City of London: Projects Procedure Corporate Risks Register

Project Name: RWE Millennium Bridge House Area Improvements			PM's overall risk rating: Low		CRP requested this gateway Total CRP used to date		£ -		Average unmitigated risk 5.2		Open Risks 6													
Unique project identifier:			Total estimated cost £ 300,000		Total CRP used to date		£ -		Average mitigated risk 3.2		Closed Risks 0													
General risk classification										Ownership & Action														
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to Issues	Comment(s)	
R1	2	(10) Physical	Project not delivered to programme	There is a possibility the project programme will be impacted by developer (Millennium Bridge House) activities adjacent to the project area. The City's programme is dependant upon obtaining access and thus the development schedule.	Likely	Minor	4	£0.00	N		Keep in regular contact with the developer/other stakeholders and be aware of any changes to their programme and communicate them in a timely manner	£0.00	Likely	Minor	£0.00	4	£0.00			01/03/21	DBE	Emmanuel Ojugo		
R2	2	(10) Physical	A delay in establishing the relocation of the HSBC Gates affects the programme	Unless a clear objective is established for the HSBC Gates being relocated this condition will not be fully discharged by the developer and affect the development	Possible	Minor	3	£0.00	N		City officers have initiated the City Arts initiative process to decommission and recommitment the HSBC Gates in accordance with the planning condition and agreed project governance	£0.00	Unlikely	Minor	£0.00	2	£0.00			01/03/21	DBE	Emmanuel Ojugo		
R3	2	(4) Contractual/Partnership	Delays to the Procurement of materials	A significant delay to the receipt of materials will impact the programme for implementation	Possible	Serious	6	£0.00	N		Agree priorities with the Col Chamberlain and maintain dialogue with Highways Manager/ Term Contractor to establish procurement targets to inform the programme and meet stakeholders expectations.	£0.00	Likely	Minor	£0.00	4	£0.00			01/06/21	DBE	Emmanuel Ojugo		
R4	2	(5) H&S/Wellbeing	Noisy Works	Noisy Works could generate complaints from local occupiers and delay the programme	Likely	Minor	4	£0.00	N		All noisy works times will be agreed with Environmental Health Officers and communicated with local occupiers. Flexibility is also built in to allow for these times to be altered accordingly	£0.00	Possible	Minor	£0.00	3	£0.00			01/03/21	DBE	Emmanuel Ojugo		
R5	2	(5) H&S/Wellbeing	Impact of Covid-19 on work	Due to Covid-19 the programme may be impacted by measures that may reduce activity and extend the programme	Likely	Serious	8	£0.00	N		1. The City have developed a Covid-19 response. The Highway Authority and Term Contractor have agreed a Covid-19 response that is compliant that will enable works to go ahead safely. 2. Any Covid-19 related intervention measures will be incorporated into the design for Mark Lane and the wider area.	£0.00	Possible	Minor	£0.00	3	£0.00			15/03/21	DBE	Emmanuel Ojugo		
R6	2	(4) Contractual/Partnership	Requirements regarding the HSBC Gates prove problematic and extend the programme	HSBC Gates will not be removed unless all necessary consents (including from BHE Board and the Lottery Fund), are obtained - extending the programme	Possible	Serious	6	£0.00	N		The developer will be required to submit a Gates Strategy to the City to establish a mechanism for seeking consent from statutory and non-statutory bodies to inform the design of the improvement scheme. The City will reciprocate this action by pursuing the CAI process to facilitate the expiration to remove the HSBC Gates and any necessary approvals.	£0.00	Possible	Minor	£0.00	3	£0.00			31/01/21	DBE	Emmanuel Ojugo		
								£0.00				£0.00			£0.00		£0.00							
R9								£0.00				£0.00			£0.00		£0.00							
R10								£0.00				£0.00			£0.00		£0.00							
R11								£0.00				£0.00			£0.00		£0.00							
R12								£0.00				£0.00			£0.00		£0.00							
R13								£0.00				£0.00			£0.00		£0.00							
R14								£0.00				£0.00			£0.00		£0.00							
R15								£0.00				£0.00			£0.00		£0.00							
R16								£0.00				£0.00			£0.00		£0.00							
R17								£0.00				£0.00			£0.00		£0.00							
R18								£0.00				£0.00			£0.00		£0.00							
R19								£0.00				£0.00			£0.00		£0.00							
R20								£0.00				£0.00			£0.00		£0.00							
R21								£0.00				£0.00			£0.00		£0.00							
R22								£0.00				£0.00			£0.00		£0.00							
R23								£0.00				£0.00			£0.00		£0.00							
R24								£0.00				£0.00			£0.00		£0.00							
R25								£0.00				£0.00			£0.00		£0.00							
R26								£0.00				£0.00			£0.00		£0.00							
R27								£0.00				£0.00			£0.00		£0.00							
R28								£0.00				£0.00			£0.00		£0.00							
R29								£0.00				£0.00			£0.00		£0.00							
R30								£0.00				£0.00			£0.00		£0.00							
R31								£0.00				£0.00			£0.00		£0.00							

City of London: Projects Procedure Corporate Risks Register

 Project name: *RWE Millennium Bridge House Area Improvements*

Unique project identifier:

 Total est cost (exc risk) *£300000*

Corporate Risk Matrix score table

PM's overall risk rating

Low

Avg risk pre-mitigation

5.2

Avg risk post-mitigation

3.2

Red risks (open)

0

Amber risks (open)

3

Green risks (open)

3

	Minor impact	Serious impact	Major impact	Extreme impact
Likely	4	8	16	32
Possible	3	6	12	24
Unlikely	2	4	8	16
Rare	1	2	4	8

Costed risks identified (All)

£0.00 0%

Costed risk as % of total estimated cost of project

Costed risk pre-mitigation (open)

£0.00 0%

" "

Costed risk post-mitigation (open)

£0.00 0%

" "

Costed Risk Provision requested

£0.00 0%

CRP as % of total estimated cost of project

- (1) Compliance/Regulatory
- (2) Financial
- (3) Reputation
- (4) Contractual/Partnership
- (5) H&S/Wellbeing
- (6) Safeguarding
- (7) Innovation
- (8) Technology
- (9) Environmental
- (10) Physical

Number of Open Risks	Avg Score	Costed impact	Red	Amber	Green
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
2	6.0	£0.00	0	2	0
2	6.0	£0.00	0	1	1
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
2	3.5	£0.00	0	0	2

Issues (open)

0

Open Issues

Extreme Major Serious Minor

0 0 0 0

All Issues

0

All Issues

0 0 0 0

 Cost to resolve all issues
(on completion)

£0.00

Total CRP used to date

£0.00

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To: Streets & Walkways Sub Committee

10 September 2021

From: Projects Sub Committee

23 July 2021

11. GATEWAY 5 ISSUE - CITY STREETS: TRANSPORTATION RESPONSE TO SUPPORT COVID-19 RECOVERY - PHASE 3 - ISSUES REPORT

The Sub Committee considered a Gateway 5 Issue report of the Director of the Built Environment, in respect of the transportation response to support COVID-19 recovery. The Chairman introduced the item and drew Members' attention to the proposed measures and funding sources for the project.

The Sub Committee then discussed the proposals. Members expressed their support in principle for the project, particularly in respect of increased greening, but sought assurances that implementation of the project would retain an appropriate balance between modes of transport and satisfactory access for traffic. The Director of the Built Environment advised that the proposed measures were temporary and all would be re-evaluated following a period of assessment which included stakeholder engagement, safety audit and equality impact assessment, with medium-term options to be brought to the October meeting of the Sub Committee.

Members then raised points relating to safety concerns and feedback from constituents in respect of road closures and their impact on deliveries. The Chairman commented that balance was important, and advised that whilst implementation of the schemes was an issue for the Streets & Walkways Sub Committee to consider, the Sub Committee could agree to communicate concerns on the basis of project management considerations in the form of a resolution. A Member added that the implementation of projects had potential cost considerations, as issues such as access could lead to legal challenges, which often led to an increase in project costs. Members noted that they could also make individual representations on the matter.

The Chairman then proposed that it be resolved to advise the Streets & Walkways Sub Committee that the Sub Committee wished to seek assurance that the scheme and its composite measures were strategically aligned with other COVID-19 recovery work, such as promotion of returning to the City, as well as the existing Transport Strategy. The Sub Committee also sought further detail on assessing the value for money considerations of the scheme, given the temporary nature of the interventions, and to promote the importance of equalities impact assessment in respect of the project, given the risk of challenge to the project if this were not given due regard.

RESOLVED – That in agreeing the recommendations of this report, the Projects Sub Committee further agreed to raise the following points of concern to be put to the Streets & Walkways Sub Committee for consideration ahead of further approvals in respect of the project, with medium-term options for the scheme expected to be brought to October Committee meetings:

1. That assurance be sought that the scheme and its composite measures are strategically aligned both with other COVID-19 Recovery work, such as the promotion of returning to the City, as well as the existing Transport Strategy;

2. That the value for money considerations of the scheme be assessed, given the temporary nature of the interventions; and
3. That the access implications and equalities impact of the scheme be given thorough assessment in considering the scheme, given the importance of retaining an appropriate balance between modes of transport and satisfactory access for traffic, and the risk of challenge to the project if these matters were not given due regard.

[illegible]

08 July 2021	<u>Use of central medians</u> To keep the Sub Committee informed of progress on discussions with the City of London Police Commissioner on the use of central medians	Sub Committee Chairman	September 2021	

Committee(s) Streets & Walkways Sub Committee	Dated: 03/10/2021
Subject: Report of Action Taken	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	9a, 9d
Does this proposal require extra revenue and/or capital spending?	No
Report of: Town Clerk	For Information

Summary

This report advises Members of action taken by the Town Clerk since the last meeting of the Sub-Committee, in consultation with the Chairman and Deputy Chairman, in accordance with Standing Order Nos. 41(a) and (b).

Recommendation:

- That Members note the report.

Main Report

Approval of a Gateway 2 report relating to highway and public realm works in the vicinity of the development at 40 Leadenhall Street:

Project Description: Section 278 (S278) highway works to facilitate the new 40 Leadenhall St development

Next Gateway: Gateway 3/4 - Options Appraisal (Regular)

The scope of the Section 278 works includes the following elements:

- **Leadenhall Street:** Paving the footways surrounding the development in high-quality Yorkstone, realignment of kerbs, carriageway resurfacing and consideration for a new pedestrian crossing. Opportunities to widen the footway on Leadenhall Street will be explored at the next stage, in line with the objectives of the Transport Strategy and the City Cluster Vision. Security requirements will also be considered.
- **Fenchurch Street:** Paving the footways surrounding the development in high-quality Yorkstone, realignment of kerbs, carriageway resurfacing and improvements to pedestrian crossings. Opportunities to widen the footway on Fenchurch Street will be explored at the next stage, in line with the objectives of the Transport Strategy and the City Cluster Vision. Security requirements will also be considered.
- **Billiter Street:** A contribution for repaving the southern end of the street has already been secured through the Section 278 agreement for the development

at 120 Fenchurch Street; as part of the design process officers will consider the potential for introducing additional greening, seating and public art, the uplift of which would be funded through the 40 Leadenhall Street project.

- **Fenchurch Buildings:** Repaving of the pedestrian alleyway and implementation of a raised carriageway at the southern end of the street.
- **Contribution to Leadenhall Street project:** A financial contribution will be sought from the developer to be put towards a transformational enhancement project on Leadenhall Street, delivering a key element of the City Cluster Vision. This project is subject to a separate report.

The Streets & Walkways Sub Committee approved a request for delegated authority at their meeting of 08 July '21 in relation to the approval of a Gateway 2 report related to the 40 Leadenhall Street developments.

The planning permission for 40 Leadenhall Street (13/01004/FULEIA) was granted on 29 May 2014. A non-material amendment for the same site was granted on 18 December 2020.

A Section 106 agreement was entered into on 29 May 2014. A subsequent Deed of Variation to this agreement has been signed, which amended the trigger point for entering into a Section 278 agreement (ie. to within 18 months of Implementation). The planning permission was implemented on 23 March 2020, meaning the deadline for entering into the Section 278 agreement is 23 September 2021.

Reason for delegated authority request:

The delegated authority request was made because of the otherwise short deadline between full approval of project initiation and the deadline for entering into the Section 278 agreement.

Next Steps:

- Develop detailed design with developer, undertake preparatory survey work and liaise with utility companies.
- A Section 278 agreement will be negotiated and entered into with the developer, to release funding for the scheme.

Funding source: Section 278 contribution.

Decisions:

1. That a budget of £100,000 is approved for detailed design, engagement with stakeholders and survey work to reach the next Gateway, subject to receipt of funds;
2. Authorise officers to enter into a Section 278 agreement with the developer of 40 Leadenhall Street;
3. Note the total estimated cost of the project at £800,000 - £2m (excluding risk).

4. That delegated authority be granted to the Town Clerk, in consultation with the Chair and Deputy Chair of Streets & Walkways Sub Committee, to approve a Gateway 2 report on this basis, with the next Gateway 3-4 report considered by the full meeting of the Streets & Walkways Sub Committee.

Action Taken

The Town Clerk, in consultation with the Chair and Deputy Chair of the Streets & Walkways Sub Committee, approved the Gateway 2 report.

Appendix

Environment 'G2 – 40 Leadenhall' – Report of the Director of the Built
 'Project briefing'

Jayne Moore

Town Clerk's Department

E: jayne.moore@cityoflondon.gov.uk

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Committees: Corporate Projects Board - for decision Projects Sub - for decision Streets & Walkways - for decision	Dates: 14 July 2021 23 July 2021 Delegated
Subject: 40 Leadenhall Street section 278 highway works Unique Project Identifier: PV ID: 12293	Gateway 2: Project Proposal Regular
Report of: Director of the Built Environment Report Author: Tom Noble	For Decision
<h1>PUBLIC</h1>	

Recommendations

1. Next steps and requested decisions	<p>Project Description: Section 278 (S278) highway works to facilitate the new development.</p> <p>Next Gateway: Gateway 3/4 - Options Appraisal (Regular)</p> <p>Next Steps:</p> <ul style="list-style-type: none"> • Develop detailed design with developer, undertake preparatory survey work and liaise with utility companies. • A Section 278 agreement will be negotiated and entered into with the developer, to release funding for the scheme. <p>Funding source: Section 278 contribution.</p> <p>Requested Decisions:</p> <ol style="list-style-type: none"> 1. That a budget of £100,000 is approved for detailed design, engagement with stakeholders and survey work to reach the next Gateway, subject to receipt of funds; 2. Authorise officers to enter into a Section 278 agreement with the developer of 40 Leadenhall Street; 3. Note the total estimated cost of the project at £800,000 - £2m (excluding risk). 4. That delegated authority be granted to the Town Clerk, in consultation with the Chair and Deputy Chair of Streets & Walkways Sub Committee, to approve a Gateway 2 report on this basis, with the next Gateway
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	3-4 report considered by the full meeting of the Streets & Walkways Sub Committee.			
2. Resource requirements to reach next Gateway	Item	Reason	Funds/ Source of Funding	Cost (£)
	Staff costs	Project management and detailed design	S278	£49,000 (P&T) £19,000 (Highways) £2,000 (Open Spaces)
	Fees	Topographical and radar surveys, site investigations and utilities.	S278	£30,000
	Total			£100,000
	<p>P&T staff costs allocation – £49,000 Officers' time associated with project management, internal reporting procedure and negotiating the terms of the legal agreement, facilitating the detailed design and technical discussions with working group, and securing the necessary approvals from key stakeholders.</p> <p>Highways staff costs allocation – £19,000 Staff costs associated with evaluation and detail design stage, production of construction package, drainage, liaison with utility companies and securing permits.</p> <p>Open Spaces staff costs allocation - £2,000 Provisional allocation should any proposals for greenery be progressed.</p> <p>Professional fees allocation - £30,000 This will cover the procurement of technical assessments, including any surveys and utility enquiries.</p> <p>Timescales for the design and delivery of the project are considered to be 2-3 years, subject to confirmation of developers' construction timescales. Any underspend on staff costs allocation is proposed to be carried forward to the next</p>			

	Gateway approval to oversee the implementation of the scheme, engagement with stakeholder and post-implementation monitoring.
3. Governance arrangements	<ul style="list-style-type: none"> • Service Committee: Streets & Walkways. • Senior Responsible Officer: Tom Noble, Group Manager (Business Development & Development Management, City Public Realm) • Project Manager: TBC (Transportation & Public Realm Division) • Project Board not required due to modest size and limited scope of project.

Project Summary

4. Context	<p>1. The planning permission for 40 Leadenhall Street (13/01004/FULEIA) was granted on 29 May 2014. A non-material amendment for the same site was granted on 18 December 2020.</p> <p>2. The site is bounded by Leadenhall Street, Billiter Street, Fenchurch Street and Fenchurch Buildings. The application includes the demolition of the existing buildings and redevelopment to provide a part 10, 14 and 34 storey building. The retained building on Billiter Street is listed (Grade II).</p> <p>3. Under the Section 106 Agreement the developer is obligated to fund the required works on the public highway which are required as a direct consequence of and to facilitate the development.</p>
5. Brief description of project	<p>The scope of the Section 278 works includes the following elements:</p> <ul style="list-style-type: none"> - Leadenhall Street: Paving the footways surrounding the development in high quality Yorkstone, realignment of kerbs, carriageway resurfacing and consideration for a new pedestrian crossing. Opportunities to widen the footway on Leadenhall Street will be explored at the next stage, in line with the objectives of the Transport Strategy and the City Cluster Vision. Security requirements will also be considered. - Fenchurch Street: Paving the footways surrounding the development in high quality Yorkstone, realignment of kerbs, carriageway resurfacing and improvements to pedestrian crossings. Opportunities to widen the footway on Fenchurch Street will be explored at the next stage, in line with the objectives of the Transport

	<p>Strategy and the City Cluster Vision. Security requirements will also be considered.</p> <ul style="list-style-type: none"> - Billiter Street: A contribution for repaving the southern end of the street has already been secured through the Section 278 agreement for the development at 120 Fenchurch Street; as part of the design process officers will consider the potential for introducing additional greening, seating and public art, the uplift of which would be funded through the 40 Leadenhall Street project. - Fenchurch Buildings: Repaving of the pedestrian alleyway and implementation of a raised carriageway at the southern end of the street. - Contribution to Leadenhall Street project: A financial contribution will be sought from the developer to be put towards a transformational enhancement project on Leadenhall Street, delivering a key element of the City Cluster Vision. This project is subject to a separate report.
6. Consequences if project not approved	<p>The City's obligations as set out in the Section 106 Agreement would not be fulfilled.</p> <p>There will be no mechanism through which the required highway changes to accommodate the new development, along with the projected increase in footfall can be delivered. Therefore, resulting in an unsafe and unpleasant environment for pedestrians.</p>
7. SMART project objectives	<ul style="list-style-type: none"> - To create additional space for people to walk safely (amount of additional space to be calculated as part of design stage). - To increase the extent of pedestrian-priority streets, in line with the aims of the Transport Strategy (amount of additional space to be calculated as part of design stage). - To increase the amount of greenery in the area (to be determined as part of design stage).
8. Key benefits	<ul style="list-style-type: none"> - Improved public realm surrounding the development to create an attractive and safe street environment. - Deliver additional greenery, seating and public art where possible. - Increased proportion of pedestrian priority streets in the area.

9. Project category	4a. Fully reimbursable
10. Project priority	B. Advisable
11. Notable exclusions	None.

Options Appraisal

12. Overview of options	<p>An indicative scope of works has been discussed and agreed with the developer. Officers will explore opportunities to potentially expand the scope of works if appropriate, in line with the S106 Agreement.</p> <p>Refer to Appendix 3 for plan of the site and scope of project.</p>
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Project Planning

13. Delivery period and key dates	<p>Overall project:</p> <ul style="list-style-type: none"> - August 2021 – July 2022: Progress with detailed design stage, engagement and commission surveys. - August – September 2021: Draft and agree Section 278 Agreement. - September 2021: Sign Section 278 Agreement Target date for development to commence and related to a planning condition. However, mechanisms have been discussed to extend the deadline if needed without impacting the developers' programme. - Q2 2022: Gateway 3-4 report – Options appraisal, subject to negotiation with the developer. - Q4 2022: Gateway 5 report - Authority to Start work Sign-off construction package and obtain highway permits. Liaison with local stakeholders ahead of implementation. - Construction of works: Q2 - 2023 (To be confirmed, subject to developer's programme and access to site). <p>Key dates: Gateway 5 report: Late 2022</p> <p>Other works dates to coordinate: Delivery of paving, seating, greening and wind mitigation measures on publicly-accessible</p>
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	private land around the development, to be integrated with the public realm works in a seamless manner.
14. Risk implications	<p>Overall project risk: Low</p> <p>There is one amber risk identified at this time; no red risks are currently listed. Further information available within the Risk Register (Appendix 2).</p>
15. Stakeholders and consultees	<ol style="list-style-type: none"> 1. Nuveen – Developer 2. Transport for London – potential minor adjustments to location of signalised pedestrian crossing 3. Local retail units and occupiers nearby the development 4. Nearby construction sites on Bishopsgate and Leadenhall Street. 5. City of London officers: Transport and Public Realm Division, Planning Division, Open Spaces and Highways.

Resource Implications

16. Total estimated cost	Likely cost range (excluding risk): £800,000 - £2m (subject to final scope being agreed) Likely cost range (including risk): N/A							
17. Funding strategy	Choose 1: All funding fully guaranteed	Choose 1: External - Funded wholly by contributions from external third parties <table><tr><th>Funds/Sources of Funding</th><th>Cost (£)</th></tr><tr><td>Section 278 Agreement payment</td><td>£800,000 - £2m*</td></tr><tr><td>Total (*estimated cost)</td><td>£800,000 - £2m*</td></tr></table> <p>The funding is subject to the Section 278 agreement being concluded. Ongoing revenue implications will be set out in future Gateway reports.</p>	Funds/Sources of Funding	Cost (£)	Section 278 Agreement payment	£800,000 - £2m*	Total (*estimated cost)	£800,000 - £2m*
Funds/Sources of Funding	Cost (£)							
Section 278 Agreement payment	£800,000 - £2m*							
Total (*estimated cost)	£800,000 - £2m*							
18. Investment appraisal	None.							
19. Procurement strategy/route to market	N/A. The project will be implemented by the City's term contractor. Design and project management work will be undertaken in-house by the Transport & Public Realm Division, and Highways.							

20. Legal implications	None foreseen at this time. A S106 Agreement has already been executed which includes the obligation to enter into a separate S278 for the design and implementation of the Highway Works. The s278 agreement will be progressed shortly and will be finalised by Gateway 5.
21. Corporate property implications	None.
22. Traffic implications	Minimal implications are foreseen at this stage. Works on Leadenhall Street will be coordinated with TfL to ensure minimal disruption to bus routes is caused. Some minor adjustments to pedestrian crossings may be required.
23. Sustainability and energy implications	All materials will be in line with the City's approved palette of materials to ensure a high quality and durable finish, therefore reducing maintenance.
24. IS implications	None.
25. Equality Impact Assessment	An EQIA will be undertaken at the next stage and prior to submitting the Gateway 5 report.
26. Data Protection Impact Assessment	The risk to personal data is less than high or non-applicable and a data protection impact assessment will not be undertaken.

Appendices

Appendix 1	Project Briefing
Appendix 2	Risk Register
Appendix 3	Site plan

Contact

Report Author	Tom Noble
Email Address	tom.noble@cityoflondon.gov.uk
Telephone Number	07597 425 907

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