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Planning and Transportation Committee

Date: **THURSDAY, 16 MAY 2024**

Time: 9.00 am

Venue: **LIVERY HALL - GUILDHALL**

Members:

Deputy Shravan Joshi MBE (Chairman)
Graham Packham (Deputy Chairman)
Deputy Randall Anderson
Ian Bishop-Laggett
Michael Cassidy
Deputy Simon Duckworth OBE DL
Mary Durcan
Deputy John Edwards
Anthony David Fitzpatrick
Deputy John Fletcher
Deputy Marianne Fredericks
Jaspreet Hodgson
Amy Horscroft
Alderman Robert Hughes-Penney
Natasha Maria Cabrera Lloyd-Owen
Deputy Charles Edward Lord
Antony Manchester
Deputy Brian Mooney BEM
Deputy Alastair Moss
Eamonn Mullally
Alderwoman Jennette Newman
Deborah Oliver
Alderwoman Susan Pearson
Judith Pleasance
Deputy Henry Pollard
Alderman Simon Pryke
Ian Seaton
Hugh Selka
Luis Felipe Tilleria
Shailendra Kumar Kantilal Umradia
William Upton KC
Jacqui Webster

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Ian Thomas CBE
Town Clerk and Chief Executive

AGENDA

NB: Certain matters for information have been marked * and will be taken without discussion, unless the Committee Clerk has been informed that a Member has questions or comments prior to the start of the meeting. These information items have been collated in a supplementary agenda pack and circulated separately.

Part 1 - Public Agenda

1. **APOLOGIES**

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 30 April 2024.

For Decision
(Pages 7 - 12)

4. **OUTSTANDING ACTIONS***

Report of the Town Clerk.

For Information
(Pages 13 - 14)

5. **APPOINTMENTS TO THE CRIME AND DISORDER SCRUTINY COMMITTEE**

To appoint the Chairman and Deputy Chairman, or their representatives, as Members of the Crime and Disorder Scrutiny Committee.

For Decision

6. **BANK JUNCTION IMPROVEMENTS (ALL CHANGE AT BANK): TRAFFIC MIX AND TIMING REVIEW CONCLUSION**

Report of the Interim Executive Director Environment.

For Decision
(Pages 15 - 258)

7. **UTILITY INFRASTRUCTURE STRATEGY**

Report of the Interim Executive Director, Environment.

For Decision

(Pages 259 - 288)

8. **INFRASTRUCTURE FUNDING STATEMENT CIL/S106 2022-23**

Report of the Planning and Development Director.

For Decision
(Pages 289 - 320)

9. **BUILDING CONTROL CHARGES REPORT 2023/24**

Report of the Interim Executive Director, Environment.

For Decision
(Pages 321 - 364)

10. **STONECUTTER COURT S278**

Report of the Interim Executive Director, Environment.

For Decision
(Pages 365 - 382)

11. **RECISSION OF CITY WALKWAY AT 125 LONDON WALL (ALBAN HIGHWALK)**

Report of the Interim Executive Director, Environment.

For Decision
(Pages 383 - 398)

12. **DRAFT AIR QUALITY STRATEGY 2025 TO 2030***

Report of the Interim Executive Director, Environment.

For Information

13. **PUBLIC LIFT & ESCALATOR REPORT***

Report of the City Surveyor.

For Information

14. **TO NOTE THE MINUTES OF THE PLANNING APPLICATIONS SUB-COMMITTEE MEETING HELD ON 13 FEBRUARY 2024***

For Information

15. **TO NOTE THE MINUTES OF THE PLANNING APPLICATIONS SUB-COMMITTEE MEETING HELD ON 9 APRIL 2024***

For Information

16. **TO NOTE THE MINUTES OF THE PLANNING APPLICATIONS SUB-COMMITTEE MEETING HELD ON 17 APRIL 2024***

For Information

17. **TO NOTE THE MINUTES OF THE STREETS AND WALKWAYS SUB-COMMITTEE MEETING HELD ON 19 MARCH 2024***

For Information

18. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**

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

20. **EXCLUSION OF THE PUBLIC**

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

For Decision

Part 2 - Non-public Agenda

21. **NON-DOCKED MICROMOBILITY SCHEME STATEMENT OF INTENT**

Report of the Interim Executive Director, Environment.

For Decision
(Pages 399 - 528)

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

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

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PLANNING AND TRANSPORTATION COMMITTEE

Tuesday, 30 April 2024

Minutes of the meeting of the Planning and Transportation Committee held at the Guildhall EC2 at 10.30 am

Present

Members:

Deputy Shravan Joshi MBE (Chairman)
Graham Packham (Deputy Chairman)
Mary Durcan
Deputy John Edwards
Deputy Marianne Fredericks
Alderman Robert Hughes-Penney
Deborah Oliver
Alderwoman Susan Pearson
Deputy Henry Pollard
Ian Seaton
Hugh Selka
Shailendra Kumar Kantilal Umradia

Officers:

Zoe Lewis	-	Town Clerk's Department
Fleur Francis	-	Comptroller and City Solicitor's Department
David Horkan	-	Environment Department
Samuel James	-	Environment Department
Tom Nancollas	-	Environment Department
Rob McNicol	-	Environment Department
Gwyn Richards	-	Environment Department
Robin Whitehouse	-	Environment Department

1. **APOLOGIES**
   Apologies for absence were received from Ian-Bishop Laggett, Deputy Michael Cassidy, Deputy Simon Duckworth, Deputy John Fletcher, Antony Fitzpatrick, Jaspreet Hodgson, Deputy Edward Lord, Eamonn Mullally, Alderwoman Jennette Newman, Judith Pleasance, Alderman Simon Pryke and William Upton.

2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
   There were no declarations of interest.

3. **ORDER OF THE COURT OF COMMON COUNCIL**
   The Committee received the Order of the Court of Common Council of 28 April 2024 appointing the Committee and setting out its terms of reference for the ensuing year.

   RECEIVED.

4. **ELECTION OF CHAIRMAN**
   The Committee proceeded to elect a Chairman in accordance with Standing Order No. 29.

Being the only Member expressing a willingness to serve, Deputy Shravan Joshi was re-elected as Chair of the Committee.

RESOLVED – That Deputy Shravan Joshi be elected Chairman in accordance with Standing Order 29 for the year ensuing.

On being elected, the Chairman thanked the Committee for its support.

The Chairman went on to pay tribute to those Members who had now left the Committee – Brendan Barns, Dawn Frampton, Steve Goodman, Anne Corbett and Dawn Wright.

The Chair also welcomed new Members of the Committee – Deputy Randall Anderson, Deputy Michael Cassidy, Deputy Natasha Lloyd-Owen, Deputy Eamonn Mullally and Jacqueline Webster.

5. **ELECTION OF DEPUTY CHAIRMAN**

The Committee proceeded to elect a Deputy Chairman in accordance with Standing Order No. 30.

Being the only Member expressing a willingness to serve, Deputy Graham Packham was duly elected as Deputy Chair of the Committee.

RESOLVED – That Deputy Graham Packham be elected Deputy Chairman in accordance with Standing Order 30 for the year ensuing.

6. **MINUTES**

The Committee considered the public minutes of the Planning and Transportation Committee held on 5 March 2024 and approved them as a correct record.

7. **APPOINTMENT OF SUB-COMMITTEES**

The Committee considered a report of the Town Clerk concerning the appointment of its Sub-Committees, their composition and terms of reference.

<u>Streets and Walkways Sub Committee</u>

The Town Clerk announced that with nine Members expressing an interest in standing for the seven available spaces from the Planning and Transportation Committee, a ballot would be required.

The results of the first ballot were as follows:

Deputy Randall Anderson	-	12
Mary Durcan	-	9
Deputy John Edwards	-	9
Deputy Marianne Fredericks	-	8
Deputy Edward Lord	-	7
Deputy Alastair Moss	-	7
Eamonn Mullally	-	5
Hugh Selka	-	8
Ian Seaton	-	8

As there was a tie for the seventh place on the Sub-Committee, there was a second ballot held between those two members receiving an equality of votes for this place.

The results of the second ballot for seventh place were as follows:
Deputy Edward Lord - 3
Deputy Alastair Moss - 9

Successful Candidates after two rounds of voting:
Deputy Randall Anderson
Mary Durcan
Deputy John Edwards
Deputy Marianne Fredericks
Deputy Alastair Moss
Hugh Selka
Ian Seaton

Local Plans Sub-Committee
The Town Clerk announced that with five Members expressing an interest in standing for the five available spaces from the Planning and Transportation Committee, a ballot would not be required.

The Town Clerk stated that Officers proposed that responsibility for the consideration of changes to the Transport Strategy and Local Implementation Plan be moved to the Streets and Walkways Sub-Committee with the following line added into its terms of reference - To provide guidance and make recommendations on changes to the Transport Strategy and Local Implementation Plan (LIP) to the Grand Committee.

In line with Standing Order 27(2), the Chairman put forward nominees for the position of Chairman and Deputy Chairman of the sub-committees of the Grand Committee. For the Streets and Walkways Sub-Committee, he nominated the Deputy Chairman of the Grand Committee, Graham Packham to continue in the role of Chairman, with Deputy John Edwards as Deputy Chairman. For the Local Plans Sub-Committee he nominated himself to continue in the role of Chairman with the Deputy Chairman of the Grand Committee, Graham Packham as Deputy Chairman.

RESOLVED – That the appointment, composition and terms of reference of the sub-committees for the ensuing year are approved as follows: -

1) **Streets and Walkways Sub-Committee**
    - The Chairman of the Grand Committee
    - The Deputy Chairman of the Grand Committee as Chairman

    Seven other Members as follows:
    - Deputy Randall Anderson
    - Deputy John Edwards as Deputy Chairman
    - Mary Durcan

- Deputy Marianne Fredericks
- Deputy Alastair Moss
- Ian Seaton
- Hugh Selka

- Together with four Members representing the Finance, Police, Natural Environment Board and Port Health and Environmental Services Committees.

Terms of Reference

The Sub-Committee is responsible for:-

(a) traffic engineering and management, maintenance of the City's streets, and the agreement of schemes affecting the City's Highways and Walkways (such as street scene enhancement, traffic schemes, pedestrian facilities, special events on the public highway and authorising Traffic Orders) in accordance with the policies and strategies of the Grand Committee;

(b) all general matters relating to road safety;

(c) the provision, maintenance and repair of bridges, subways and footbridges, other than the five City river bridges;

(d) public lighting, including street lighting;

(e) day-to-day administration of the Grand Committee's car parks;

(f) all matters relating to the Riverside Walkway, except for adjacent open spaces;

(g) to provide guidance and make recommendations on changes to the Transport Strategy and Local Implementation Plan (LIP) to the Grand Committee;

(h) to be responsible for advising the Grand Committee on:-

(i) progress in implementing the Grand Committee's plans, policies and strategies relating to the City's Highways and Walkways; and

(ii) the design of and strategy for providing signposts in the City

(i) Those matters of significance will be referred to the Grand Committee to seek concurrence.

2) Local Plans Sub-Committee

- The Chairman of the Grand Committee as Chairman
- The Deputy Chairman of the Grand Committee as Deputy Chairman

Five other Members as follows:

- Deputy Randall Anderson
- Deputy John Edwards
- Deputy Marianne Fredericks
- Deputy Edward Lord
- Deputy Alastair Moss

- Together with two Members representing the Policy and Resources Committee and the Port Health and Environmental Services Committees.

The Committee also approved the Terms of Reference as set out in the report.

Terms of Reference
To provide guidance and make recommendations on changes to the City of London Local Plan to the Grand Committee.

3) Planning Applications Sub-Committee

Terms of Reference
To determine all planning, listed building and advertisement consent Applications (including matters relating to planning obligations, conditions and to the principle of stopping up orders under the Town and Country Planning Act 1990 relevant to such determinations) not delegated to officers under the Scheme of Delegation with all other functions within the Terms of Reference of the Planning and Transportation Committee not delegated to officers continuing to be exercised by that Committee or any other Sub-committees to which it delegates functions.

8. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE COMMITTEE**

In relation to a question about the definition of 'broad interest' and the factors considered in weighing up whether there was broad interest, the Planning and Development Director stated that broad interest was a term that the Court of Common Council had adopted as one of the criterion on the scheme of delegation. The concept could encompass a very wide range of consideration from the scale, strategic and wider impact of proposals, impact on community infrastructure and also in reviewing representations from strategic stakeholders. It was common procedure across all UK local planning authorities to grant delegated authority to the planning director to carry out this sifting exercise to ensure applications which had a broader and strategic interest were brought to committee, even if they were policy compliance and had not triggered the number of objections required by the scheme of delegation. The Planning and Development Director stated that he had regular meetings with the Chairman and Deputy Chairman of the Planning and Transportation Committee to discuss the planning pipeline of cases and to highlight any applications which were potentially eligible to be determined by delegated authority but which ought to be brought to the committee's attention because of their broader interest. He stated that such consultation was common practice in every local planning authority.

The Planning and Development Director stated that a recent example, which had broad interest but did not trigger the number of objections required by the scheme of delegation and was policy compliant, was the Hill House application which was considered by the committee. It was considered to be of broad interest due to the scale of the development, the impact on citywide and

London views and the fact that a public library replacement was proposed. The decision was therefore taken by committee.

Members were informed that other examples were instances where strategic stakeholders, such as the TfL and Historic England, objected to an application. This was indicative of wider, broader interest. Forthcoming Planning Application Sub-Committee meetings would include applications which, although not triggered by the number of objections and were policy compliant, were nevertheless considered to have broad interests.

A Member raised concerns about 81 Newgate Street and public benefits having been removed and the process. The Chairman referred the Member to the answer given by Officers at a previous committee meeting. The Director of Planning and Development stated that there was a statutory consultation undertaken for every application and there had been no breach of statutory duties. He stated that 81 Newgate Street was advertised as per process and this took place in a transparent and open manner.

In response to a Member's question about the policy around the use of a design review panel and the composition of a panel, the Chairman stated that as the Member had only given notice of her question at the start of the meeting, Officers would be unable to provide a response but were welcome to provide a written response on the City of London's processes.

The Chairman advised a Member, who had not given prior notice of her question, to submit the question in writing and then she would receive a written response from Officers.

In response to a Member's question about the requirement for advanced notice of Members' questions, the Chairman asked the legal officer to comment. The legal officer stated that although relevant questions relating to the work of the committee could be taken, it was helpful to have advanced notice so that appropriate Officers were present to answer the questions.

9. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
There was no urgent business.

The meeting closed at 10.50 am

Chairman

Contact Officer: Zoe Lewis
zoe.lewis@cityoflondon.gov.uk

PLANNING AND TRANSPORTATION COMMITTEE – OUTSTANDING ACTIONS

Item	Date	Action/ Responsible Officer	Progress Update and Date to be progressed/completed
1	17 Nov 2020, 15 Dec 2020, 5 Jan 2021, 26 Jan 2021, 16 Feb 2021, 24 Feb 2021 9 March 2021, 30 March 2021, 22 April 2021, 12 May 2021 8 June 2021, 29 June 2021, 20 July 2021, 7 Sept 2021, 21 Sept 2021, 26 Oct 2021, 16 Nov 2021, 14 Dec 2021, 11 Jan 2022 1 Feb 2022, 22 Feb 2022, 26 April 2022, 17 May 2022, 7June 2022 1 July 2022, 19 July 2022, 20 Sept 2022 11 Oct 2022, 1 Nov 2022, 10 Jan 2023 7 March 2023, 11 May 2023, 18 July 2023 3 October 2023 21 November 2023 12 December 2023, 31 January 2024, 5 March 2024, 14 May 2024	**Member Training** **Chief Planning Officer and Development Director / Director of the Built Environment** A Member questioned whether there would be further training provided on Daylight/Sunlight and other relevant planning matters going forward. She stated that she was aware that other local authorities offered more extensive training and induction for Planning Committee members and also requested that those sitting on the Planning Committee signed dispensations stating that they had received adequate training. The Chair asked that the relevant Chief Officers consider how best to take this forward. He also highlighted that the request from the Town Clerk to all Ward Deputies seeking their nominations on to Ward Committees states that Members of the Planning & Transportation Committee are expected to undertake regular training.	**UPDATE: (14 May 2024):** New Committee Members are provided with training on key aspects. A programme of wider Member training was implemented in 2023. The first of the recordings (regarding Material Planning Considerations) were sent to members with a Q&A on this topic prior to the 11 May 2023 Planning and Transportation Committee meeting. A Member training session on fire safety took place on 29 February 2024. Heritage training has been arranged for 17 May 2024.

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Committee(s): Streets & Walkways Sub Committee – For information Planning & Transportation Committee – For decision	Dated: 14/05/24 16/05/24
Subject: Bank Junction improvements (All Change at Bank): Traffic mix and timing review conclusion	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	Vibrant Thriving Destination Flourishing Public Spaces
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	
What is the source of Funding?	
Has this Funding Source been agreed with the Chamberlain's Department?	
Report of: Interim Executive Director Environment	For Decision
Report author: Gillian Howard and Bruce McVean, Policy and Projects, City Operations	

Summary

In April 2022 the Court of Common Council requested a review of the nature and timing of the traffic restrictions at Bank Junction.

The Court Motion asked the Planning & Transportation Committee to consider options and present it with a recommendation as soon as practicable.

The report provides the Planning & Transportation Committee with the information it needs to make a recommendation to the Court on whether to pursue a change to the restrictions.

The report has been informed by analysis of taxi availability and journey times (Appendix 2). The findings from this include:

- The Bank restrictions were found to have little or no impact on most journey times and costs for the routes sampled.
- At times, there is very limited ability to hail a taxi on some streets leading up to Bank.
- There is good availability of both taxis and private hire vehicles in the Bank area and City-wide throughout the day via ride hailing apps.

The equality impacts of the restriction and potential changes to it are assessed in the Equalities Impact Assessment (EqIA, Appendix 3). The EqIA recognises that there are both positive and negative impacts associated with the current restriction.

The EqIA concludes: **"The additional research undertaken on taxi availability, journey times, and journey costs suggests that, as a whole, the restriction of taxi access through Bank junction between the hours of 7am to 7pm has not led to any extensive negative impacts on equality, and the impacts of the restrictions outside of these hours is deemed to be negligible.**

“However, it is important to acknowledge that there have been some negative impacts for certain individuals, particularly those that are most reliant on taxis as an essential mobility aid, such as some disabled people, older people with age-related mobility impairments, and pregnant women”.

Concerns about the impact of taxis being restricted from using Bank junction on the City’s reputation as a business destination have been raised in previous debates.

Several Ward Motes recently passed resolutions supporting a change to the restriction at Bank to allow taxi access.

There is mixed anecdotal evidence on the economic impact of the taxi restrictions.

There is a clear strength of feeling amongst taxi drivers and passengers for a change at Bank.

The review of the traffic restrictions has found no strong transport grounds for making a change to the restrictions to allow taxis during restricted hours.

The original objective of the changes at Bank to address the junction's safety record has also been achieved and the data shows the current scheme has reduced collisions to virtually nil (one collision in the 11 months up to Nov 2023; paras 51 and 52).

However, Members may still wish to pursue a change based on remaining equality concerns for those most reliant on taxis as an essential mobility aid and considering the anecdotal evidence of the economic impacts the Bank restrictions and their effect on the perception of the City as a business centre and visitor destination.

Any changes to the restrictions at Bank require an application to TfL under the Traffic Management Act Notification (TMAN) process. A full traffic model audit from TfL will be required before a TMAN application can be made and considered. The next steps, should Members agree to pursue a change to the restrictions at Bank, are provided in Appendix 4.

Recommendation(s)

- Members of the Streets & Walkways Sub Committee and the Planning & Transportation Committee are asked to note the content of the report, which concludes the review of traffic and timing mix at Bank junction.
- Members of the Planning & Transportation Committee are asked to endorse the findings of the review and to choose an option from below to recommend to the Court of Common Council:
    - Option 1: No change to current restrictions, with Bank junction continuing to operate as it currently does, i.e. bus and cycle only, 7am - 7pm, Monday – Friday, except for access to Cornhill from Princes Street.
    - Option 2: Pursue a change to the restrictions, under an experimental traffic order, to allow taxi access at all times while continuing to restrict other traffic, including private hire vehicles and powered two wheelers, between 7am – 7pm, Monday – Friday, expect for access to Cornhill from Princes Street. (This is subject to further modelling, design work and approvals).

The arguments are finely balanced and the evidence is mixed but the Road Traffic Regulation Act 1984 says a Highway Authority has a duty to focus on the expeditious, convenient and safe movement of vehicles and pedestrians. Therefore, because of the significant reductions in collisions and the lack of any strong transport reasons for change, Officers recommend Option 1.

Main Report

Background

1. 'Taxi' in this report refers to licensed taxis (black cabs) only. Private hire vehicles (minicabs) are considered as part of general traffic. It is possible to restrict access for general traffic while still allowing taxis. Access for powered two wheelers (motorcycles and mopeds) can also be considered separately.
2. A motion approved at the Court of Common Council in April 2022 requested that the Planning & Transportation Committee immediately begin a review of the nature and timing of the restrictions at Bank Junction, considering all options, and present a recommendation to the Court of Common Council.
3. This motion brought forward the planned review of the restriction, given that the Streets & Walkways Sub Committee had previously agreed in September 2021 that this would begin 12 months after the completion of construction, i.e. in spring 2025.
4. In March 2023, the Planning & Transportation Committee agreed that no further work on the option to reintroduce general traffic into Bank would be undertaken. The review has since focussed on assessing the need for changes to the restrictions to allow access for taxis and/or powered two wheelers.
5. In December 2023, the Court of Common Council decided to immediately restart the modelling of the traffic impacts, running this work in parallel with the data collection and analysis to identify and evidence a need for change.
6. Work on the traffic modelling elements is underway and is being conducted in close collaboration with TfL. This work is unrelated to the evidence base for change and is not covered in this report.
7. Any changes to the restrictions at Bank require an application to TfL under the Traffic Management Act Notification (TMAN) process. A full traffic model audit from TfL will be required before a TMAN application can be made and considered.
8. The current 7am – 7pm, Monday to Friday, bus and cycle only restriction at Bank junction was first introduced in May 2017. The primary objective was to improve safety at the junction, which was a hotspot for collisions, including two fatal collisions in 2012 and 2015.

9. All streets on the approaches to Bank junction can be accessed by motor vehicles, including for pick up and drop off by taxi.

10. The All Change at Bank project is now delivering a transformational change that has significantly increased the amount of space available to people walking and wheeling. Further details on the changes being delivered are provided in Appendix 1.

11. All Change at Bank is nearing the end of its construction phase and is due to be substantively completed in June 2024. Some planting and accessibility improvements to the area outside the Royal Exchange will follow later this year.

Current Position

12. A review of this type is usually informed by an identification of a transport issue or issues that need addressing such as traffic collisions and casualties, volumes of people travelling and the need to reallocate space, equality concerns or air quality.

13. Work up to May 2023 identified the need for further analysis of the equality impacts of making a change to the restrictions at Bank. No other transport related reasons to promote a change to the restrictions at Bank have been identified. Additional data collection and analysis, including the Equalities Impact Assessment (EqIA) has now been completed.

14. In making a decision on whether to change the restrictions at Bank, Members are reminded of their duty as the Highway Authority and that the statutory regime puts the consideration of any traffic (including pedestrians) implications (which would result from a change to any traffic orders) at the forefront of decision making when discharging the City Corporation's duty set out in Section 122 of the Road Traffic Regulation Act 1984.

15. In addition, due regard must be given to eliminate unlawful discrimination, harassment, victimisation and any other conduct prohibited by the Equality Act 2010. The equality duty is to be considered at the time of taking the decision.

16. This report provides the Planning & Transportation Committee with the information it needs to make a recommendation to the Court of Common Council (in its capacity as the Highway Authority) on whether to pursue a change to the restrictions.

17. Collection and analysis of taxi availability data and journey times and costs was undertaken by WSP. Key findings are summarised below, and WSP's full report is provided in Appendix 2.

18. WSP analysed the data through a mix of site-specific analysis and breaking the City of London into four areas: Bank sites, North, East, and West to enable comparisons across different parts of the City. Survey sites and area boundaries are shown in Figure 1.

19. Note that WSP's data collection took place before the changes to the Cheapside bus gate to allow taxis (under an experimental traffic order) and the installation of the taxi rank on Poultry outside The Ned.

20. The EqIA to inform this review was carried out by Steer. The EqIA considers the benefits and disbenefits for different protected characteristic groups of the potential changes to allow taxis and/or powered two wheelers through the junction during restricted hours. The full EqIA and accompanying Technical Note is provided in Appendix 3.

21. This report concludes the review requested by the Court of Common Council in April 2022. The next steps, should Members agree to pursue a change to the restrictions at Bank, are provided in Appendix 4.

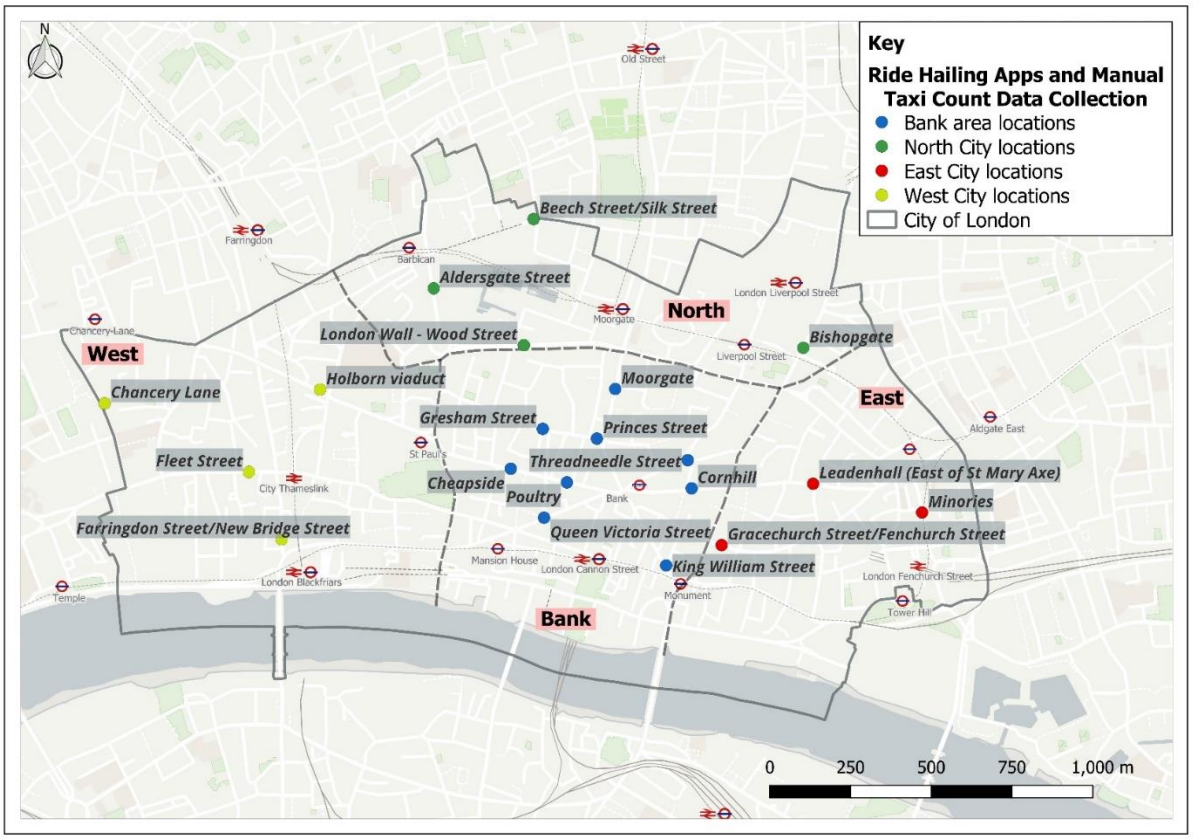

Figure 1: 2023 Taxi availability survey sites and area boundaries

Travel in the City of London

22. The most consistent and reliable source of data on how people travel to/from and within the City is the London Travel Demand Survey (LTDS). This is a long running annual survey of 8,000 Londoners conducted by TfL.

23. The average mode share for trips originating in the City based on data from 2017/18 - 2019/20 is provided in Table 1. Data for 2022/23, the first full year for which post-pandemic data is available, is also provided.

24. A trip represents the main mode of travel used for a journey. Many trips in the City, especially those made by public transport, will involve some travel by another mode, mainly walking.

Year	Rail	Underground /DLR	Bus	Taxi /other	Car /motorcycle	Cycle	Walk
2017/18 - 2019/20	23.6	31.6	4.5	1.4	2.3*	4.5	32.1
2022/23	20.5	32.4	8.5	2*	1.6	5.5	29.4

Table 1: Percentage of trips per day by mode of travel to the City (LTDS).
*Includes private hire vehicles.

25. TfL analysis of London-wide LTDS data[1] found that the most common form of transport used by Londoners was walking. 95% of respondents said they walked at least once a week. The figure is lower for disabled people (81%) and those aged over 65 (87%). 3% of Londoners reported using a taxi at least once a week, with relative consistency across different groups including disabled people (3%) and those over 65 (2%).
26. The TfL analysis also found that for Londoners with lower household incomes (below £20,000) the bus is the second most used form of transport after walking. Compared with 59 per cent of all Londoners using the bus at least once a week, 69 per cent of people with lower household incomes take the bus. 2% of people from households with lower incomes reported using a taxi at least once a week.
27. A table summarising the travel modes used by different communities is provided in Appendix 5.

Taxi availability and trends

Taxi rank usage

28. Data collected by WSP found that most of the 30 ranks across the City are lightly used by taxi drivers, with only a small number very well used across the day. WSP's findings include:
    - 2002 taxis were recorded across 30 ranks over 24 hours.
    - Liverpool Street station has the highest recorded number of taxis across the day (879). This rank operates differently to the other ranks in the City as it operates near the station exit as a continuous feeder rank.
    - Excluding Liverpool Street station there is little difference between rank usage by geographical area. What appears more important in terms of rank usage is the proximity of the rank to key attractors such as stations, tourist destinations and hotels.
    - Across all sites, 30% of taxis left the rank without picking up a passenger.

Taxi availability via ride hailing apps

[1] Travel in London: Understanding our diverse communities 2019 (tfl.gov.uk)

29. WSP's analysis of the availability of both taxis and private hire vehicles through ride hailing apps found minimal variations in wait times across the City. The average wait time via the ride hailing apps was found to be 4 minutes 11 seconds for a taxi and 3 minutes 20 seconds for a private hire vehicle. For both private hire vehicles and taxis, the wait times in the Bank area were within 20 seconds of the overall average, as can be seen in Figure 2.

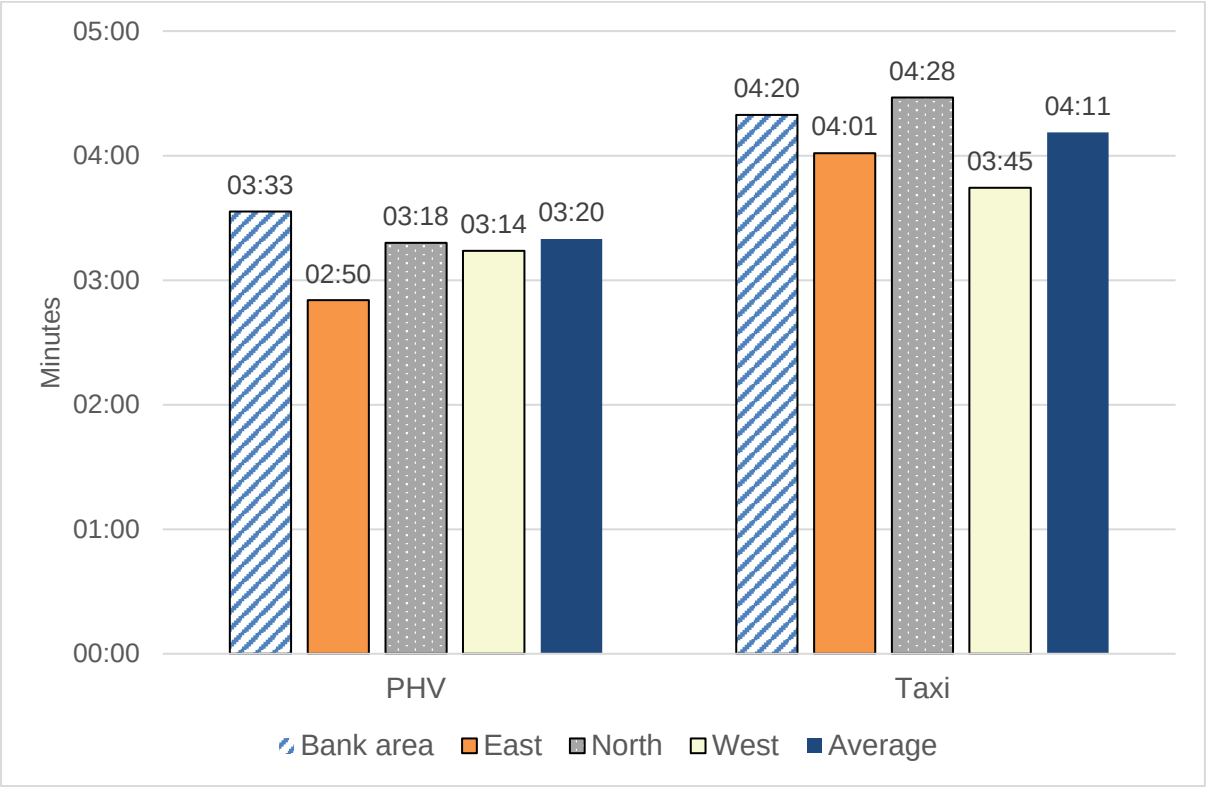

Figure 2: Average wait time for a private hire vehicle or taxi split by area based on ride hailing app data (7am to 1am on a weekday)

30. While this exercise did not take account of drivers not accepting requests or cancelling accepted requests, the data suggests that throughout the day there is good availability of both taxis and private hire vehicles via ride hailing apps, and that the Bank restrictions have no significant impact on these.

31. In relation to taxi availability via apps, Steer commented that: "Though there was little variation in taxi and private hire vehicle wait times across the [City], Poultry and Cornhill were within the top three locations with the highest average taxi wait times across all the sites surveyed". Steer also summarised that "The analysis shows that the average wait time for taxis and private hire vehicles in the Bank junction area is not significantly higher when compared to the rest of the [City] (Approximately +13 seconds for private hire vehicle users, and +10 seconds for taxi users). Overall, this difference in average wait time is not considered to disproportionately impact [disabled people, older people with mobility impairments due to ageing, or pregnant women with acute mobility impairments]."

Taxi availability on-street

32. WSP undertook manual taxi count surveys to record the number of taxis passing the survey location in both directions, whether they had their lights on (available to hire) or off (not available to hire).

33. Looking at the approach arms to Bank, the data shows that there are times when there is very limited ability to hail a taxi. The surveys counted several occasions when there were no or only one or two available taxis in an hour on these streets. There are significantly fewer taxis on Cornhill, Poultry, King William Street and Queen Victoria Street with their light on throughout the day (7am to 1am) compared to the other sites. Details are provided in Table 3-3 in the WSP report (Appendix 2). This data collection took place before the changes to the Cheapside bus gate to allow taxis and the installation of the taxi rank on Poultry outside The Ned.

34. This pattern is largely to be expected given the timing of the restrictions at Bank. It is also in line with the classification of these streets in the City of London Street Hierarchy as local access streets, i.e. primarily used for the first or final part of a journey, providing access for vehicles to properties.

35. Additional analysis of taxi numbers from the City Corporation's strategic traffic counts suggests that taxi volumes on the approaches to Bank are comparable with similar local access streets. See Appendix 6 for further details.

36. Concerns have previously been raised about reduced taxi availability in the evening and the link with the daytime restrictions at Bank junction. The extent to which the restrictions at Bank may impact on the availability of taxis in the evening is unclear.

37. The WSP analysis found that taxi availability increases on King William Street from 7pm and Princes Street from 4pm. Analysis of the City Corporation's strategic traffic counts for King William Street and Poultry also shows an increase in taxi numbers after 7pm, although the volumes are significantly lower in 2022 than they were in 2017 and 2019. See Figure 3 for more details.

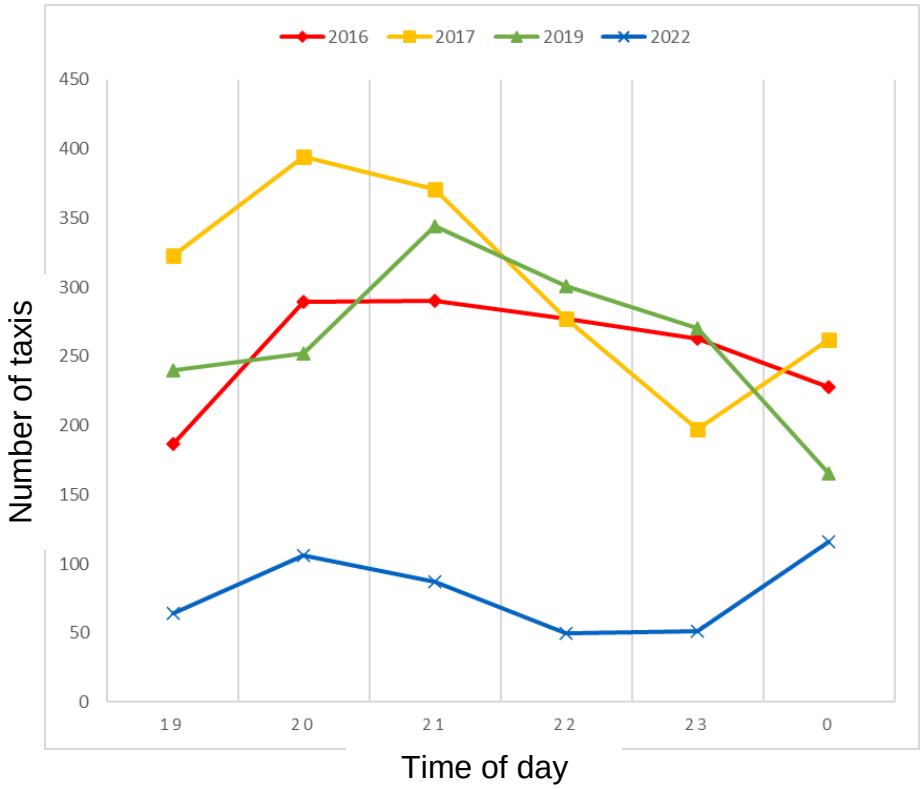

Figure 3: Total taxi numbers on King William Street and Poultry, 7pm – 1am between 2016 and 2022.

Wider trends in taxi numbers

38. Taxi numbers have been falling in the City and central London for several years. The number of licensed taxis and drivers has also fallen over this time. These wider trends may limit the extent to which any changes to the restrictions at Bank will increase the availability of taxis in the Bank area and more generally.

39. WSP analysis found that across 17 sites (shown in Figure 1) in the City, overall taxi numbers reduced from 56,450 taxis counted in 2016 to 23,307 taxis in 2023 (7am – 1am). A 59% decrease across this sample of sites.

40. Taxi numbers counted in the City Corporation's strategic traffic counts (15 sites, 7am – 7pm) are shown in Figure 4 below. Between 2016 and 2022 there was a 21% drop in taxis counted.

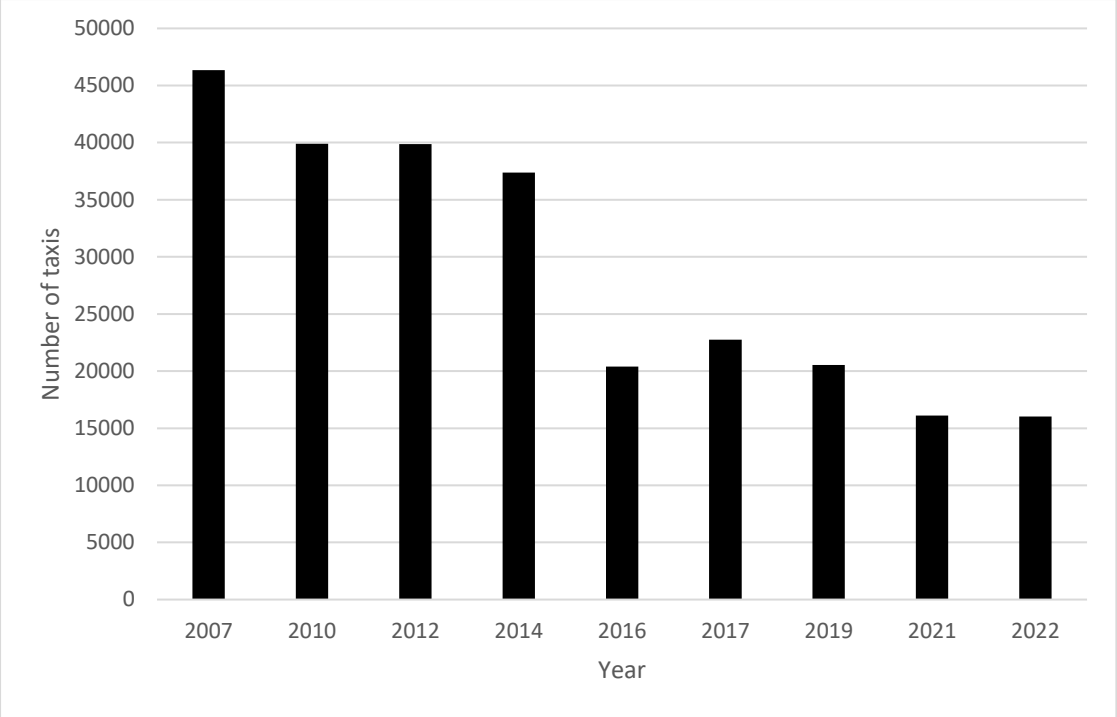

Figure 4: Taxi numbers counted at 15 sites between 7am and 7pm

41. The number of taxis recorded entering the Congestion Charge Zone (during charging hours) fell by 55% between 2016 and 2023.

42. The number of licensed taxis drivers with an All London licence, which includes the City, has also reduced significantly over this time from 21,274 in 2016/17 to 16,327 in 2022/23, a 24% drop. The latest data from TfL suggests that this trend is continuing, with 15,608 All London licences recorded in March 2024, a 4% reduction compared to 2022/23[2].

43. As part of their analysis WSP compared data on taxi numbers provided by Westminster City Council with data for the City. This comparison, set out in Table 2, suggests that drops in taxi volumes are not unique to the City, or in particular the Bank area.

	2017	2022/23	Absolute change	% change
Oxford Street	6389	4729	-2660	-26%
Regent Street*	965	525	-440	-46%
Bank area	4846	2840	-2006	-41%
Rest of City	5457	3999	-1458	-27%

[2] https://tfl.gov.uk/info-for/taxis-and-private-hire/licensing/licensing-information

Table 2: Taxi number comparison between 2017 and 2022/23 for sites in the City of London and Westminster (peak hours, approx. 08:00-10:00, 12:00-14:00, 17:00-19:00). *Regent Street sites peak hour counts were for one hour only.

Journey times and costs

44. WSP undertook journey time surveys for four routes:

    a) Southwark Street to Silk Street (via London Bridge)

    b) Whitechapel High Street to Blackfriars Station

    c) Fenchurch Street Station to Giltspur Street

    d) Liverpool Street to Queen Street

45. For each of these, the driving time was recorded in both directions using the quickest route provided by the Waze satellite navigation app and the most direct route via Bank (and where appropriate via Bishopsgate). The cost of this journey was then calculated based on distance travelled and time taken. The time required to make the equivalent journey by public transport and step-free public transport was calculated using TfL's Go app.

46. Overall, there was little difference in journey time or cost between routes via Bank and routes provided by Waze. The most significant journey time difference was for Southwark Street to Silk Street (over 5 minutes quicker via Bank), although in the southbound direction Waze provided the quicker route. Southwark Street to Silk Street was also the only route where travel by taxi took longer than travel by public transport.

47. This analysis is based on a sample of routes, and it is impossible to assess every potential route combination. There will be some taxi journeys that are made longer because of the Bank restrictions. However, the results suggest that changing the restrictions at Bank may not have a significant impact on journey times and costs for taxi journeys.

The impact of changing the restrictions at Bank on project objectives

48. The project objectives for All Change at Bank are:

    - Continue to reduce casualties by simplifying the junction
    - Reduce pedestrian crowding levels
    - Improve air quality
    - Improve the perceptions of place

49. The extent to which changing the restrictions at Bank to allow taxis or powered two wheelers will impact on these objectives depends on the number of additional vehicles that ultimately use the junction. At this stage this is an unknown quantity. Numbers will become clearer as we progress with traffic modelling and clearer still if an experimental scheme is implemented. With this uncertainty in mind, the potential impacts on each of the project objectives is considered below.

Continue to reduce casualties by simplifying the junction

50. Changing the restrictions at Bank to allow taxis or powered two wheelers will increase the number of vehicles travelling through the junction and associated turning movements. This increase will happen when the area is busiest with people walking, wheeling and cycling. This adds complexity and is likely to increase the risk of a collision and potential for conflict, and impact on perceptions of safety. This risk may be mitigated by the recent changes to layout and pavement widening delivered by the All Change at Bank project.

51. Casualty figures for the Bank area are summarised in Table 3 below. These indicate that the current restrictions have contributed to a reduction in the number of collisions in and around Bank junction. The latest date for which verified data is currently available is 30 November 2023.

Year	2014 – 2016 (avg)	2017 (restriction introduced in May 2017)	2018 – 2021 (avg, excluding 2020)	2022	2023 (to 30 November)
Casualties	14	13	9	3	1

Table 3: Number of casualties (all severity) in the Bank area, 7am – 7pm.

52. In 2023 (up to 30 November), there were no recorded collisions or casualties within the junction itself, at any time. One collision/casualty has been recorded on the periphery, on Cornhill near Birchin Lane. This occurred within the restricted times. Note that this time period overlaps with the construction of All Change at Bank. Further detail can be found in Appendix 7.

53. City-wide, between January 2019 and November 2023 there have been 192 casualties from collisions recorded as involving a taxi (including private hire vehicles) and 66 from collisions involving powered two wheelers[3]. Over the same time there were 320 casualties from collisions involving a car and 117 from collisions involving a pedal cycle. Note that both car and taxi figures could include private hire vehicles and it is not possible to put a precise figure on the number of collisions that involve a taxi.

Reduce pedestrian crowding levels

54. The new layout of Bank junction provides a significant increase in the amount of space available for people walking and wheeling. Changing the restrictions to allow taxis or powered two wheelers does not require any changes to this. There will be no impact on pedestrian crowding levels on pavements. There may be an increase in crowding at crossings if longer wait times are required to accommodate the increase in traffic.

[3] TfL Road Safety Data Reports

Improve air quality

55. On average during 2023 NO_2 levels at monitoring sites at Bank junction were below the legal limit (40 µg m-3) and have been since 2022, when all sites monitored in the wider area were below the legal limit for the first time. While changing the restrictions to allow taxis or powered two wheelers will increase the number of motor vehicles using the junction this is unlikely to have a significant impact on air quality. Approximately 50% (December 2023) of the taxi fleet is now zero emission capable and all new taxis are required to be zero emission capable. Any increase in NO_2 or particulates is likely to be negligible in comparison with background levels.

Improve the perceptions of place

56. All Change at Bank has delivered a high-quality public realm at Bank junction, with wider pavements and new public spaces incorporating seating and greening. This is complemented by very low traffic levels during the day, reducing traffic dominance, albeit with buses still travelling through the junction.

57. It is likely that increasing the number of motor vehicles using the junction will have some negative impact on the experience of people spending time in the area.

The impact of changing the restrictions at Bank on different modes of travel

58. The extent to which changing the restrictions at Bank to allow taxis or powered two wheelers will impact on different modes of travel will depend on the number of vehicles that ultimately use the junction. As noted above, this is an unknown quantity, but the potential impacts are considered below based on the feasibility traffic modelling undertaken last year. This is based on vehicles being given the same access as buses which would be the most impactful change.

59. Note that the modelling area for Bank (Appendix 8) includes approximately 30 signalised junctions and a further 27 priority junctions/signalised crossings and covers a number of streets beyond the immediate vicinity of the junction. The impacts of any changes to the restrictions may be felt within this wider area.

60. Taxis: If taxis were permitted, some taxi journeys would be quicker and cheaper, and it may be easier to hail a taxi both on-street and through ride hailing apps on the approaches to Bank. There may be some delays to taxis within the wider area on some routes, depending on changes to traffic movements and signal phasing changes to accommodate the change at Bank. It is also possible that some other areas see a decrease in the number of taxis available as vehicles divert towards Bank. The introduction of just powered two wheelers at Bank would do little to impact or benefit people travelling in taxis.

61. General traffic: There may be some delays to general traffic within the wider area, depending on changes to traffic movements and signal phasing. There is also the possibility of minor journey time improvements with taxis or powered two wheelers diverting to Bank from the wider area.

62. Powered two wheelers: If only taxis were allowed through Bank, then there may be some delays within the wider area, depending on changes to traffic

movements and signal phasing. Although this is likely to be less so for powered two wheeler riders who can, if safe, move to the head of the traffic queue. There is also the possibility of minor journey time improvements with taxis diverting to Bank from the wider area. If powered two wheelers were allowed through Bank, some journeys for powered two wheeler riders would be quicker. There is likely to be some reduction in risk of a collision for riders in comparison to other routes that previously would have been taken and which have more vehicles on them. However, there remains a risk of a collision when travelling through Bank.

63. Walking and wheeling: There are likely to be negative impacts for people walking and wheeling both at Bank junction and in the wider area. These could include increased waiting times and crowding at crossings, reduced ease of crossing, increased risk of collisions, lower perceptions of safety and a reduction in the experience of walking, wheeling and spending time on street. At Bank specifically, to minimise the impact on bus journey times if taxis were to be introduced, it is likely that waiting times at crossings would increase to accommodate the increased traffic flow.

64. Cycling: There are likely to be negative impacts for people cycling, or considering cycling, both at Bank junction and in the wider area with the introduction of more motor vehicles. These could include increased traffic on streets such as King William Street that are currently very lightly trafficked at the times when they are busiest with people cycling. This may result in traffic levels exceeding those that are acceptable (per TfL and DfT guidance) for streets without dedicated cycle infrastructure. This in turn may result in an increased risk of collisions and lower perceptions of safety. There may be some delays to people cycling at Bank junction and within the wider area, depending on changes to traffic movements and signal phasing. Specifically at Bank, if the signal time is extended to accommodate the increased flows of traffic, this would increase the amount of time people cycling will have to wait at the traffic signals. Conversely, there may be some benefits for people cycling on those corridors in the wider area where vehicles have diverted away from them.

65. Buses: There may be some delays to buses at Bank junction and within the wider area, depending on changes to traffic movements and signal phasing. The impact on buses is expected to be worse if taxis, or taxis and powered two wheelers, were to be allowed through the junction. This is likely to result in the need to extend the signal time phasing at Bank. The impact on bus passengers is expected to be minimal if only powered two wheelers were permitted.

Other considerations

66. In line with usual process, consultation will be undertaken if a decision is made to pursue a change to the restrictions, most likely while an experimental traffic order is in place. As such, the views of City businesses, workers, residents, visitors and other stakeholders will be sought at that time.

67. Past consultations for All Change at Bank and other projects suggest the views of taxi drivers and taxi passengers can be significantly different to the views of people who travel by other modes.

68. Concerns about the impact of taxis being restricted from using Bank junction on the City's reputation as a business destination have been raised in previous debates. Several Ward Motes recently passed resolutions supporting a change to the restrictions at Bank to allow taxi access.

69. Similar concerns have been raised in correspondence from the City of London Chamber of Commerce who noted that excluding taxis from Bank junction during the day "continues to damage the international perception of our City as a welcoming and accessible business and tourism centre." The Chamber of Commerce also raised concerns about the impact of the restrictions on disabled people. Their full correspondence is provided in appendix 9.

70. Other correspondence received by officers include a response from the Royal Exchange, the City Property Association (CPA) and The Ned hotel also contained in appendix 9.

71. The Royal Exchange mention that they are a "luxury retail destination in the heart of the City with a number of food and drink operators open until 11pm as well as events such as weddings and parties over the weekend, it is vital for our customers to be able to book and hail taxis to pick them up from outside The Royal Exchange...Allowing taxis through Bank Junction would alleviate that issue and ensure the continued success of The Royal Exchange and others around it."

72. The CPA reiterated their support for the All Change at Bank project "...we strongly welcome suggestions to explore restrictions on vehicular traffic, including taxis, on a case by case basis. We urge the continuation of these restrictions at Bank Junction which has only very recently seen the completion of its long planned public realm works. Whilst we understand a very small number of people feel this is inconvenient, we would urge the City to take into consideration wider views and give the newly delivered scheme more time to bed in. Whilst it is not as ambitious as we would have liked to have seen delivered, it is still transformative for the area and rowing back now the junction is operational would be a retrograde step after 6+ years of the current restrictions."

73. The Ned hotel "fully support restricted access for lorries and other commercial / logistic vehicles in addition to personal vehicles, during the hours of 7am – 7pm, Monday to Friday", however "**do not** support, nor do I understand the rationale for restricting registered London taxis (Black Cabs) during these hours. As the records show, there has never been a fatality recorded on Bank Junction as a result of a collision with a taxi and therefore it is hard to justify that these vehicles pose a high safety risk".

74. The strength of feeling amongst taxi drivers and passengers for a change at Bank is evidenced by the Cabs Across Bank campaign receiving almost 600 responses (as of February 2024) to its request for feedback from drivers and passengers.

75. The Cabs Across Bank campaign provided Steer with approximately 200 responses from their call for feedback. This sample was considered by Cabs Across Bank to be the most relevant for the purpose of the EqIA.

76. Steer linked the comments made to the following four protected characteristics:

    - Age (older people)
    - Disability

- Pregnancy and Maternity
- Sex

77. The concerns raised include “decreased taxi availability, increases in time for taxi journeys and longer routes, plus corresponding increase to taxi fares and decreased safety as a result of less passive surveillance from vehicles. A more general concern is that taxi use is relied upon for essential mobility across protected characteristics”. These concerns were already a consideration for the EqIA.
78. Steer’s review focused on the themes raised within the responses. It was not possible to indicate frequency of concern due to not having the full data set. It was also not always possible to differentiate if a respondent was a taxi driver or passenger.
79. The number of City workers has continued to grow in recent years, with 615,000 workers in the City of London in 2022[4]. This number has increased from 542,000 in 2019. Growth is anticipated to continue with approx. 840,000sqm of office floorspace currently under construction (February 2024).
80. Infrastructure provision for people using public transport, walking, wheeling and cycling will need to respond to this growth to ensure the comfort and safety of people living, working and visiting the City. However, this expected growth has not been factored into this review as the layout of Bank junction does not need to change.

Powered two wheelers

81. The Court of Common Council motion requested that this review consider “all options”.
82. The option to potentially allow all motor traffic during restricted hours was ruled out in March 2023. This was based on the feasibility modelling clearly indicating significantly detrimental traffic impacts if general traffic was reintroduced at all times. These included implications for bus journey times and for general traffic travelling on London Wall.
83. The option to potentially allow powered two wheelers (motorcycles and mopeds) through Bank during restricted hours remained under consideration.
84. The feasibility modelling found that allowing powered two wheelers would not result in journey time delays to buses. This is partly because powered two wheelers make up only a small proportion of traffic (approximately 5%). They also take up less space on the carriageway and can line up next to each other if at the front of the queue. This limits the impact on the amount of time needed within the green phase of the traffic signal. Conversely taking some motorcycles from other routes doesn’t make a significant difference to other traffic journey times.
85. The EqIA highlights that permitting powered two wheelers would “increase traffic through Bank which may make it more difficult for some people to informally cross the road and therefore may reduce real or perceived road safety”. This option was summarised as likely to have a limited impact on equalities, with the

[4] City of London factsheet March 2024

"continued restriction to most motor traffic from the junction is likely to retain the benefits for road safety and air quality, disproportionately benefitting younger and older people, disabled people and pregnant women".

86. Allowing taxis and powered two wheelers would have the greatest negative impact on equalities, "greater access for vehicles will see greater negative impact upon road safety and air quality, impacting younger and older people, disabled people and pregnant women."

87. There is also likely to be an increase in noise with the acceleration of powered two wheelers which may impact on the enjoyment of the space.

88. From a risk perspective, allowing powered two wheelers through the junction is likely to increase the risk of a collision given the high volume of people walking and cycling in this area and the very different speeds that these three modes are able to reach. Analysis of collision data to inform the development of the Vision Zero Action Plan found that people riding motorcycles pose the highest risk to others relative to their share of traffic.

89. Powered two wheeler riders are a vulnerable road user and across the City in the three years of 2020 to 2022 accounted for 16% of all casualties.

90. While the junction is used by buses, the narrowed carriageway and the volume of people cycling keeps the bus speeds across the junction relatively low. Powered two wheeler riders are more likely to be able to gain speed across the junction and into the approach arms, where there is greater informal crossing by people walking. With the relatively low trafficked approach arms, there is an increased risk of exceeding the speed limit on the approach to or from Bank which increases risk of seriousness of injury if there were a collision.

91. There may be an argument that powered two-wheeler riders would be safer going through Bank because there are fewer motor vehicles, but the potential conflict with the large volume of people walking and cycling in this space increases the risk of injury to all three modes. It is considered that the negative impact associated with the increased risk of collisions outweighs the potential journey time benefit to powered two wheeler riders.

92. Fundamentally, there are only benefits to individual riders in terms of possible journey time benefits on some routes, and the argument for permitting this mode of travel on accessibility grounds is weak.

93. It is recommended that no further consideration is given to potentially allowing powered two wheelers to travel through Bank during restricted times.

Proposals

94. The proposed options for Members are:

- Option 1: No change to current restrictions, with Bank junction continuing to operate as it currently does, i.e. bus and cycle only, 7am - 7pm, Monday – Friday except for access to Cornhill from Princes Street.
- Option 2: Pursue a change to the restrictions, under an experimental traffic order, to allow taxi access at all times while continuing to restrict other traffic, including private hire vehicles and powered two wheelers, between 7am –

7pm, Monday – Friday, expect for access to Cornhill from Princes Street. (This is subject to further modelling, design work and approvals)

95. The review has found no transport grounds or strong equality grounds for making a change to the restrictions to allow taxis during restricted hours. However, Members may still wish to pursue a change based on remaining equality concerns for those most reliant on taxis as an essential mobility aid and considering the anecdotal evidence of the economic impacts the Bank restrictions and their effect on the perception of the City as a business centre and visitor destination.
96. If Option 2 is agreed, then changes to the restrictions to allow taxis would first be introduced under an experimental traffic order. There is still uncertainty around the number of taxis that will take advantage of a change to the restrictions. Taxis have not been able to travel through Bank during restricted hours for seven years. As such, traffic modelling to assess the impacts of a change to the restrictions cannot fully predict the potential traffic impacts.
97. Using an experimental traffic order offers the opportunity to monitor the change in action against agreed outcomes, such as taxi availability, and identify any potential impacts before making a permanent change. In the event of any significant unanticipated negative impacts on journey times, etc the experiment could be stopped.
98. Public consultation would be carried out once the experimental traffic order is in place. This will allow a change to be introduced more quickly.
99. An experimental traffic order will still require an application to TfL under the Traffic Management Act Notification (TMAN) process. A full traffic model audit from TfL will be required before they would consider a TMAN application.
100. The traffic modelling may identify impacts that require mitigation, such as changes to signal phasing, or limit the choice of routes that can be made available to taxis.
101. Future decisions on the experimental traffic order, including the decision to implement a change following the traffic modelling and any decision on whether to make the experimental order permanent in due course, would be taken by the Planning & Transportation Committee, with delegation to the Streets & Walkways Sub Committee as appropriate.
102. No change to the timing of the restrictions is proposed. Weekend footfall remains significantly below weekdays and there is not enough evidence to suggest that change to the hours of operation is necessary or appropriate. This does not prevent a change in the future.

Corporate & Strategic Implications

Strategic implications

103. By providing more space for walking and wheeling, reducing motor traffic, making the City's streets safer and more accessible and enhancing the public realm the All Change at Bank project contributes to the Vibrant Thriving

Destination and Flourishing Public Spaces outcomes of the Corporate Plan. The project also contributes to the delivery of the Transport Strategy, Climate Action Strategy and Destination City initiative.

104. The project will continue to contribute to the delivery of these outcomes and strategies if the restrictions are altered, although the extent of the contribution may change. As noted above, changing the restrictions is likely to negatively impact on the experience of walking, wheeling, cycling and spending time at Bank junction while improving accessibility for some people who rely on taxis.

Financial implications

105. To date, approximately £277,000 has been spent/committed to complete this review and on early stages of the traffic modelling. This leaves a balance of £327,000.

106. If it is decided to proceed with Option 1, the remaining funds will be returned to the On Street Parking Reserve (OSPR) and made available for other projects.

107. If it is decided to proceed with Option 2, the remaining funds are estimated to be enough to reach the final decision to proceed with an experimental scheme including developing the monitoring strategy and success criteria and submitting the TMAN application to TfL. Most of this expenditure will be for progressing the necessary traffic modelling and subsequent application to TfL.

108. It is likely that some additional funding will be required to fund the monitoring and run the consultation for the experiment. The detail of this is unknown at this stage. A future bid for OSPR funding will be submitted as required.

Resource implications

109. If Option 2 is chosen there is the possibility of requiring more internal resource than is currently available. Consideration as to how this is managed, for example by reprioritising other work or through additional consultancy support, will be required following the decision on how to proceed. Additional resource may be required within the parking enforcement team to implement and manage the change to the enforcement of the restrictions for the experiment.

110. It should also be noted that progressing the traffic modelling work with TfL requires them to have sufficient staff resource to undertake their assessment and audits. This risk has been raised with TfL to ensure they seek to address it. The capacity of the traffic modelling consultant would also be required.

Legal implications

111. In exercising the City Corporation's functions as traffic authority and taking a decision on the review, the City are required to comply with the duty in Section 122 of the Road Traffic Regulation Act which requires the traffic authority, in exercising its traffic authority functions, to secure the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians), so far as practicable having regard to:

(a) the desirability of securing and maintaining reasonable access to premises.

(b) the effect on the amenities of any locality affected.

(bb) national air quality strategy.

(c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles.

(d) any other relevant matters.

112. Under Section 16 of the Traffic Management Act 2004 the City Corporation as the local traffic authority has a duty to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to its other obligations, policies and objectives, the objectives of (a) securing the expeditious movement of traffic on the authority's road network and (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.

113. Under Section 149 of the Equality Act 2010 the public sector equality duty requires public authorities to have due regard to the need to:

• Eliminate unlawful discrimination, harassment and victimisation

• Advance equality of opportunity and

• Foster good relations between those who share a protected characteristic (i.e., race, sex, disability, age, sexual orientation, religion or belief, pregnancy or maternity, marriage or civil partnership and gender reassignment) and those who do not.

114. As part of the duty to have "due regard" where there is disproportionate impact on a group who share a protected characteristic, the City Corporation should consider what steps might be taken to mitigate the impact, on the basis that it is a proportionate means which has been adopted towards achieving a legitimate aim.

Risk implications

115. There are several key risks associated with this review including reputational risk and the potential for a legal challenge. £150,000 of costed risk has been allocated to cover potential costs associated with a legal challenge.

116. Should Members decide to progress a change to the traffic orders at Bank to amend the restrictions, there is a risk that TfL do not agree to the TMAN application when submitted. This would be mitigated by pursuing an experimental scheme and continuing to work closely with TfL.

117. Should a scheme be implemented, associated risks would be contained within the relevant project reports to Committee and actively managed and mitigated.

Equalities implications

118. Members must give due regard to eliminate unlawful discrimination, harassment, victimisation and any other conduct prohibited by the Equality Act

2010. The EqIA (Appendix 3) provides Members with the information they need to consider the equality duty at the time of taking a decision.

119. The four protected characteristics assessed - age, disability, pregnancy and maternity, and race - were identified in the Test of Relevance for the All Change at Bank scheme.

120. The EqIA uses a range of sources of information to provide meaningful consideration of how changes to the restriction may impact both positively and negatively on these protected characteristics and considers the likely impacts to changing the traffic restrictions at Bank on people using different modes of travel.

121. The EqIA considers the likely impacts of changing the restrictions to allow:

- Buses, cycles, and taxis (Scenario 1)
- Buses, cycles and P2Ws (Scenario 2)
- Buses, cycles, taxis and P2Ws (Scenario 3)

122. Of these, Scenario 1 is considered as likely to have the least negative impact on equalities. The EqIA found:

"The biggest positive impact is due to the access provided to taxis to pass through the junction. This would benefit those who may rely on taxi access, such as older people, those with mobility impairments and pregnant women.

By only extending access to taxis, this would also limit the impact on public transport and cyclists. However, the inclusion of taxi access will still have direct impacts on public transport, active transport, and road safety, though to a lesser extent than some other scenarios with greater increases in vehicle access."

123. Noting concerns relating to personal safety and the lack of passive surveillance from passing motor vehicles, the EqIA analysis of crime trends indicates that "fluctuations in crime rates observed in and around Bank junction are proportional to trends across the CoL, suggesting that there has been no significant increase in crime compared to surrounding areas since the All Change at Bank scheme was implemented."

124. Following consideration of the impacts and assessment of the analysis on taxi availability the EqIA concludes:

"The additional research undertaken on taxi availability, journey times, and journey costs suggests that, as a whole, the restriction of taxi access through Bank junction between the hours of 7am to 7pm has not led to any extensive negative impacts on equality, and the impacts of the restrictions outside of these hours is deemed to be negligible. However, it is important to acknowledge that there have been some negative impacts for certain individuals, particularly those that are most reliant on taxis as an essential mobility aid, such as some disabled people, older people with age-related mobility impairments, and pregnant women.

"The primary negative impact with the current traffic restrictions are the increases in journey time for some taxi users. Though taxis can serve every address at and around Bank junction at all hours of the day, for some taxi passengers, taxi journeys during restricted hours could now be longer and cost more, depending on trip origin, destination, and alternative route used. The severity of this negative

impact is nuanced and varies between relatively minor and relatively substantial. The additional study of taxi journeys showed that not all journeys via taxi or private hire vehicle are being negatively impacted, and some routes which avoid Bank junction are now quicker than if they passed directly through it.

"Ultimately, these negative impacts must be taken in context. Taxi journeys comprise approximately 1 per cent of all journeys to the CoL (for all purposes), and less than 1 per cent for people who travel to work in the CoL. Further consideration should also be given to the benefits that the current motor traffic restrictions deliver for all users, including disabled people, older people, and pregnant women. This includes the improvements to perceived and actual road safety, as well a less polluted space. Amending these restrictions to allow additional motor traffic through Bank junction would risk compromising these benefits to some extent, affecting everyone.

"Scenario modelling also demonstrates that permitting taxis through Bank junction would also have a negative impact on bus journey times. Bus mode share is five times higher for journeys travelling into the CoL than taxis, meaning that significantly more people use the bus to access Bank junction. Permitting taxis through Bank junction could risk negatively impacting journeys for a greater number of people, including public transport users who are disabled, older, or pregnant."

125. The equality impacts identified in the EqIA, including the negative impacts of longer journey times for those that rely in taxis, are consistent with previous assessments of the All Change at Bank project. In previous decisions, these have been regarded as proportionate given the benefits of the traffic restriction and changes to the layout of Bank junction.

Climate implications

126. The All Change at Bank projects contributes to the delivery of the Climate Action Strategy by enabling and encouraging walking, wheeling and cycling; and supporting efforts to reduce motor traffic. The project will continue to contribute to the delivery of these outcomes if the restriction is altered, although the extent of the contribution will be reduced.

Security implications – None

Conclusion

127. This report concludes the review of the nature and timing of the restrictions at Bank Junction requested by the Court of Common Council in April 2022. It provides the Planning & Transportation Committee with the information it needs to make a recommendation to the Court of Common Council (in its capacity as the Highway Authority) on whether to pursue a change to the restrictions.

128. As with any traffic changes to the City's streets, there will be benefits and disbenefits to different users of changing the restrictions or leaving them unchanged.

129. In terms of changing the restrictions at Bank to allow taxis, the benefits will primarily be some quicker and cheaper journeys for taxi passengers, and potentially an improved ease of hailing a taxi on-street and via ride hailing apps on the streets approaching the junction.

130. There are likely to be disbenefits for people travelling by bus, walking and wheeling, cycling and spending time at Bank. These include increased journey times, increased risk of collisions or reduced perceptions of safety and reduced ease of crossing.

131. The review has found no transport grounds or strong equality grounds for making a change to the restrictions to allow taxis during restricted hours. However, Members may still wish to pursue a change based on remaining equality concerns of those most reliant on taxis as an essential mobility aid and considering the anecdotal evidence of the economic impacts the Bank restrictions and their effect on the perception of the City as a business centre and visitor destination.

132. Any changes to the restrictions at Bank require an application to TfL under the TMAN process. A full traffic model audit from TfL will be required before a TMAN application can be made and considered. The next steps, should Members agree to pursue a change to the restrictions at Bank, are provided in Appendix 4.

Appendices

Appendix 1 – All Change at Bank: Plan and description of changes

Appendix 2 – WSP Report: Bank Junction taxi availability analysis, March 2024

Appendix3 – Steer report: All Change at Bank Equality Impact Assessment, April 2024

Appendix 4 – Next steps and indicative programme

Appendix 5 – Proportion of Londoners using modes of transport at least once a week (2016/17) (TfL)

Appendix 6 – Comparison of taxi volumes to other Local Access Streets

Appendix 7 - Casualty/Collision information

Appendix 8 – Bank junction Traffic modelling area

Appendix 9 – Correspondence received.

Background Papers

The following papers were considered by the Streets & Walkway Sub Committee and/or the Planning & Transportation Committee.

May/June 2022 – in principle methodology for undertaking the review.

February/March 2023 – update report on the review.

May/June 2023 – update on the review findings to date.

November 2023 – progress report on the new data collection for the review.

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All Change at Bank General Arrangement

Key

- New kerb line forming new footway buildouts
- Raised section of carriageway
- Existing raised section of carriageway
- New Yorkstone paving
- Tree
- Planter (in ground with 150mm high raised kerb edge). Possible SUDs
- Planter (surface sitting pot ~2m high with planting)
- Heritage Lamp column
- Stone seating
- Benches
- Cycle stands
- Yorkstone channel
- Hauraton channel
- Bollard (locations/ number subject to change)
- Blister tactile paving

Buses, cycles and access to Cornhill only 24/7

Cycles only 24/7

Accessible ramp outside the Royal Exchange

Cycles only 24/7

Electric vehicle charging point

PRINCES STREET

THREADNEEDLE STREET

BARTHOLOMEW LANE

GROCER'S HALL COURT

POULTRY

ST MILDRED'S CT

MANSION HOUSE STREET

CORNHILL

QUEEN VICTORIA STREET

BUCKLERSBURY

WALLBROOK

MANSION HOUSE PLACE

LOMBARD STREET

KING WILLIAM STREET

Bank

Bank of England

Grocers' Hall

Magistrates Court Probation Offices

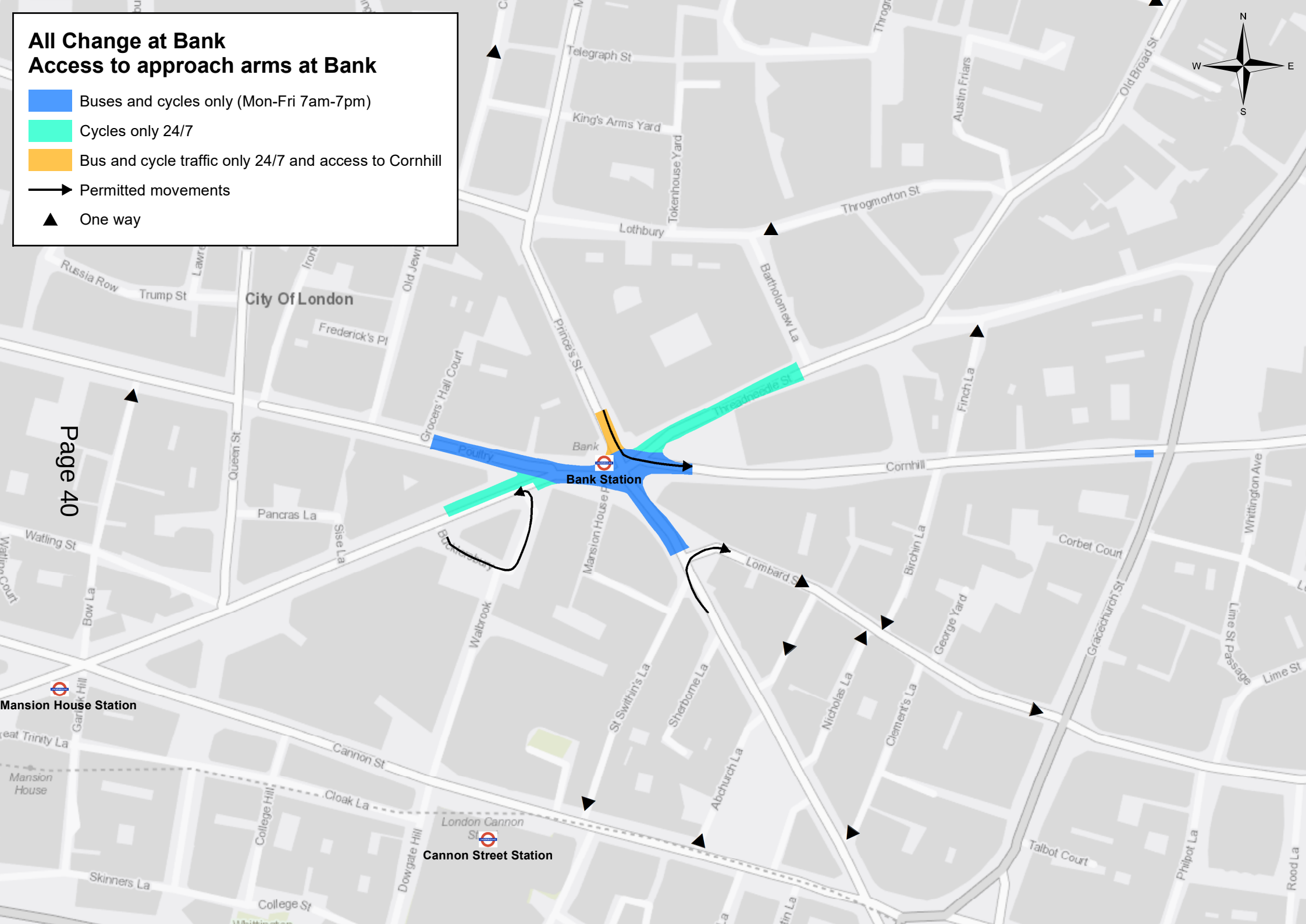
Mansion House

Church of St Stephen Walbrook

Guild Church of St Mary Woolnoth

Royal Exchange Buildings

DRAFT


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
N
W
E
S
Telegraph St
King's Arms Yard
Tokenhouse Yard
Austin Friars
Old Broad St
Throgmorton St
Lothbury
Bartholomew La
Russia Row
Trump St
City Of London
Frederick's Pl
Old Jewry
Prince's St
Grocers' Hall Court
Threadneedle St
Finch La
Bank
Poultry
Bank Station
Cornhill
Queen St
Pancras La
Sise La
Watling St
Bow La
Mansion House Pl
Lombard St
Birchin La
Corbet Court
Whittington Ave
George Yard
Gracechurch St
Lime St Passage
Lime St
Walbrook
St Swithin's La
Sherborne La
Nicholas La
Clement's La
Abchurch La
Garlick Hill
Mansion House Station
Great Trinity La
Cannon St
Mansion House
Cloak La
College Hill
London Cannon St
Cannon Street Station
Dowgate Hill
Talbot Court
Philpot La
Rood La
Skinners La
College St

Aerial view looking west at Bank Junction

September 2014,
Photo by MattFromLondon

February 2024

Bank Junction looking east towards Royal Exchange

- Top photo taken January 2020
- Bottom photo taken March 2024

City of London

BANK JUNCTION TAXI AVAILABILITY ANALYSIS

Final Report

6 MARCH 2024

PUBLIC

City of London

BANK JUNCTION TAXI AVAILABILITY ANALYSIS

Final Report

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TAXI AND PRIVATE HIRE LICENSING FIGURES BY YEAR

1

INTRODUCTION

1 INTRODUCTION

1.1 OVERVIEW

Since 2017, a bus and cycle only restriction has been in effect at Bank junction from 7 am to 7 pm, Monday to Friday. This was implemented as an experimental traffic order to predominately address the poor safety record at the junction. This was made permanent in 2018 and complementary interim footway widening was implemented shortly after. The City of London is now midway through completion on the All Change at Bank scheme. This will restrict traffic on three of the six arms of the junction and create a larger area of public realm space at the centre of the junction. The works are due for completion in Spring 2024. The current proposals retain the 'bus and cycle restriction' as it is on the remaining three arms, but there has been an ongoing commitment to review the traffic mix and timings.

A review is now being undertaken and the primary consideration for change is whether altering the traffic mix would address concerns about equality and accessibility for people who rely on taxis over those disbenefits for those that use public transport or who walk and cycle.

WSP have been commissioned by the City to undertake a comprehensive analysis around the availability of taxis, and to ascertain if Bank and the wider TfL Bishopsgate restrictions are negatively impacting the level of taxi provision in the City. Part of this work includes a comparison with taxi availability in the West End.

This final report includes analysis of the availability of taxis in terms of:

- Taxi rank usage – surveys at nearly 30 sites in the City to assess how frequently these are used by taxis, and frequency of rides being hailed from a rank;
- Ride hailing apps – determining wait time for private hire and black cab services over a 14 hrs period at a number of locations in the City;
- A comparison with traffic classification count survey from Westminster – assessing trends in taxi volumes over the past five years and proportions of taxis in the traffic mix;
- Taxi availability surveys – number of taxis passing at a number of locations in the City and if they had their lights on or off; and
- Journey times comparison – assessing variation in driving times using different routes via Bank Junction; Bishopsgate, and the fastest route on a travel planning app.

Human behaviour and decision-making play a significant role in taxi operations. Data alone cannot fully account for the unpredictability of passenger demand on a particular day, breaks had by taxi drivers, the impact of special events, weather, and changes to junction signal timings may have on taxi usage. These human-driven factors introduce a level of complexity and uncertainty that may not be fully represented in our dataset.

Analysis has been undertaken through a mix of site-specific analysis and breaking the City of London into 'areas'. These consist of Bank sites grouped together to inform detailed

analysis, with other sites grouped into North, East, and West to make comparisons across different parts of the City. Data collection locations are shown in Figure 1-1 and Figure 1-2 below.

Since data collection occurred in the City for this report, changes have occurred to the bus gate restrictions at Cheapside. In early November the restrictions were amended to allow taxis to travel through it and along Cheapside. This was not the case on the dates we have analysed whereby taxis needed to turn off Cheapside in advance of the restrictions. Therefore data from Cheapside in this report is likely to not reflect the current on-street situation.

Throughout this report, a multi-chart format has been utilised to effectively show Bank Junction restriction time frames and additional data points within a singular chart.

The background of the chart features a blue bar graph, to highlight the time frame spanning from 7 am to 7 pm that traffic restrictions in Bank Junction are in place. Simultaneously, overlaid on this backdrop is a line graph, plotted to showcase a separate dataset, representing the observed patterns or trends in the data.

However, a visual discrepancy occurs whereby the blue bars extend beyond the intended restriction hours, intruding into non-restricted time intervals. This anomaly arises due to the positioning of each data point represented by the line graph, which aligns centrally within the corresponding hour segments of the bar graph. Consequently, this may inaccurately suggest that the imposed restrictions extend beyond the specified timeframe.

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Figure 1-1 - Data collection locations in City of London for data within the Report

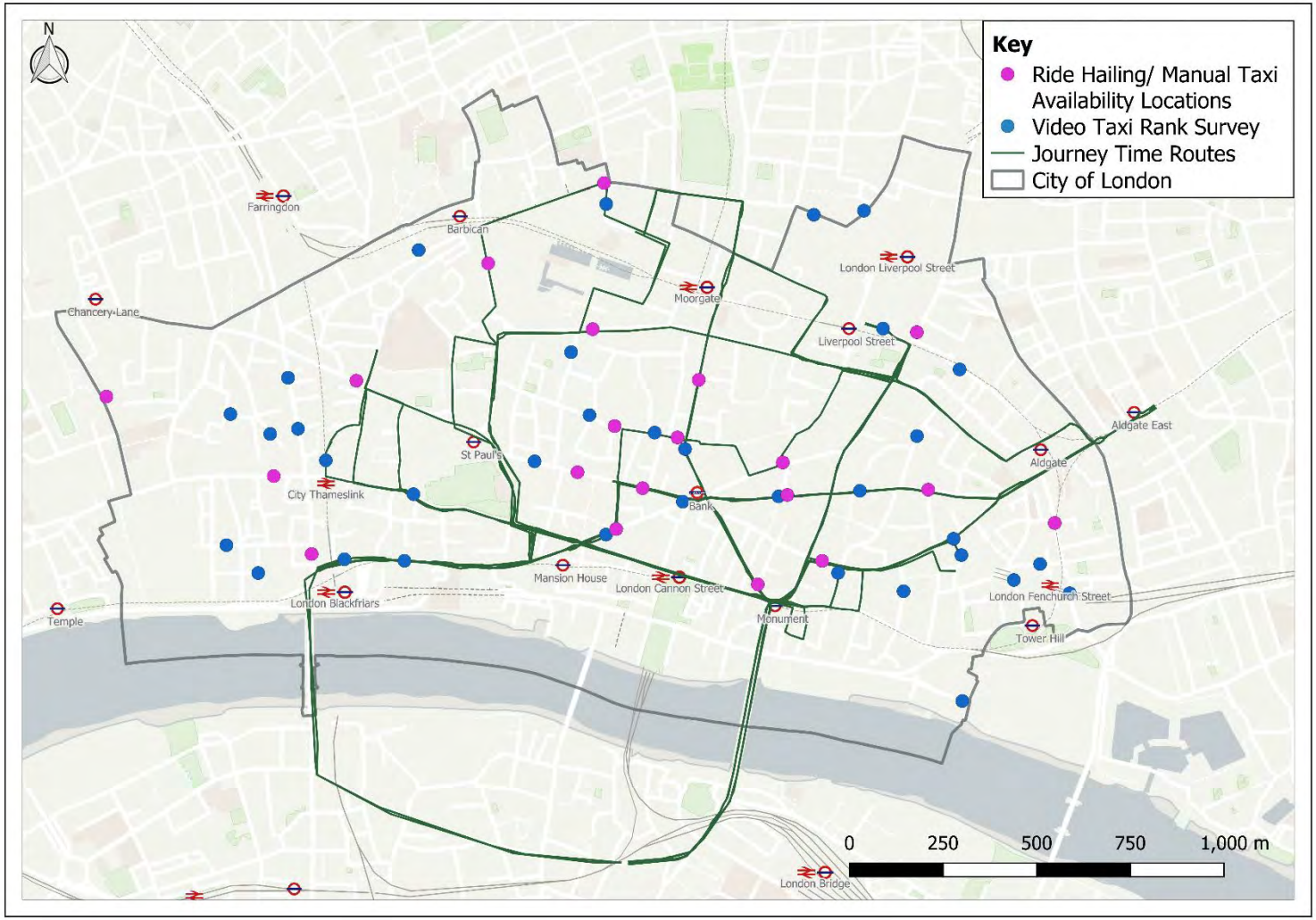


Figure 1-2 - Data collection locations in Westminster for data within the Report

2

METHODOLOGY

2 METHODOLOGY

2.1 TAXI RANK SURVEY

34 taxi ranks in the City were identified to be surveyed to see how well they are used (Figure 2-1).

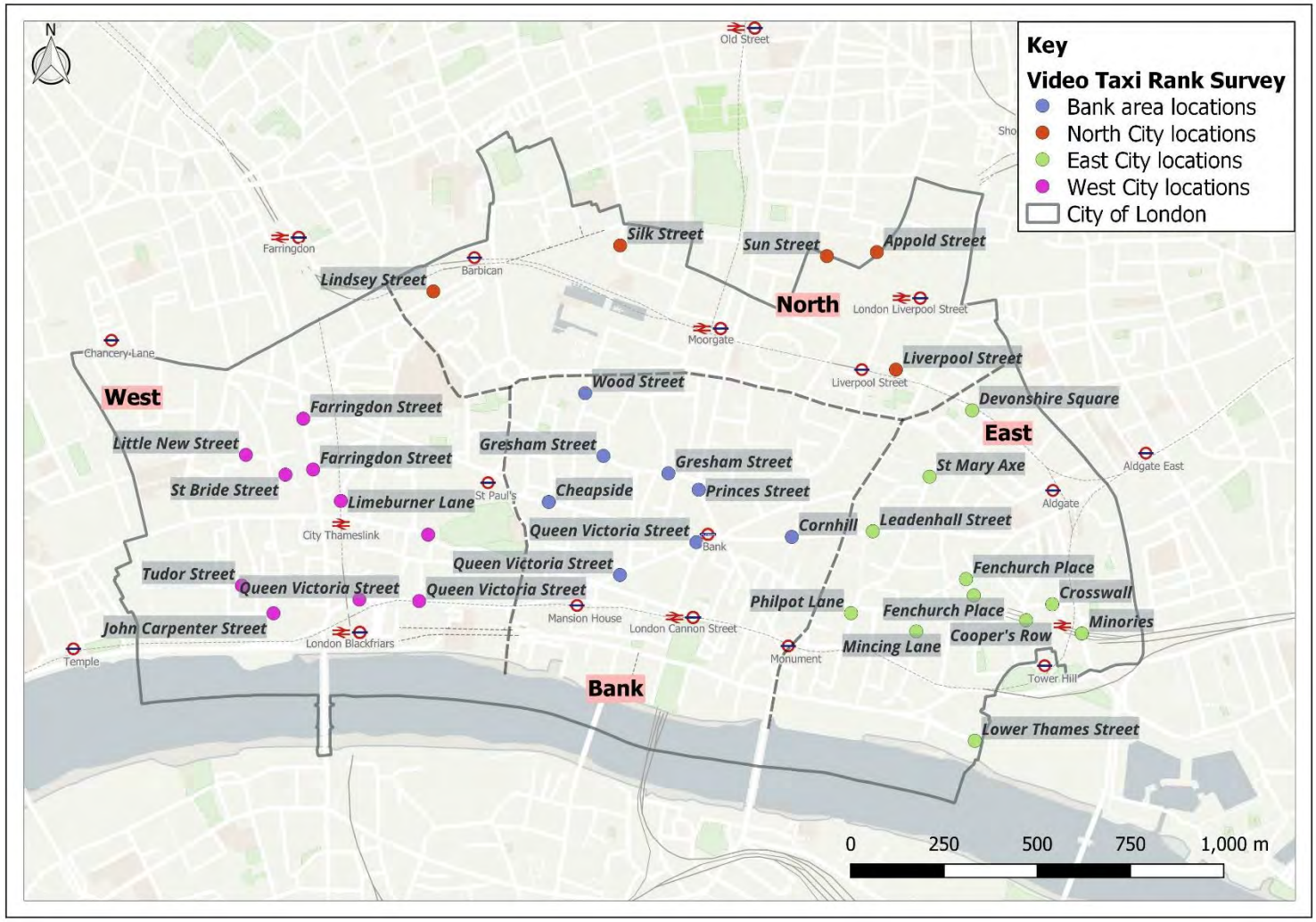
Of the 34 locations, 28 had complete successful surveys, three had no data and three had incomplete data. A ‘site by site’ summary is available in Appendix A.

The survey recorded:

- The time when each taxi entered the rank;
- Recorded when each taxi left the rank;
- The length of time each taxi spent at the rank; and
- Whether each taxi picked up a passenger before leaving the rank.

Ranks were surveyed Wednesday 11 October 2023. As operating hours were not available for all sites, sites were surveyed for 24hrs regardless. All available operational hours data is summarised in Table 3-1 (page 18), and full details included in Appendix B.

Figure 2-1 - Taxi rank survey locations



2.2 RIDE HAILING APPS

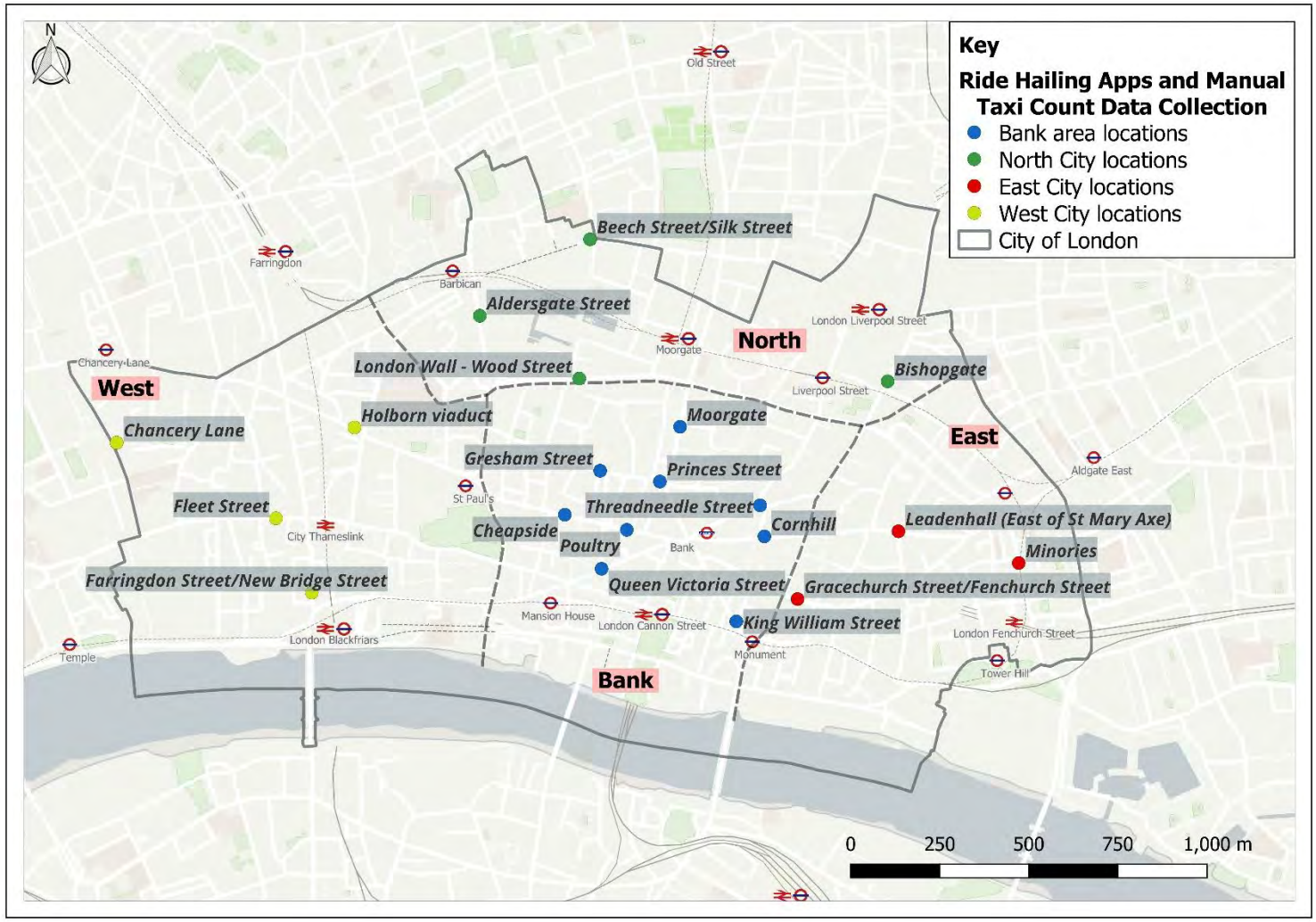
Waiting times for a taxi and private hire vehicles (PHVs) via ride hailing apps were captured for each survey site in Figure 2-2. This was captured once every 15 minutes between 7am and 1am for one full day per site occurring on either Tuesday 17th, Wednesday 18th and Thursday 19th of October 2023 using the following apps and services:

Table 2-1 - Ride hailing apps used for each data set, taxis, and private hire vehicles

Taxi	Private Hire Vehicles (PHVs)
Free Now	Free Now
Addison Lee	Uber
Bolt	Bolt

The dates analysis took place at each site are included in Appendix C. These locations correspond to the sites for the manual taxi availability surveys.

Figure 2-2 - Ride hailing data collection locations divided into 'areas'



2.3 WESTMINSTER DATA

The evolution of taxi volumes in Westminster before and after the onset of the COVID-19 pandemic was investigated by considering several metrics including the proportion of taxis within the overall traffic, the absolute number of taxis by day, and data segmented by hourly intervals. This data was collected by a third party (Westminster City Council) and analysed by WSP.

The classified traffic count data from Westminster covered Oxford Street pre-COVID-19 on 04/05/2017, Oxford Street post- COVID-19 on 21/09/2022, Regent Street pre- COVID-19 on 26/05/2017 and Regent Street post- COVID-19 on 20/05/2022.

These locations were selected from numerous available location counts plotted on a map, and those with nearby pre and post COVID-19 data selected as pairs.

Oxford Street counts (Figure 2-3):

1- A40 Oxford Street / Portman Street / Park Street;

2- A40 Oxford Street / Orchard Street;

3- Oxford Street / Duke Street; and

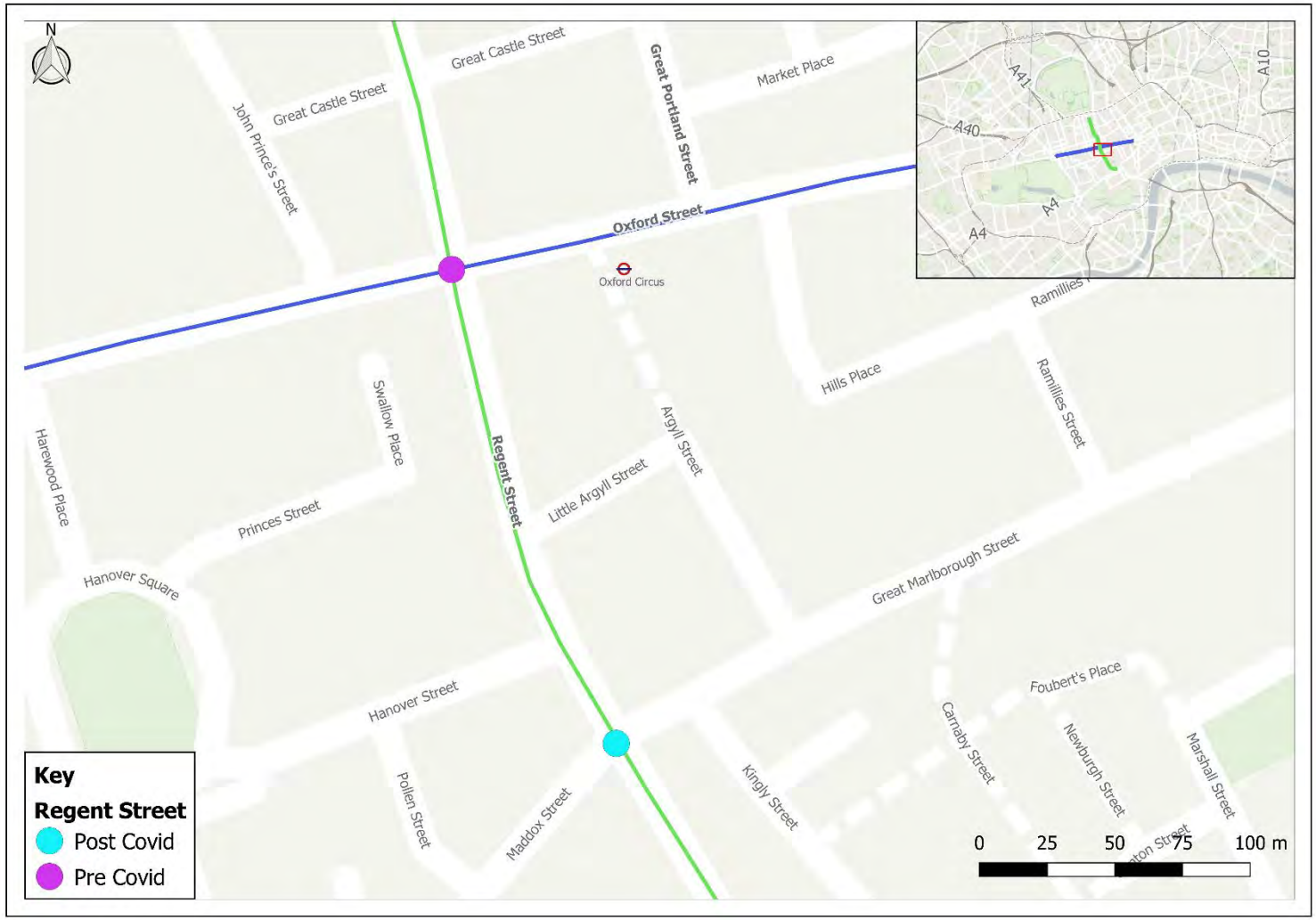
4- Oxford Street / Holles Street.

Regent Street counts (Figure 2-4):

1- Oxford Street/ Regent Street junction (2017, pre- COVID-19) and Regent Street/ Great Marlborough junction (2022, post- COVID-19).

Figure 2-3 - Oxford Street classified count locations

Figure 2-4 - Regent Street classified count locations



2.4 MANUAL TAXI AVAILABILITY SURVEYS

Manual taxi count surveys were undertaken to record the number of taxis passing the survey location in both directions, whether they had their lights on or off, and how many passengers they were carrying.

Data was collected between 7am and 1am in 15-minute periods on Tuesday 17th, Wednesday 18th, Thursday 19th of October, and 2nd November 2023.

On the 18th October a high security event took place at Mansion House. High security events can sometimes result in temporary road closures for important arrivals, or the increased use of taxis arriving and departing for use of officials. In this instance the site operatives did not notice any prolonged impacts on the movement or availability of taxis.

The dates analysis took place at each site are included in Appendix C. These locations correspond to the sites for the ride hailing app surveys.

2.5 JOURNEY TIME DATA

A series of journey time surveys between the four 'origin-destination' pairs listed below were undertaken on Thursday 9th November. Journeys were made between two and six times per pair and via route option in each direction between 4pm and 7pm.

The 'origin-destination' pairs are as follows:

1- Southwark Street to Silk Street (via London Bridge);

2- Whitechapel High Street to Blackfriars Station;

3- Fenchurch Street Station to Giltspur Street; and

4- Liverpool Street to Queen Street.

All 'origin-destination' pairs were allocated at least two routes for journey time surveying, with two pairs given a third route via Bishopsgate for additional data collection. These can be seen below:

Figure 2-5 - Routes driven for each 'origin-destination' pairing

	Take the vehicle through Bank junction	To be taken along Bishopsgate	Take the vehicle along the fastest route that observes all relevant traffic restrictions in place between 7am and 7pm*
1. Southwark Street to Silk Street (via London Bridge)	X	X	X
2. Whitechapel High Street to Blackfriars Station	X		X
3. Fenchurch Street Station to Giltspur Street	X		X
4. Liverpool Street to Queen Street	X	X	X

**As well as the pre decided driving routes, the surveyor used the GPS-enabled routing application called Waze. Waze is an app which uses data from other users to understand real life traffic situations and analyses the quickest route. The drivers undertaking the journey time surveys used Waze immediately before the journey started to determine the quickest route to be taken.*

The surveyor also used the TfL Go app immediately before the journey was started and recorded the fastest time and route by public transport that was 'step-free' as listed by the app.

At the time of the survey being completed Bank junction had temporary traffic lights operating. These had the potential to add up to 2 minutes onto a journey time run. A breakdown of each run time can be found in Appendix D. Bishopsgate restrictions were also in place and the vehicles were exempted from the penalty charges for the purposes of the trial.

Analysis was undertaken to determine the estimated cost of each journey were the journey to be taken by a black cab, based on Tariff 1 of Transport for London's (TfL) taxi fares for 2023: https://tfl.gov.uk/modes/taxis-and-minicabs/taxi-fares/tariffs

Tariff 1 is for any hiring during Monday to Friday between 05:00 and 20:00, other than on a public holiday. For the first 190.8 metres or 41.0 seconds (whichever is reached first) there is a minimum charge of £3.80; for each additional 95.4 metres or 20.5 seconds (whichever is reached first), or part thereof, if the distance travelled is less than 9,635.4 metres there is a charge of 20p; once the distance has reached 9,635.4 metres then there is a charge of 20p for each additional 86.9 metres or 18.7 seconds (whichever is reached first), or part thereof.

3

ANALYSIS

3 ANALYSIS

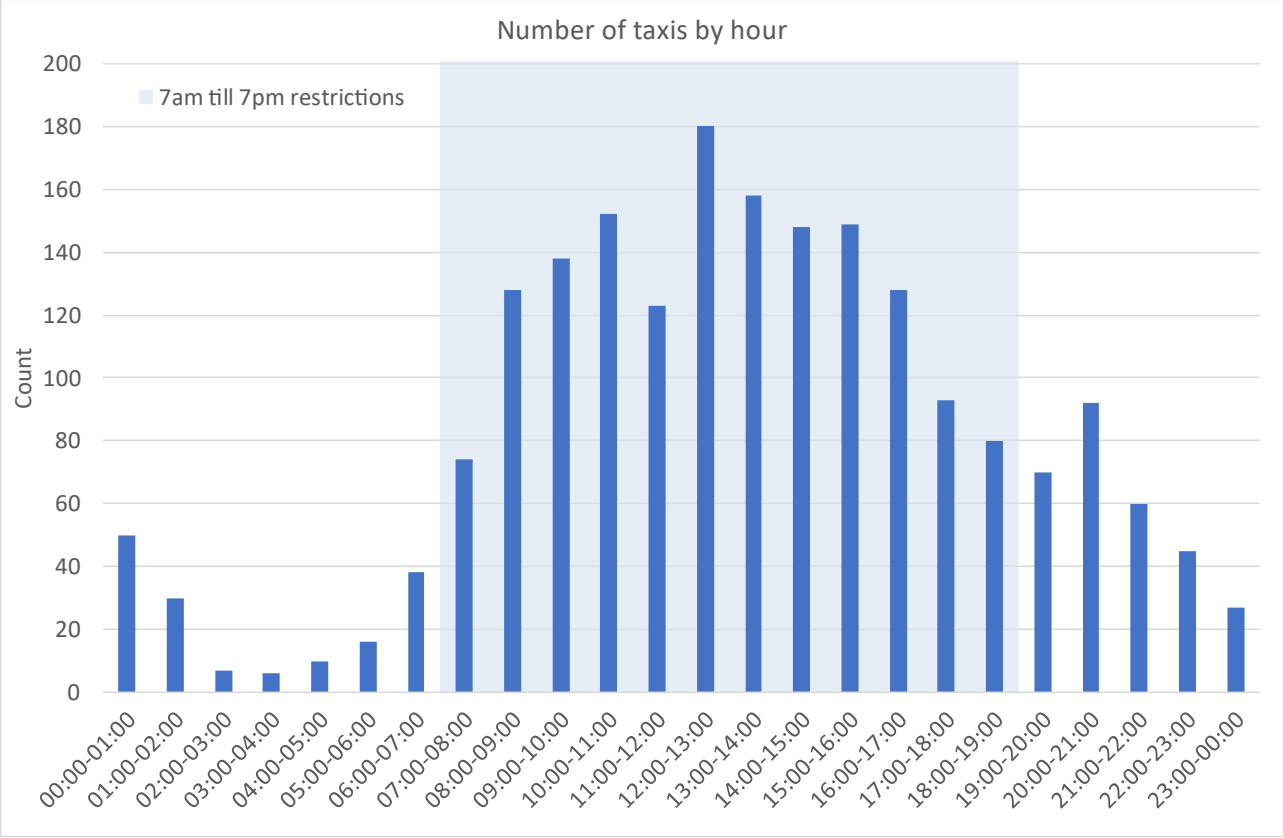
3.1 TAXI RANK SURVEY (CAMERAS)

Data was able to be collected for the majority of the taxi ranks in the City, over a 24-hour period. While we have collected extensive data from numerous taxi ranks, including information about the number of taxis that visit, dwell times, and whether passengers are picked up, it's essential to recognise that there are limitations to being able to draw clear conclusions from the dataset.

Throughout this analysis, data has been compared by site and by 'area' as split out in Figure 2-1 (page 7). There is an even geographical provision of taxi ranks within the City. Liverpool Street has been extracted as a separate site and not included in the North area average due to its high numbers not being comparable to other locations. In total, over at 24-hour period, ranks in the Bank area (seven ranks) had 135 recorded visits by taxis, East (11 ranks) had 664, Liverpool Street (one rank) 879, North (three ranks) 74, and West (eight ranks) 250.

Over the survey period 2002 taxis were recorded across 30 ranks. The number of taxis arriving at any rank peaked at 12:00 to 13:00 and was lowest between 02:00 and 04:00.

Figure 3-1 - Number of taxis arriving at all locations by hour



Not all taxi ranks reviewed in the city are operation 24 hours a day. The table below shows the hours for which the taxi ranks are non-operational coloured in 'grey'. Taxi ranks are normally appointed by the City of London Police and operational times are correct as of October 2022*[1]. It also shows the number of taxis which visited each rank, per hour of operation.

Full taxi rank locations can be found in Appendix A and details on the hours of operation in Appendix B. Figure 3-2 (page 20) shows that taxi ranks in all areas of the City differ in their usage. It does not appear that one geographical area is more popular than others when comparing the number of taxis visiting the ranks. What appears more important in terms of usage by taxis is the proximity of the rank to key attractors such as transport stations, tourist destinations and hotels.

As can be seen in the table, despite the operational time, it appears some ranks are being used outside of reported hours such as Mincing Lane, Princes Street and Limeburner Lane.

Despite some taxi ranks having very low counts such as both locations on Farringdon Street, this does not reflect the number of taxis in the surrounding area. As shown in Table 3-3 (page 50), Fleet Street and Holborn Viaduct, locations nearby, had some of the highest counts of available taxis across the city. This shows that although some ranks are not highly used, taxis are still available to hail on the road or via apps.

[1] https://content.tfl.gov.uk/tfl-taxi-ranks-booklet.pdf, Appendix B.

Table 3-1 - Heat map showing number of taxis visiting each rank by location for 24 hours

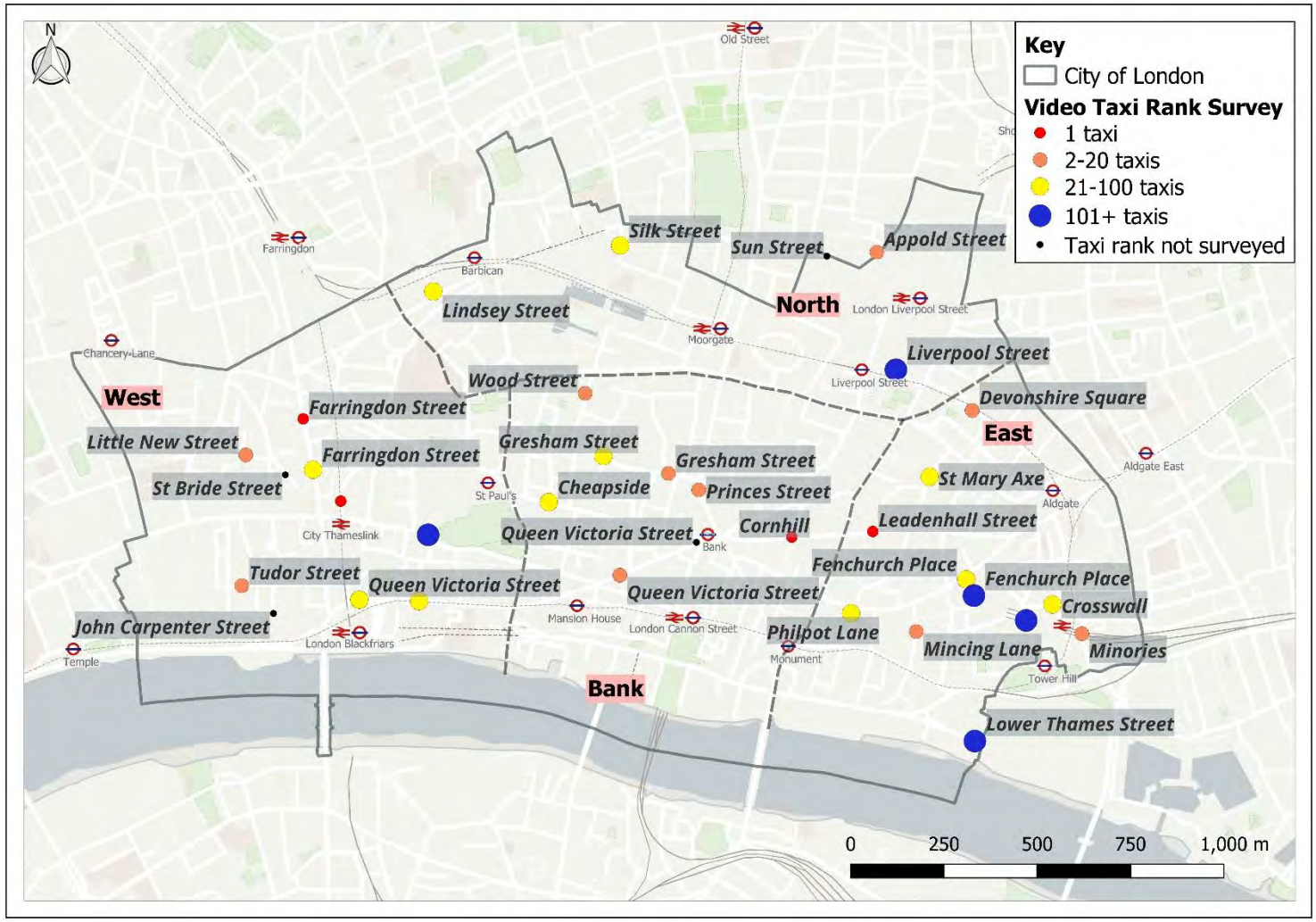
	Site No.	0-1am	1-2am	2-3am	3-4am	4-5am0	5-6am0	6-7am	7-8am	8-9am	9-10am	10-11am	11-12am	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	7-8pm	8-9pm	9-10pm	10-11pm	11-12am	Total
Lindsey Street	1	2	0	0	0	0	0	0	2	0	0	3	1	2	2	2	1	2	4	1	0	1	2	0	0	**25**
Silk Street	2	1	0	0	0	0	0	0	2	2	4	1	2	1	1	2	0	1	3	7	1	1	2	1	0	**32**
Appold S	4	0	0	0	0	0	0	0	0	3	0	0	1	4	0	0	2	2	2	0	2	1	0	0	0	**17**
Liverpool St	5	33	22	3	2	4	2	11	29	57	55	66	54	70	65	55	59	48	34	31	45	54	34	29	17	**879**
Devonshire Sq	6	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	**4**
St Mary Axe	7	4	1	2	1	1	1	3	1	0	0	4	4	4	2	1	4	1	0	2	0	2	1	1	1	**41**
Leadenhall St	8	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Philpot Lane	9	1	1	0	0	0	0	0	4	7	8	4	5	4	4	1	0	3	3	2	1	2	1	0	0	**51**
Mincing Lane	10	0	1	0	0	0	0	0	0	2	3	0	0	1	0	1	0	1	0	2	0	0	0	0	0	**11**
Worth Fenchurch Pl	11	0	0	0	0	0	1	1	0	3	6	2	5	4	2	2	3	3	3	2	0	1	1	0	0	**39**
Fenchurch Pl	12	2	0	0	0	0	6	9	14	31	15	12	14	15	15	9	9	13	7	8	0	7	4	4	1	**195**
Coopers Row	13	0	1	0	2	3	3	6	9	7	14	5	3	6	6	11	7	5	1	4	6	4	5	3	1	**112**
Minories	14	0	0	0	0	0	0	0	0	0	2	0	1	0	2	0	0	0	3	0	0	0	0	0	0	**8**
Lower Thames St	15	0	0	0	0	0	0	0	1	4	7	19	9	17	21	24	28	20	17	6	1	0	0	0	1	**175**
Cornhill	16	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**1**
Queen Victoria St	18	0	0	0	0	0	0	2	0	1	0	0	2	1	2	1	1	0	0	0	2	0	1	0	1	**14**
Princes St	19	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	2	0	1	0	0	1	**7**
Gresham St	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	1	0	0	0	**5**
Gresham St	21	1	1	0	0	0	0	0	3	1	3	4	2	4	1	2	1	0	1	0	1	3	2	4	2	**36**
Cheapside	22	0	0	0	0	0	2	1	1	2	0	2	6	10	9	7	8	9	4	2	1	1	0	0	0	**65**
St.Paul's C Y	23	6	0	1	1	0	0	1	2	2	8	10	6	15	10	13	18	14	3	3	1	6	4	2	1	**127**
Queen Victoria St	24	0	0	0	0	0	1	2	2	0	1	4	1	4	4	1	2	0	2	0	4	2	2	0	1	**33**

	Site No.	0-1am	1-2am	2-3am	3-4am	4-5am0	5-6am0	6-7am	7-8am	8-9am	9-10am	10-11am	11-12am	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	7-8pm	8-9pm	9-10pm	10-11pm	11-12am	Total
Queen Victoria St	25	0	1	1	0	2	0	1	1	3	0	3	1	1	3	6	2	2	2	3	0	3	1	1	0	**37**
Tudor St	27	0	0	0	0	0	0	0	0	0	2	1	0	3	1	2	0	1	0	1	0	0	0	0	0	**11**
Limeburner Ln	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	**1**
Farringdon St	29	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	**1**
Little New St	31	0	0	0	0	0	0	0	0	0	0	1	0	2	0	0	2	0	1	3	2	0	0	0	0	**11**
Farringdon St	32	0	0	0	0	0	0	1	2	2	4	5	1	4	3	3	2	1	0	0	0	1	0	0	0	**29**
Wood St	33	0	0	0	0	0	0	0	1	0	0	3	0	0	1	1	0	0	1	0	0	0	0	0	0	**7**
Crosswall	34	0	0	0	0	0	0	0	0	1	5	3	5	5	2	3	0	0	1	0	1	1	0	0	0	**27**

Key

Colour	Count of taxis
Grey	Non-operational hours
White	0
Light blue	1-5
Medium blue	6-11
Dark blue	12+

Figure 3-2 - Map showing number of taxi recordings by site

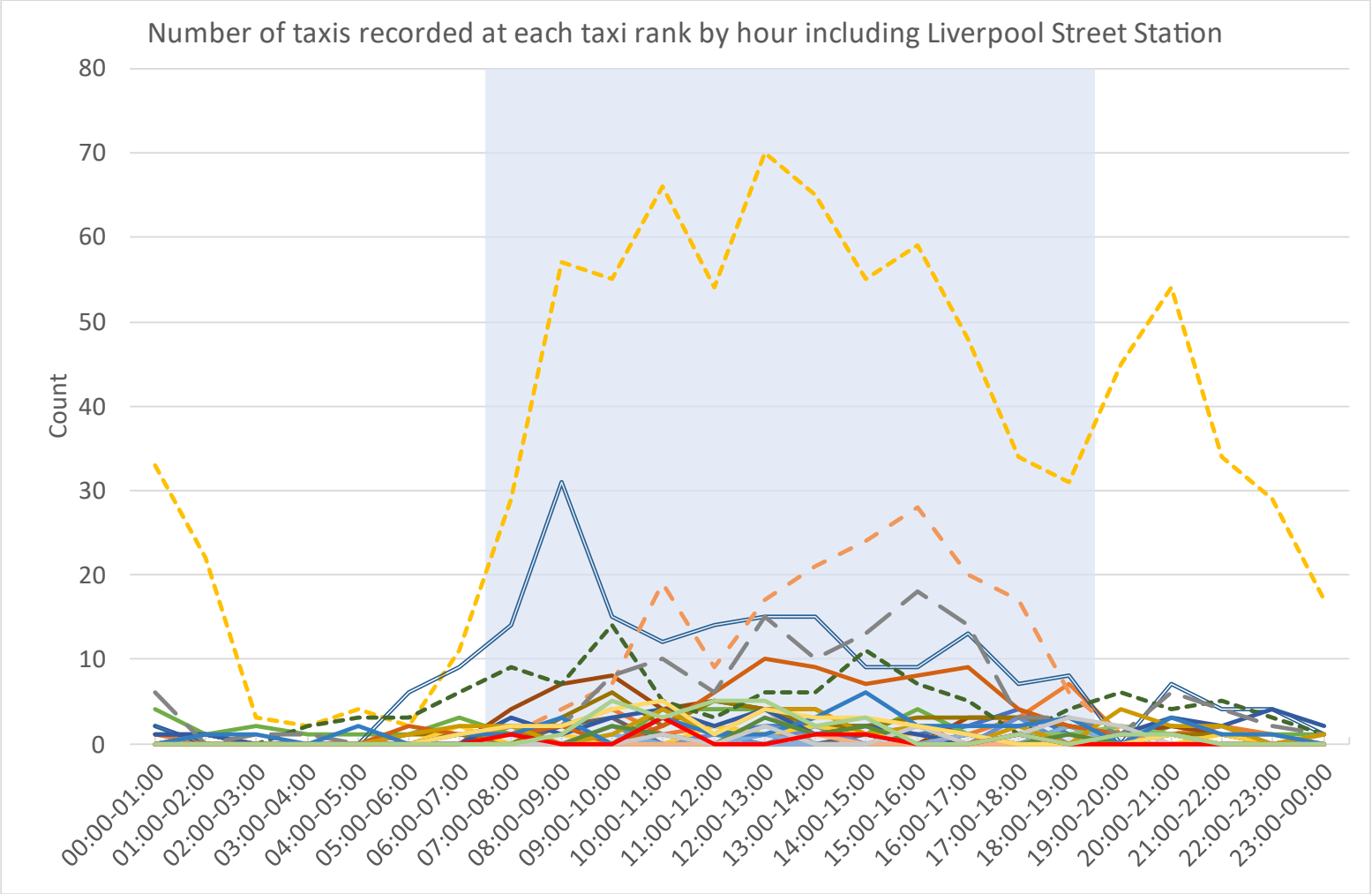


Liverpool Street station has the highest recorded number of taxis across the day (Figure 3-3). Taxis exceeded 30 an hour between 8am and 10pm, only falling below 20 taxis an hour between 2am and 7am, and 11pm and midnight. This rank operates differently to the other ranks in the City as it operates near the station exit as a continuous feeder rank.

The taxi ranks with the next highest level of visitation/ utilisation includes Fenchurch Place/St Katherines Row which is adjacent to Fenchurch Street station. Fenchurch Place shows a significantly higher turnover of taxis in the morning peak which is expected at a major train station The rank on Lower Thames St is adjacent to the Tower of London. It is expected that these three ranks would have a high level of taxi usage.

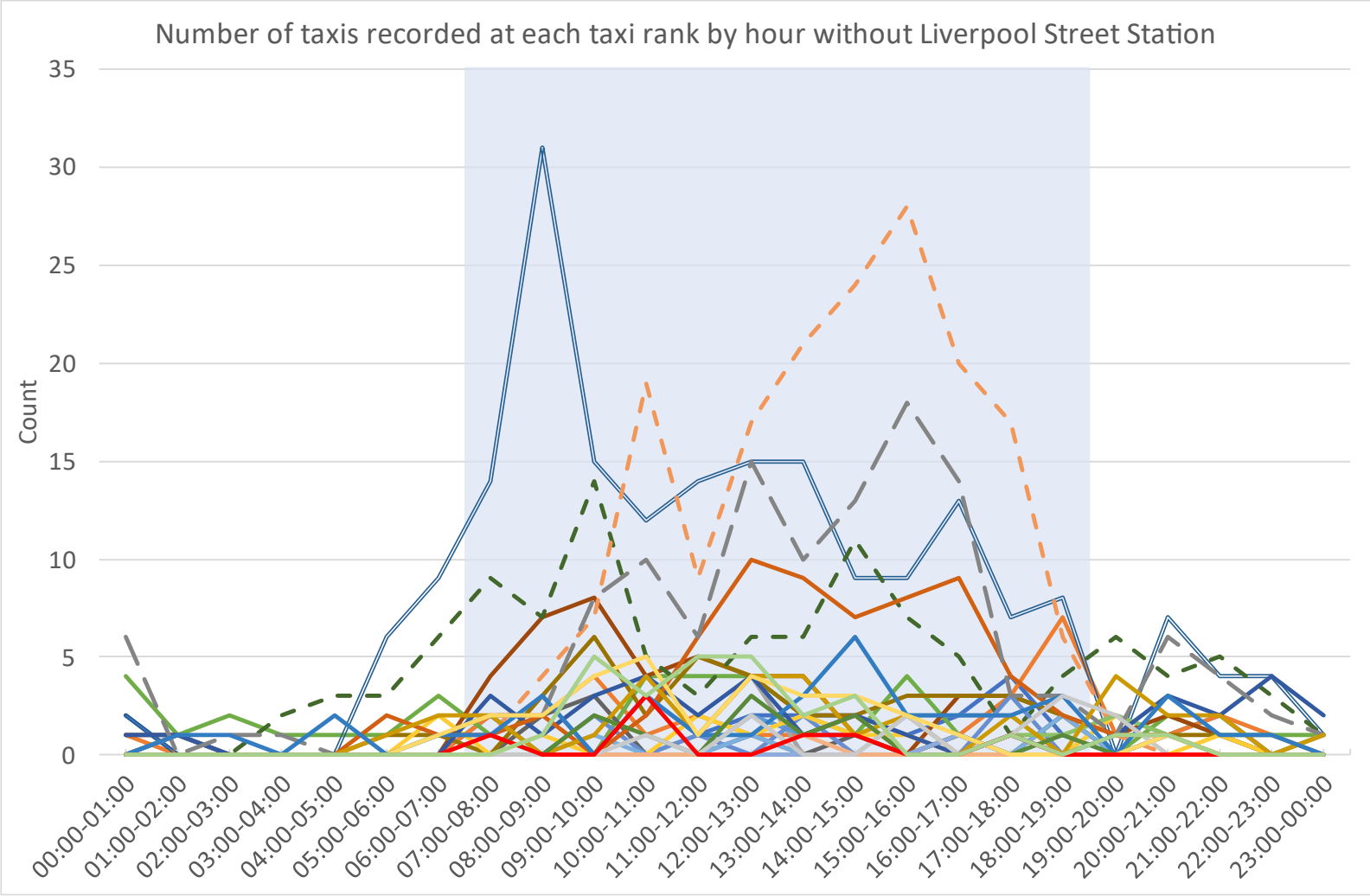
Figure 3-4 (page 24) shows the Fenchurch Place/ St Katherines Row, Lower Thames Street and Coopers Row also had some of the most visited taxi ranks between 7am and 7pm.

Figure 3-3 - Number of taxis recorded at each taxi rank by hour including Liverpool Street Station




7am till 7pm restrictions
Silk Street (adj Linklaters)
Liverpool Street (East)
St Mary Axe
Philpot Lane
Fenchurch Place /Fenchurch St
Coopers Row
Lower Thames Street
Queen Victoria Street (Bloomberg)
Gresham Street (west junc with Old Jewry)
Cheapside (One New Change)
Queen Victoria Street (Church of Scientology)
Tudor Street
Farringdon Street (opp Goldman Sachs)
Farringdon Street (Old Fleet Lane)
Crosswall
Lindsey Street (east of Smithfield Market)
Appold Street
Devonshire Square
Leadenhall Street
Mincing Lane
Fenchurch Place /St Katherines Row
Minories
Cornhill
Princes Street
Gresham Street (west Milk Street)
St. Paul's Churchyard
Queen Victoria Street (Blackfriars Station)
Limeburner Lane
Little New Street
Wood Street

Figure 3-4 - Number of taxis recorded at each taxi rank by hour without Liverpool Street Station




7am till 7pm restrictions
Silk Street (adj Linklaters)
Devonshire Square
Leadenhall Street
Mincing Lane
Fenchurch Place /St Katherines Row
Minories
Cornhill
Princes Street
Gresham Street (west Milk Street)
St. Paul's Churchyard
Queen Victoria Street (Blackfriars Station)
Limeburner Lane
Little New Street
Wood Street
Lindsey Street (east of Smithfield Market)
Appold Street
St Mary Axe
Philpot Lane
Fenchurch Place /Fenchurch St
Coopers Row
Lower Thames Street
Queen Victoria Street (Bloomberg)
Gresham Street (west junc with Old Jewry)
Cheapside (One New Change)
Queen Victoria Street (Church of Scientology)
Tudor Street
Farringdon Street (opp Goldman Sachs)
Farringdon Street (Old Fleet Lane)
Crosswall

Average dwell time across the sites ranges from under one minute at Princes Street and Gresham Street (west of junction with Old Jewry) to over 20 minutes at Little New Street (Figure 3-6).

Although there is a variation between dwell time at individual sites, the average for different areas in the City of London are similar. The north of the City has the lowest average dwell time of 6 minutes and 18 seconds, and the East had the highest average dwell time of 10 minutes and 21 seconds (Figure 3-5). Bank area taxi ranks had an average dwell time of 7 minutes and 53 seconds, 1 minute and 7 second less than the average of all sites (after excluding Liverpool Street from the dataset). Despite the longest dwell at the East ranks, there were very high levels of activity at here suggesting that longer dwell times do not appear to discourage/strongly impact rank use.

Figure 3-5 - Average taxi dwell time at taxi ranks by area

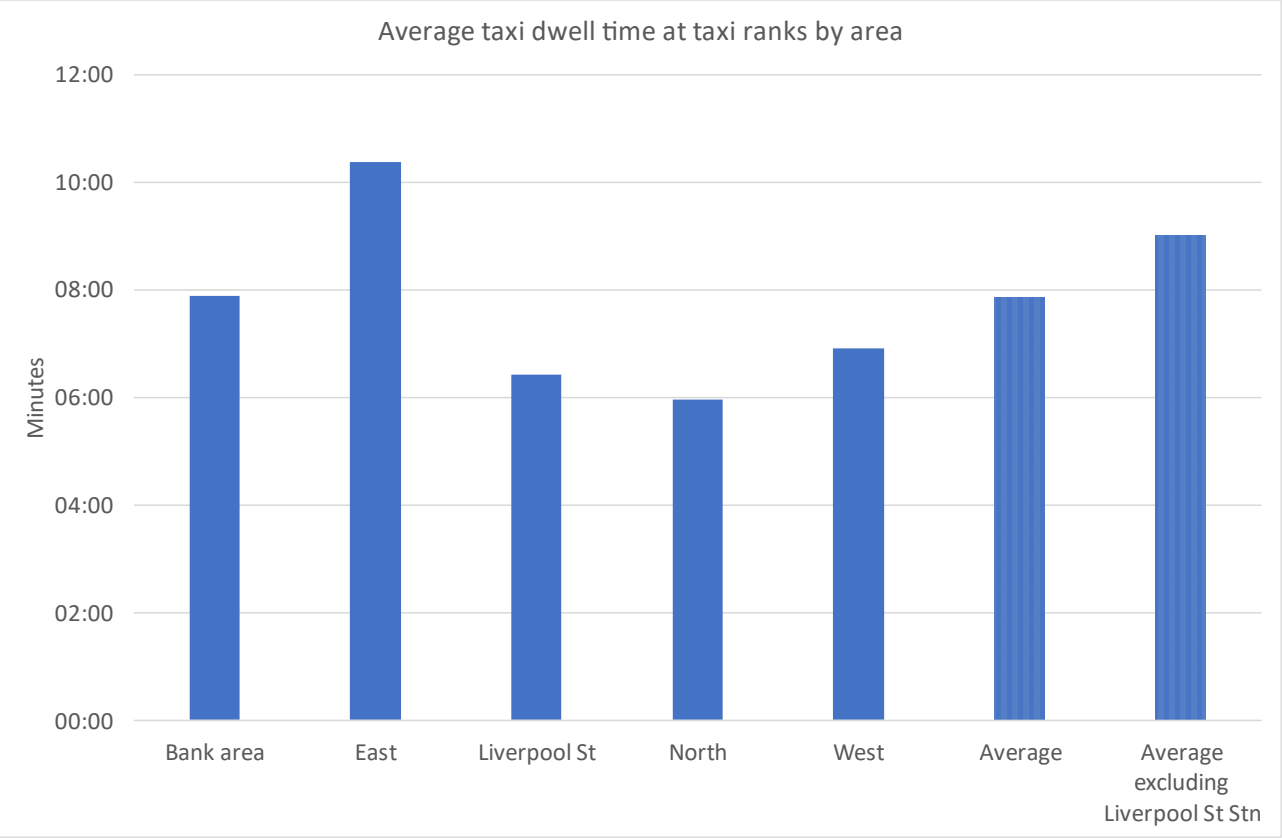


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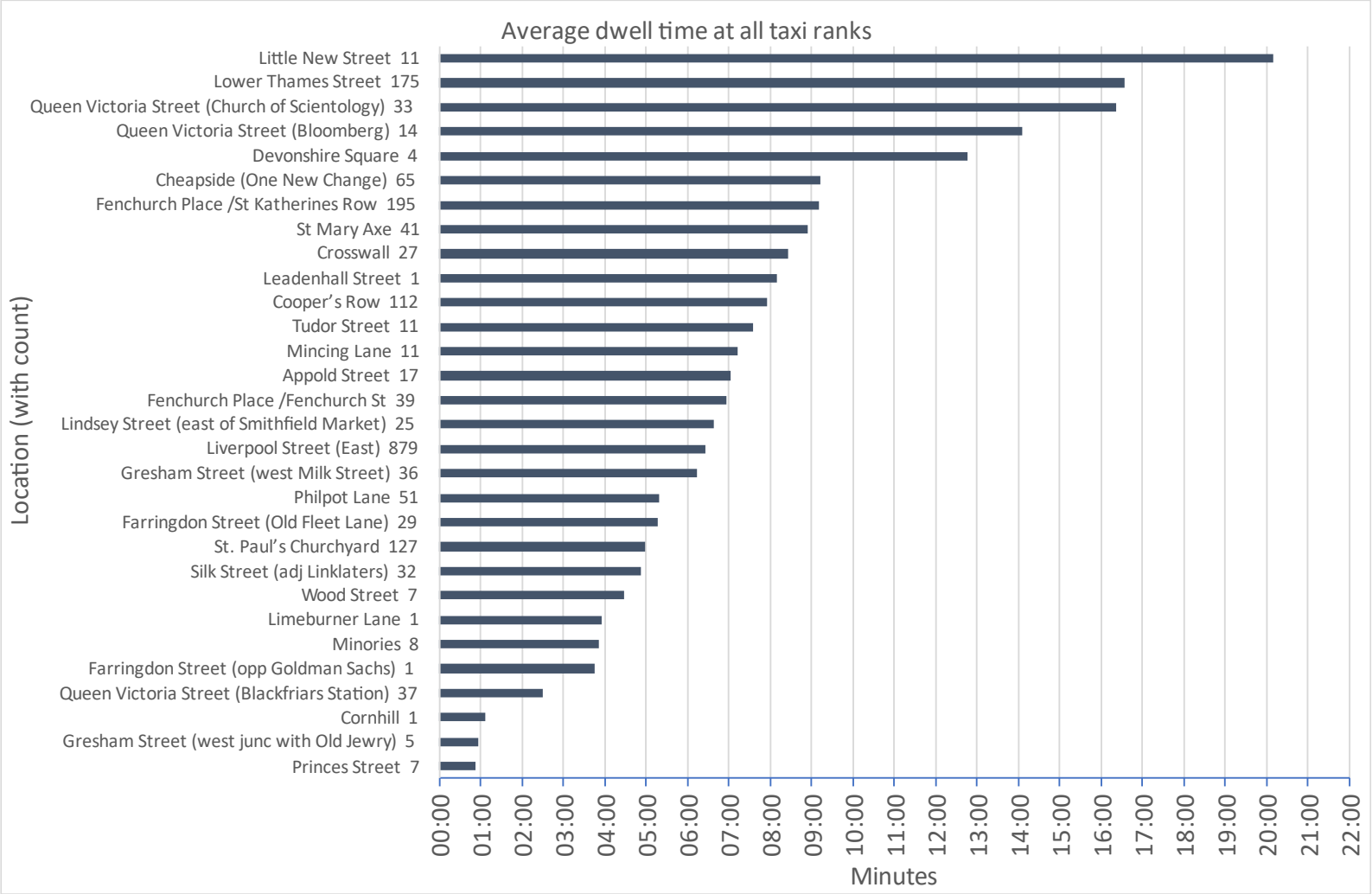
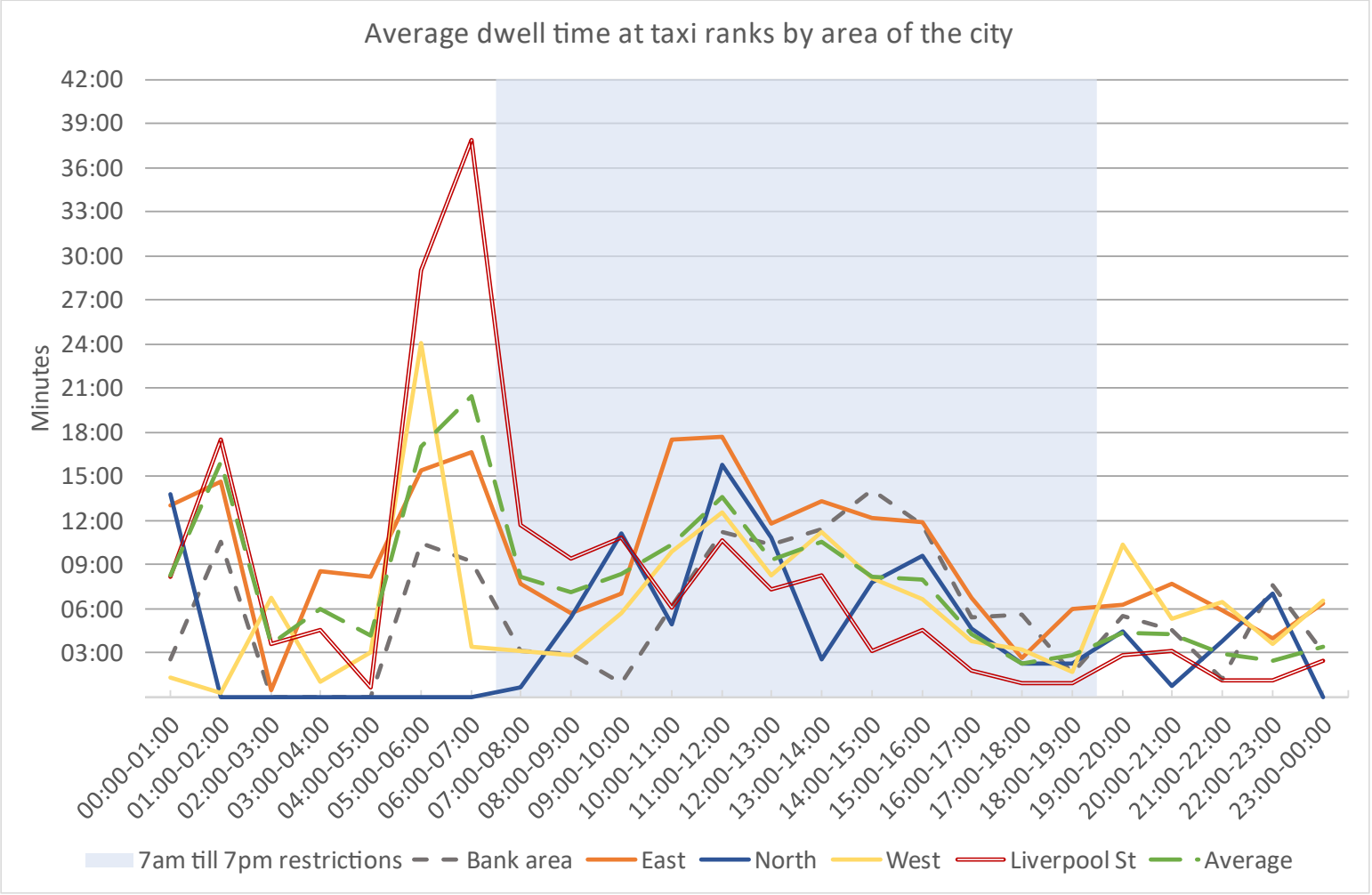
Figure 3-6 - Average dwell time for each site, including number of recordings



Average dwell time at taxi ranks fluctuates throughout the day, with a longer dwell time seen around 01:00 to 02:00, 05:00 to 07:00, and 11:00 to 12:00 (Figure 3-7).

Dwell times may be higher at certain times of the day for a variety of reasons. Between 05:00 and 07:00 we anticipate dwell times to be higher as taxis may be waiting for people to get into the city, and 11:00 to 12:00 may be the result of drivers taking breaks or getting lunch.

Figure 3-7 - Average dwell time at taxi ranks by area of the city

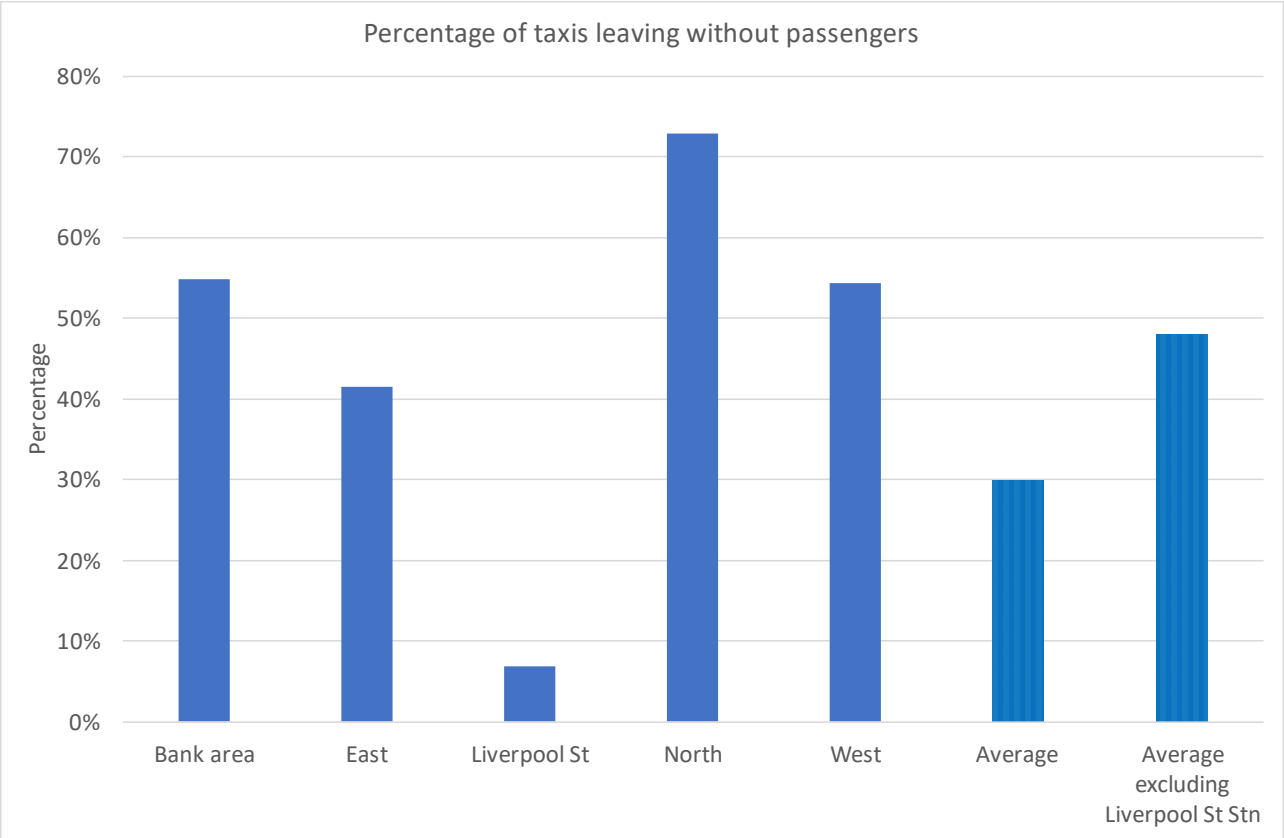


*Liverpool Street has been removed from the North City average.

Analysis has taken place on taxis that did not pick up passengers before leaving the rank. Across all sites, 70% (1402) of the taxis picked up passengers at the taxi ranks, compared to 30% (600) taxis leaving without a passenger. Liverpool Street, the taxi rank with the most counts throughout the day, had less than 10% of taxis leaving without a passenger. This reflects the number of people passing through the station every day.

Bank area had only 7% more taxis leaving without a passenger than what was seen on average though out the City (after excluding Liverpool Street from the dataset).

Figure 3-8 - Percentage of taxis leaving without passengers



In conclusion, many ranks in the City are lightly used and there is variance in all areas of the City, however this does not reflect the overall availability of taxis in the areas. Despite some ranks recording low numbers of taxis using them, manual counts show high availability of taxis in the areas.

Moving forward, the City of London should consider taking proactive measures to enhance the efficiency of taxi services. One potential avenue for improvement involves a reassessment of the existing locations of taxi ranks. This process would involve an examination of each rank's usage patterns, taking into account factors such as peak hours, traffic density, and popular destinations.

Some ranks may serve as more than just pick-up and drop-off points; they may currently be serving as rest stops for taxi drivers. The review should involve determining whether certain

taxi ranks are no longer needed. What was once a strategic location for a taxi rank may no longer be as relevant.

3.2 RIDE HAILING APPS

Ride hailing apps were used to estimate the wait time for taxis and PHVs across the city. However, it's crucial to note that these estimations were derived without completing actual bookings. Instead, they were based on the wait time displayed on the app when commencing the booking process. It is possible that these initial estimations may not accurately reflect the actual hire/wait times experienced by users. This discrepancy arises from the fact that drivers need to accept the booking request, which introduces an additional variable in the process. There's also the possibility of cancellations by the driver after accepting the booking, further complicating the accuracy of the estimated wait times.

Throughout this analysis, data has been compared by site and by 'area' as defined in Figure 2-1 (page 7). Analysis has been divided between taxis and private hire vehicles available to hail via the different 'apps'. Due to data quality issues, some recordings were excluded from this dataset. A full explanation of the reasons for exclusions and impacts on processing and analysis can be found in the explanatory note in Appendix E.

Waiting times for ride-hailing apps exhibited minimal variation across the majority of locations, as the average wait times at most sites were within a one-minute range of the overall average wait time. For PHVs the East had the shortest wait time at 2 minutes and 50 seconds and Bank area had the longest wait time of 3 minutes and 33 seconds. This is only 13 seconds above the average for City of 3 minutes and 20 seconds (Figure 3-9). Taxis across the City had a longer wait time on average, with the West showing the shortest wait time of 3 minutes and 45 seconds and the North the longest wait time of 4 minutes and 28 seconds. The average wait time at Bank was 4 minutes and 20 seconds just longer than the average for City at 4 minutes and 11 seconds.

The breakdown by site in Figure 3-10 (page 34) shows that only Farringdon Street/New Bridge Street had a longer PHV wait time than Taxis. Wait times were longest on Bishopsgate and lowest on Chancery Lane.

Figure 3-9 - Average wait time for taxis/black cabs across the whole survey period

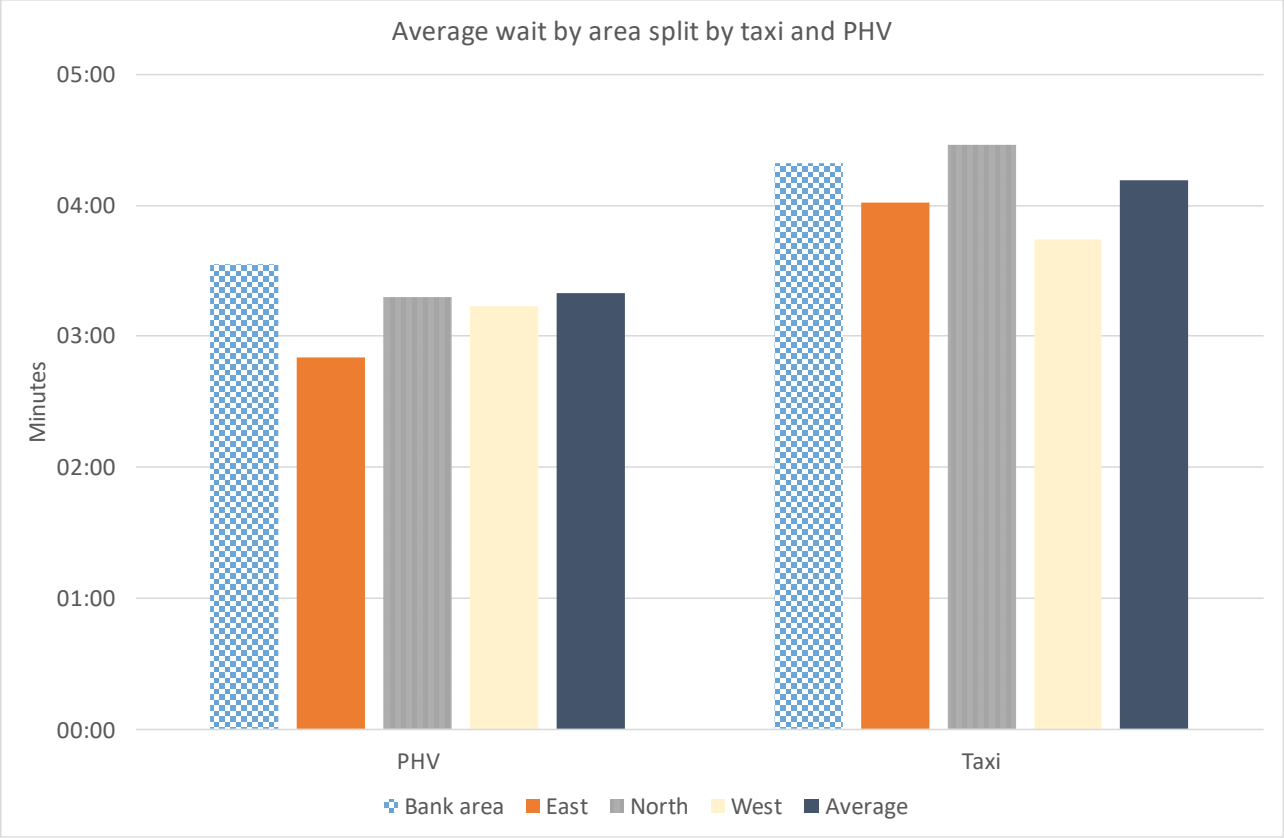
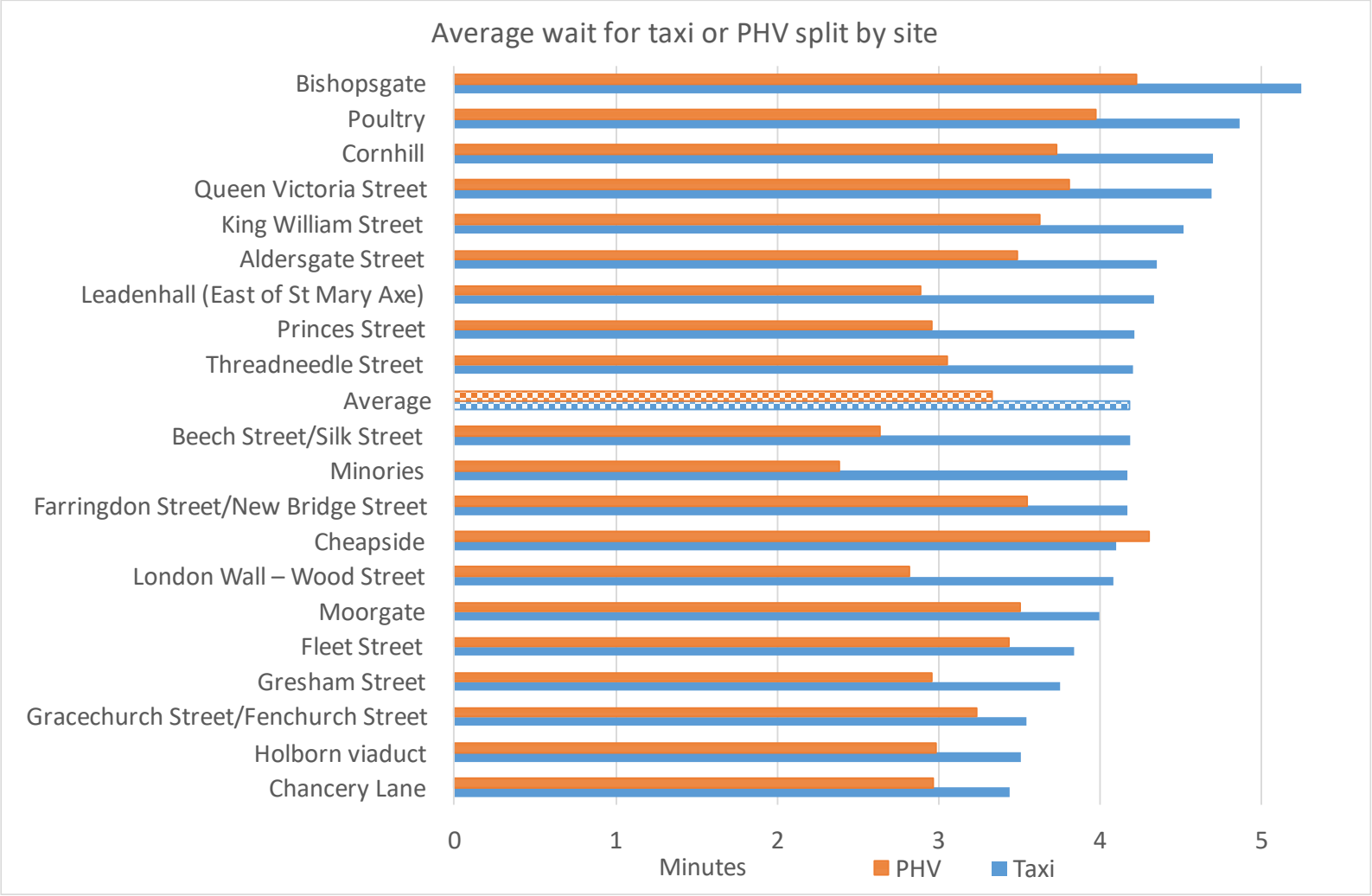


Figure 3-10 - Average wait for taxi or PHV split by site



Wait time variations for either taxis or PHV's across areas was low, with longest and shortest wait times differing by a maximum of two minutes. All locations show a lower wait time between 9:00 and 16:00 before peaking at 19:00 (Figure 3-11).

Wait time for PHV's vary slightly more throughout the day. Wait times were highest for PHVs between 07:00 and 17:00 around Bank Junction, but average wait times were never more than 2 minutes longer than other areas, suggesting relatively little variation in absolute wait times in different parts of the City at that time of day After 17:00 the West shows the highest wait time for most of the survey period except 18:00-19:00 where the North exceeds it (Figure 3-12, page 37).

Figure 3-11 - Wait time for taxis by area

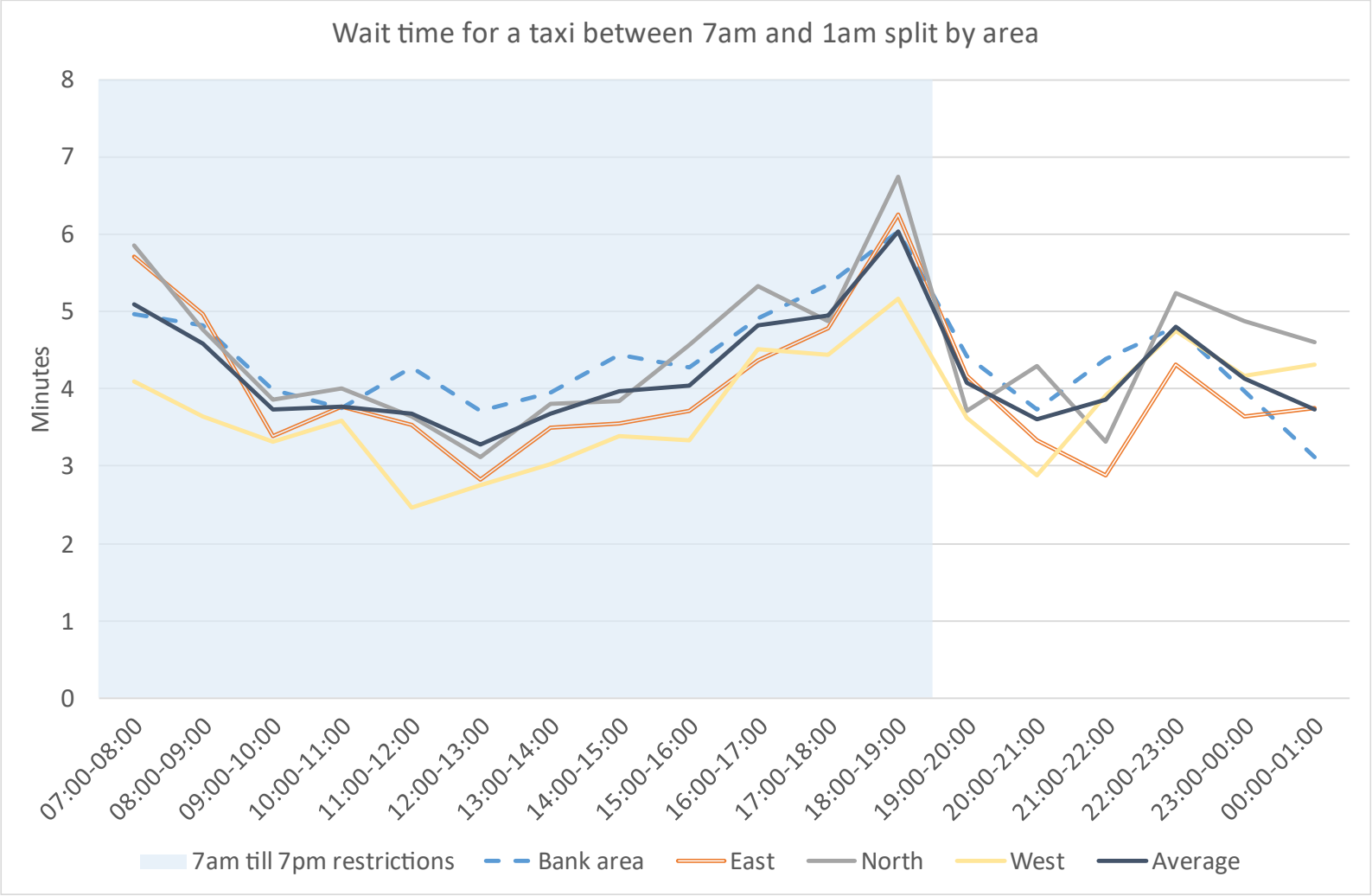
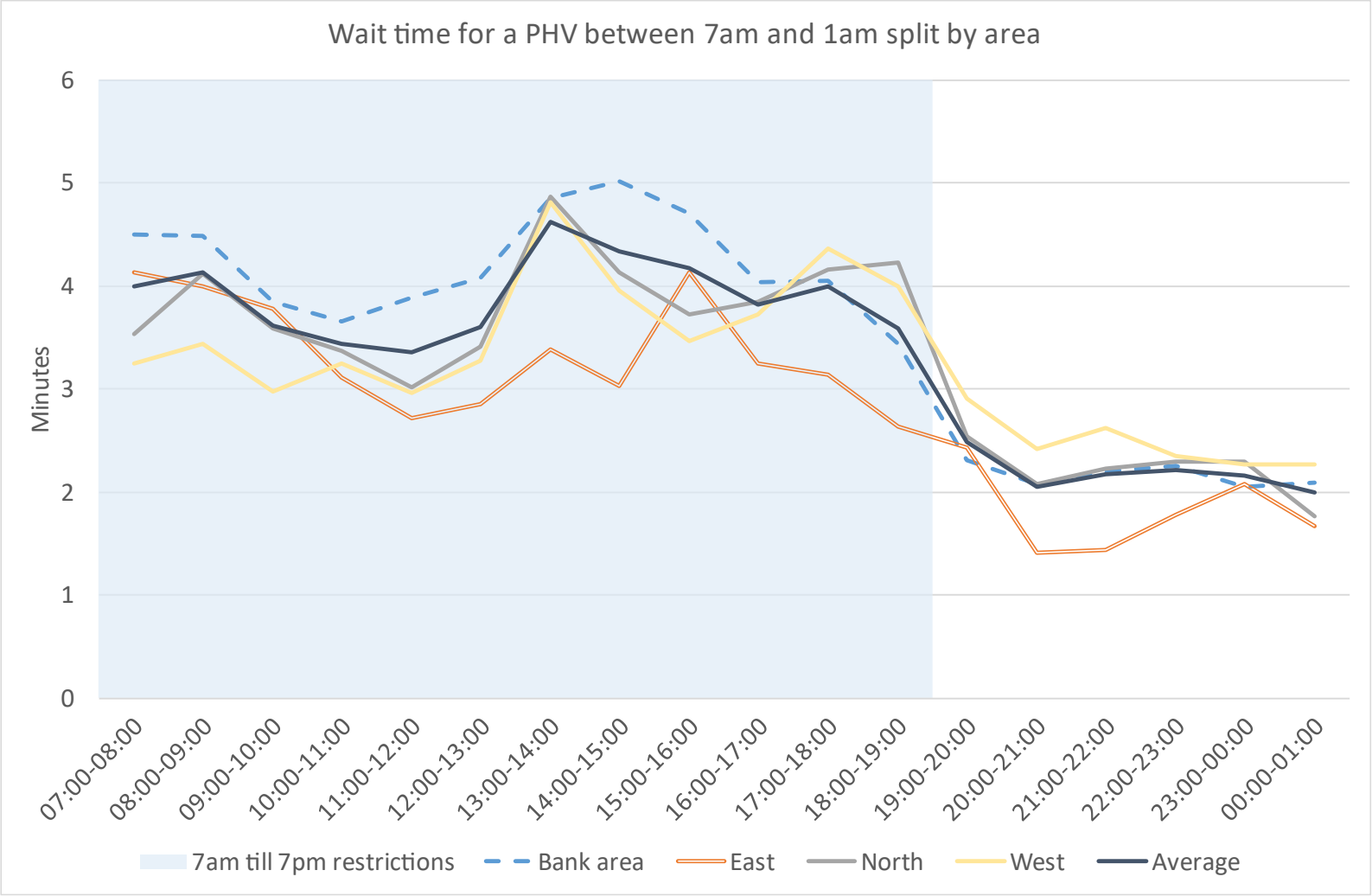


Figure 3-12 - Wait time for PHVs by area



The key findings from this data collection exercise show minimal variations in wait times across the city. For both PHVs and taxis, the recordings in Bank area were within 20 seconds of the average for other areas. It appears to show there is little to no impact on wait times as a result of Bank junction restrictions. There are minor increased in wait times at the peak time of 18:00. This is expected as this is when there would be high demand at the end of the working day. Even at peak wait time this is only seven minutes. At 19:00 a small reduction in wait times can be seen by all areas, this could be as a result of vehicles becoming available again, or due to the end in restrictions.

On a location by location basis those streets with restrictions, such as limited access or time constraints, tend to have longer average wait times for a taxi via an app than those streets without. However, the average time difference is not significant.

3.3 WESTMINSTER DATA

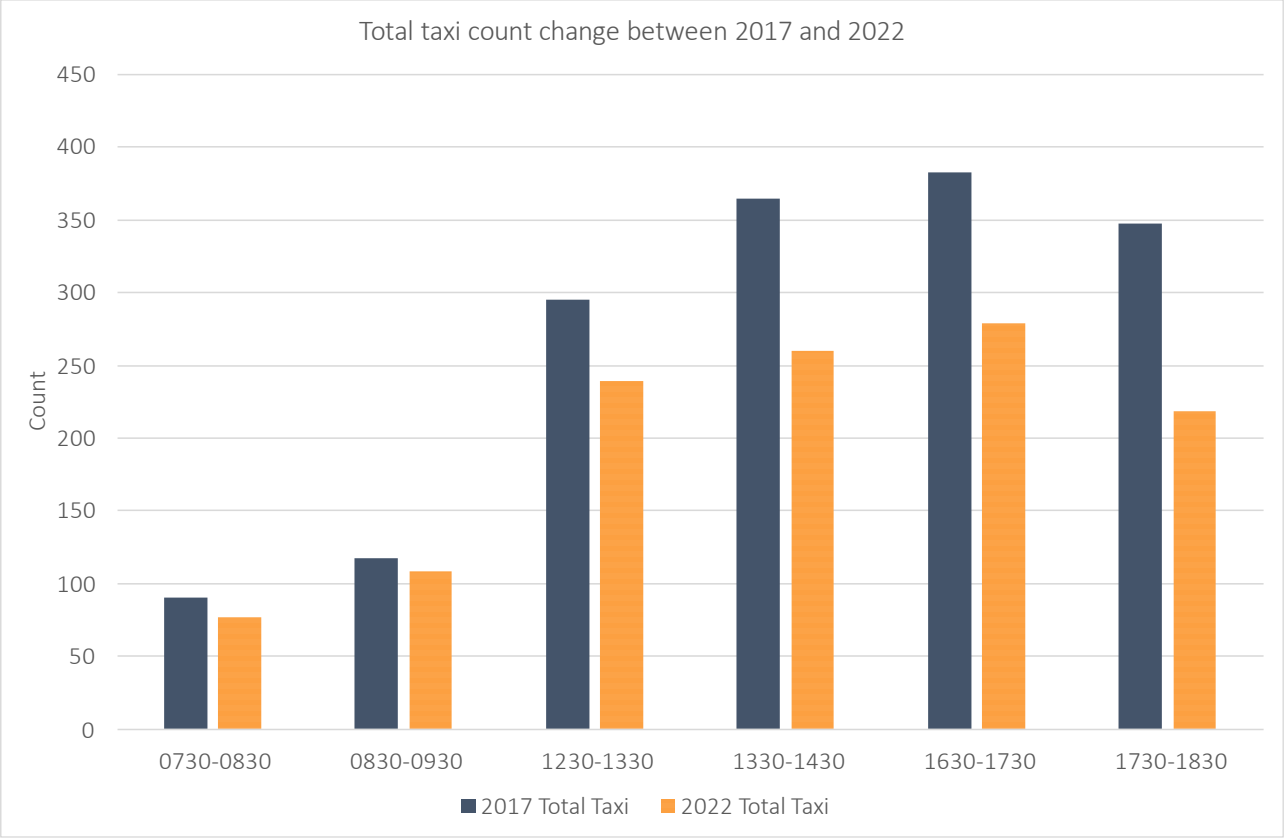
The evolution of taxi volumes in Westminster before and after the onset of the COVID-19 pandemic was investigated by considering several metrics including the proportion of taxis within the overall traffic, the absolute number of taxis by day, and data segmented by hourly intervals. The data was collected by Westminster City Council at several sites in 2017 (pre COVID-19) and 2022. It should be noted that traffic volume may have increased since the last set of data collection was undertaken as the return to the office in 2023 was more pronounced.

3.3.1 OXFORD STREET

Oxford Street in Westminster has experienced a substantial decline in the overall number of taxis since 2017. The most significant drop in the number of taxis occurred between 17:30 and 18:30, where a 37% decrease was observed. In contrast, the period from 08:30 to 09:30 witnessed the least decline in taxi numbers, with only an 8% reduction (Figure 3-13, page 40). On average, across all time intervals, there was a 26% decrease in taxi availability. This follows the expected wider pattern in London which shows the number of taxis travelling through the congestion zone in operational hours has fallen approximately 40% between 2017 and 2022, and that taxi licenses fell by approximately 30% in the same time (Section 4).

Oxford Street data is represented hour by hour in the graph below, for the two-hour AM and PM peaks and the lunchtime two-hour peaks.

Figure 3-13 - Oxford Street taxi numbers between 2017 and 2022



The broader traffic trends in Westminster show an average 36% decrease in traffic volume from 2017 to 2022 across all time periods. The most significant drop in the number of vehicles occurred between 07:30 and 08:30 where a 42% drop was observed. Between 12:30 and 13:00 saw the least reduction in vehicles, at a 29% reduction (Figure 3-14).

Figure 3-14 - Oxford Street vehicle numbers between 2017 and 2022

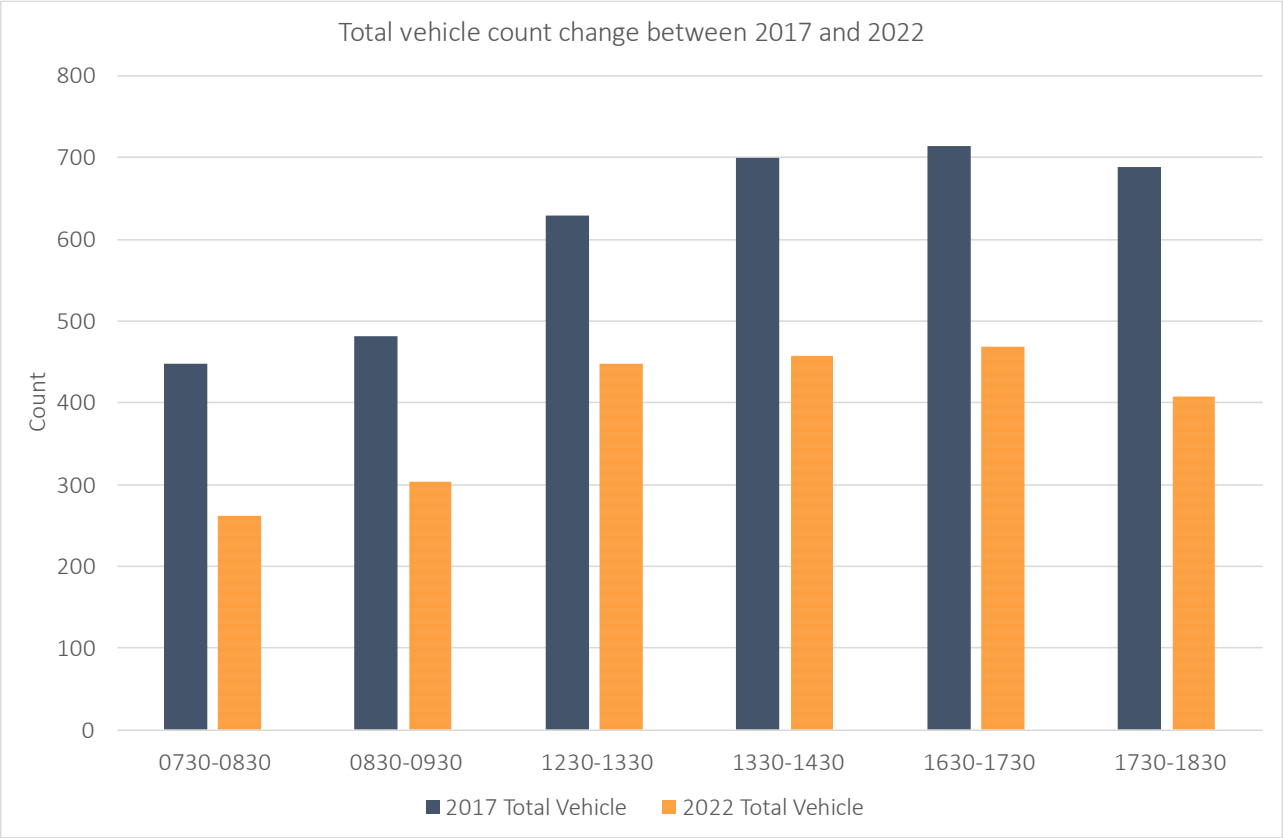
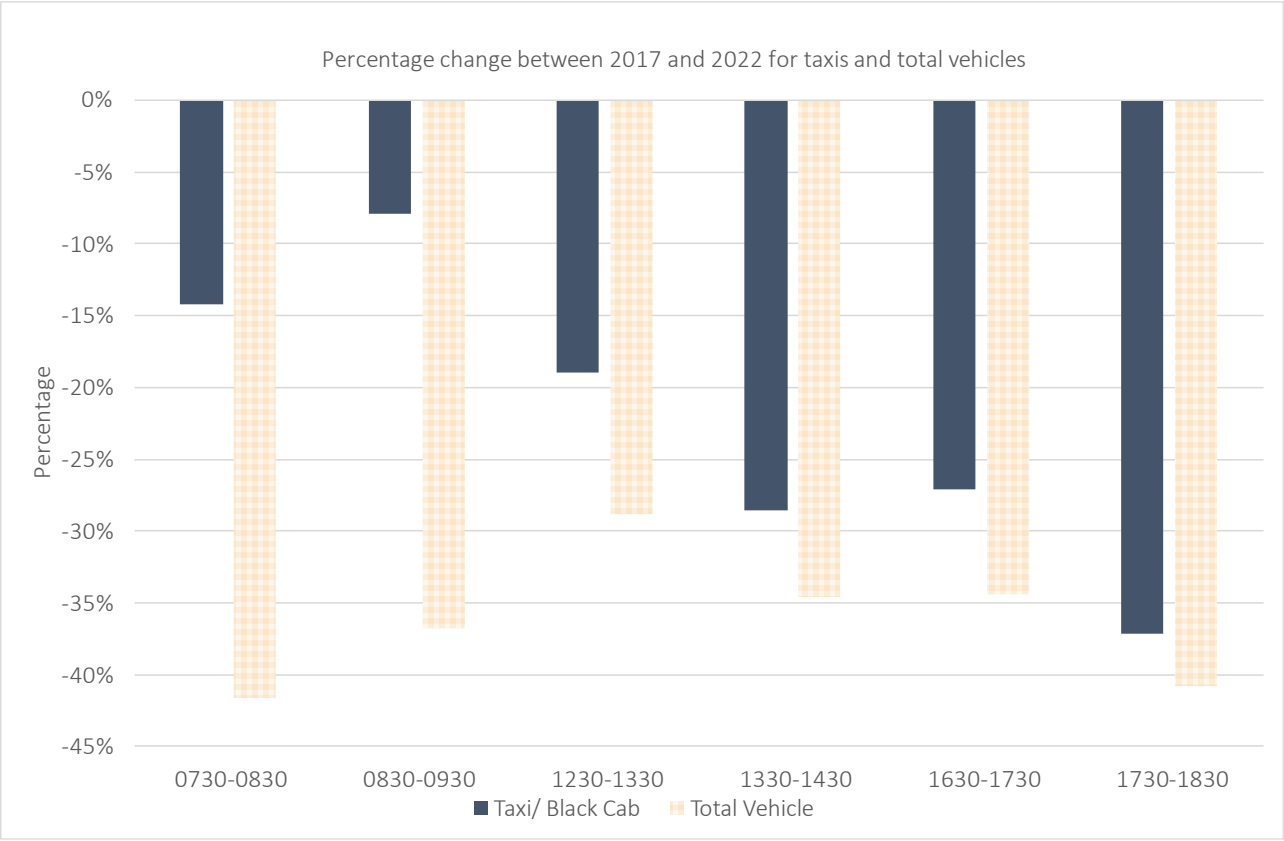


Figure 3-15 shows that taxi/ black cab numbers have fallen less than total vehicle counts across all time periods.

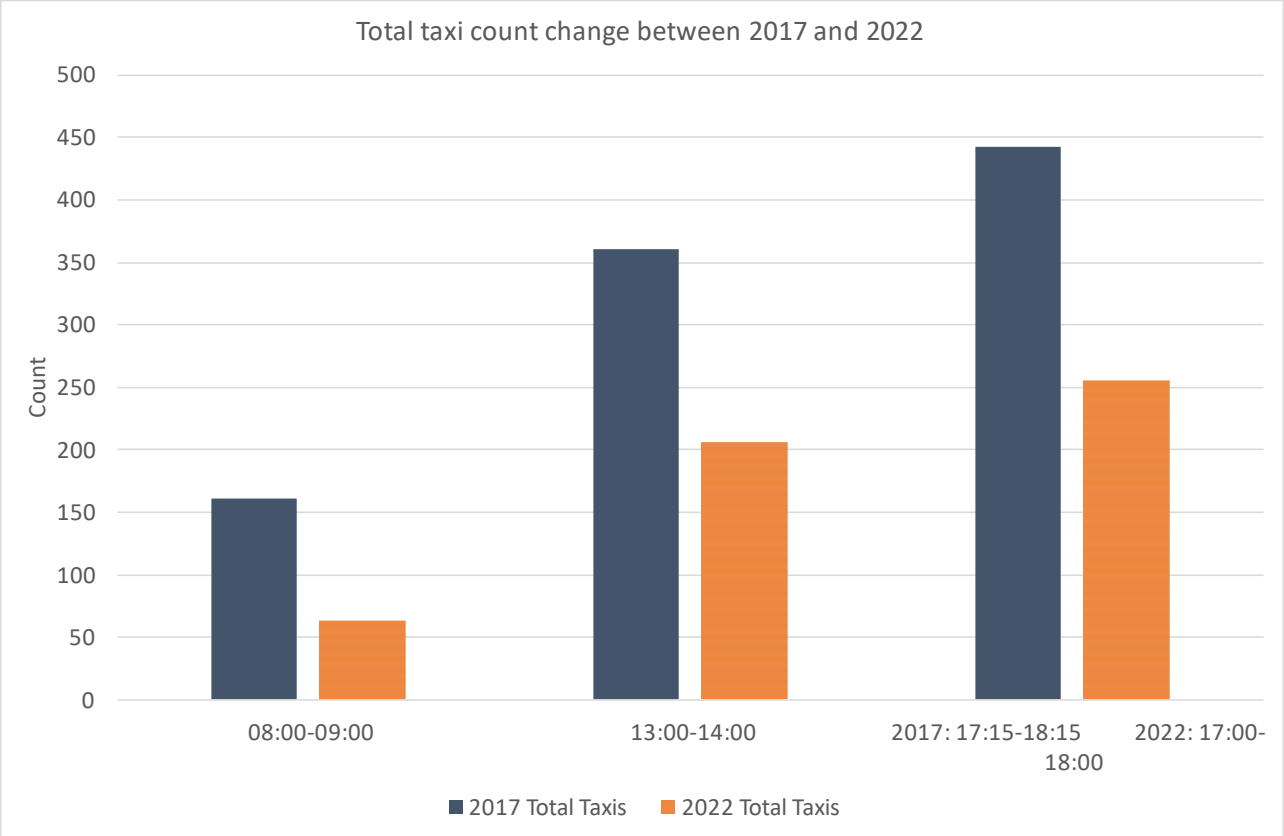
Figure 3-15 - Percentage change between 2017 and 2022 for taxi/black cabs and total vehicles



3.3.2 REGENT STREET

Taxi numbers on Regent Street in Westminster has experienced a 46% decrease between 2017 and 2022. The most significant drop in the number of taxis occurred between 08:00 and 09:00, resulting in a 61% decrease, there was a 43% decrease in taxis between 13:00 and 14:00, and a 42% reduction between 17:15 and 18:15 (2022: 17:00 and 18:00). This reduction follows patterns seen in the wider London area of the number of taxis travelling through the congestion zone in operational hours falling approximately 40% between 2017 and 2022, and taxi licenses falling by approximately 30% in the same time (Section 4).

Figure 3-16 - Total taxi count change between 2017 and 2022



The broader traffic trends on Regent Street show an average 18% decrease in traffic between 2017 and 2022 for all time periods. There was a 13% decrease in traffic between 08:00 and 09:00, a 27% decrease in traffic between 13:00 and 14:00, and a 15% decrease between 17:15 and 18:15 (2022: 17:00-18:00) (Figure 3-17).

Figure 3-17 - Total vehicle count change between 2017 and 2022

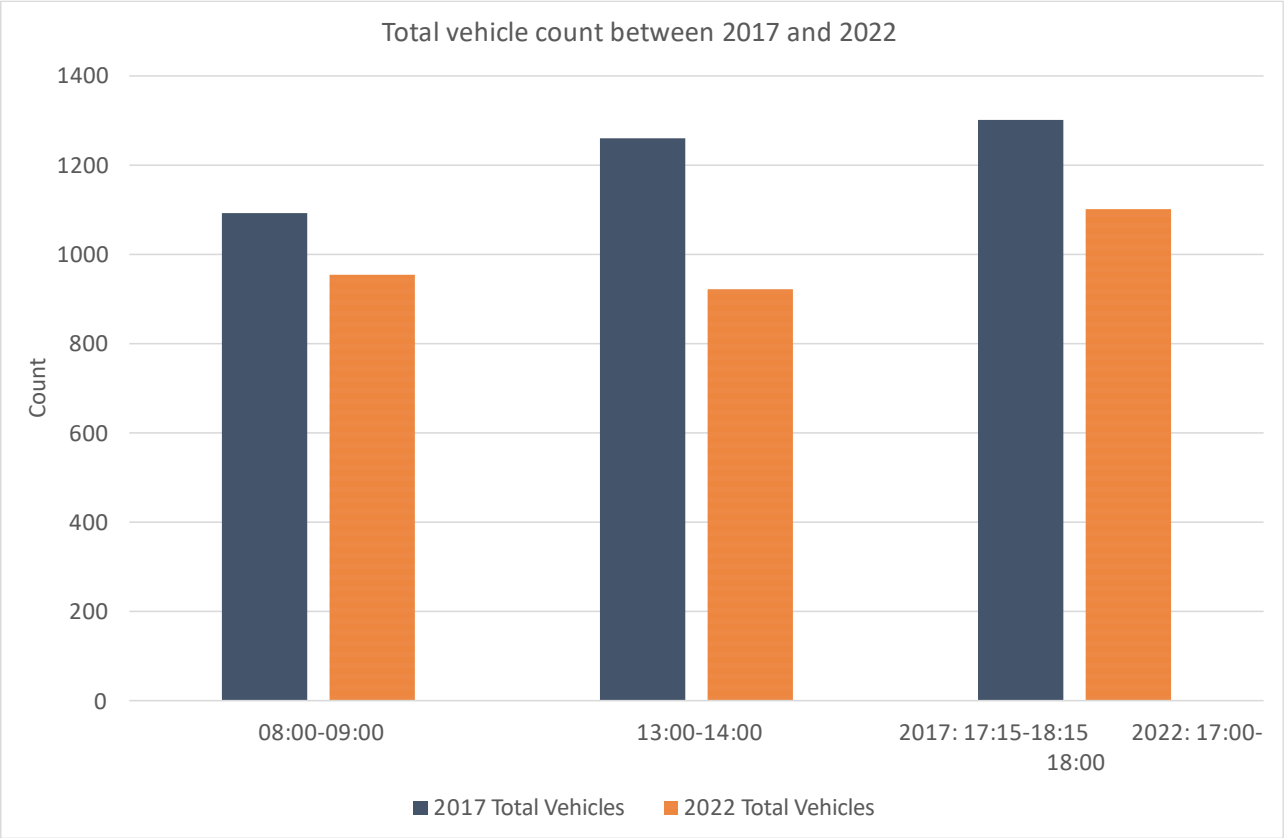
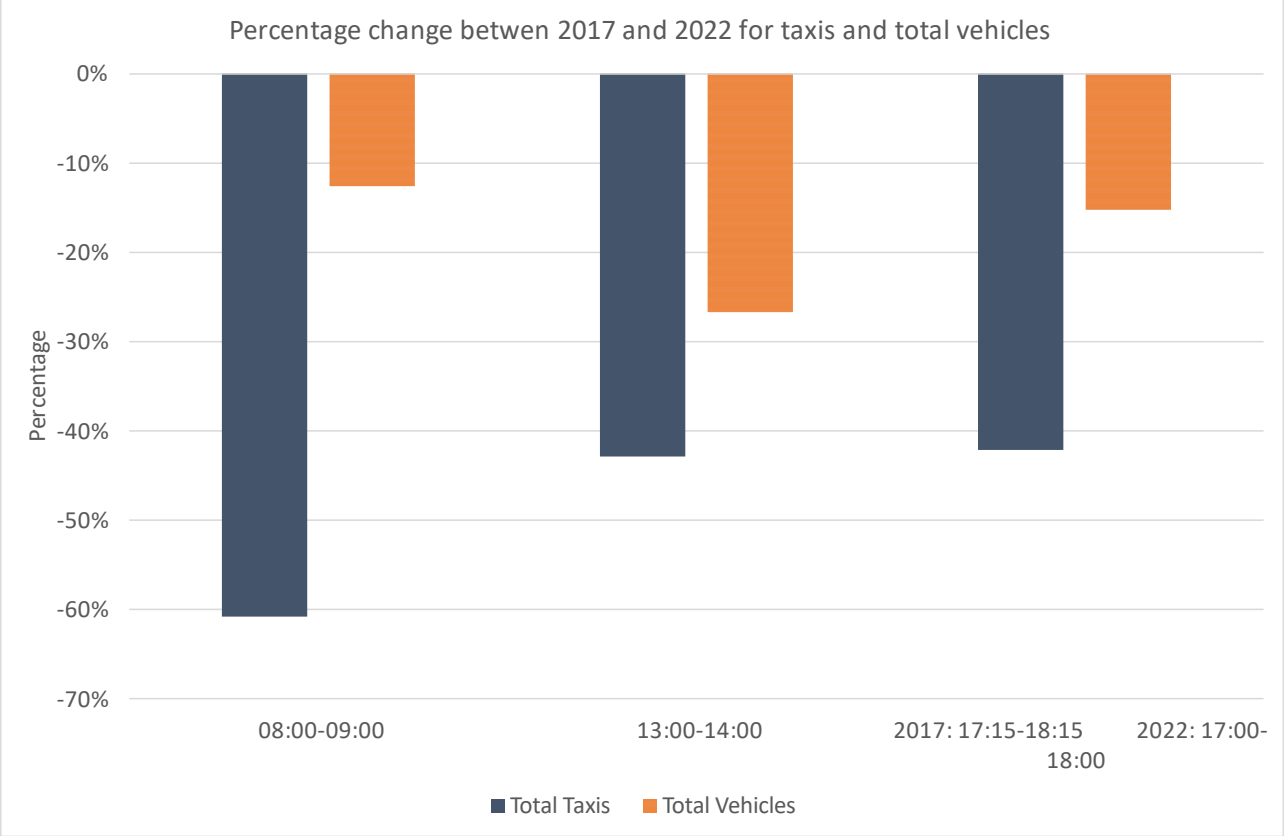


Figure 3-18 shows that taxi/ black cab numbers have fallen more than total vehicle counts across all time periods. This is particularly evident between 08:00 and 09:00 where taxi/ black cab availability has fallen over 60%, but vehicle counts only 13%.

Figure 3-18 - percentage change between 2017 and 2022 for taxi/black cabs and total vehicles



Westminster and City of London Comparison

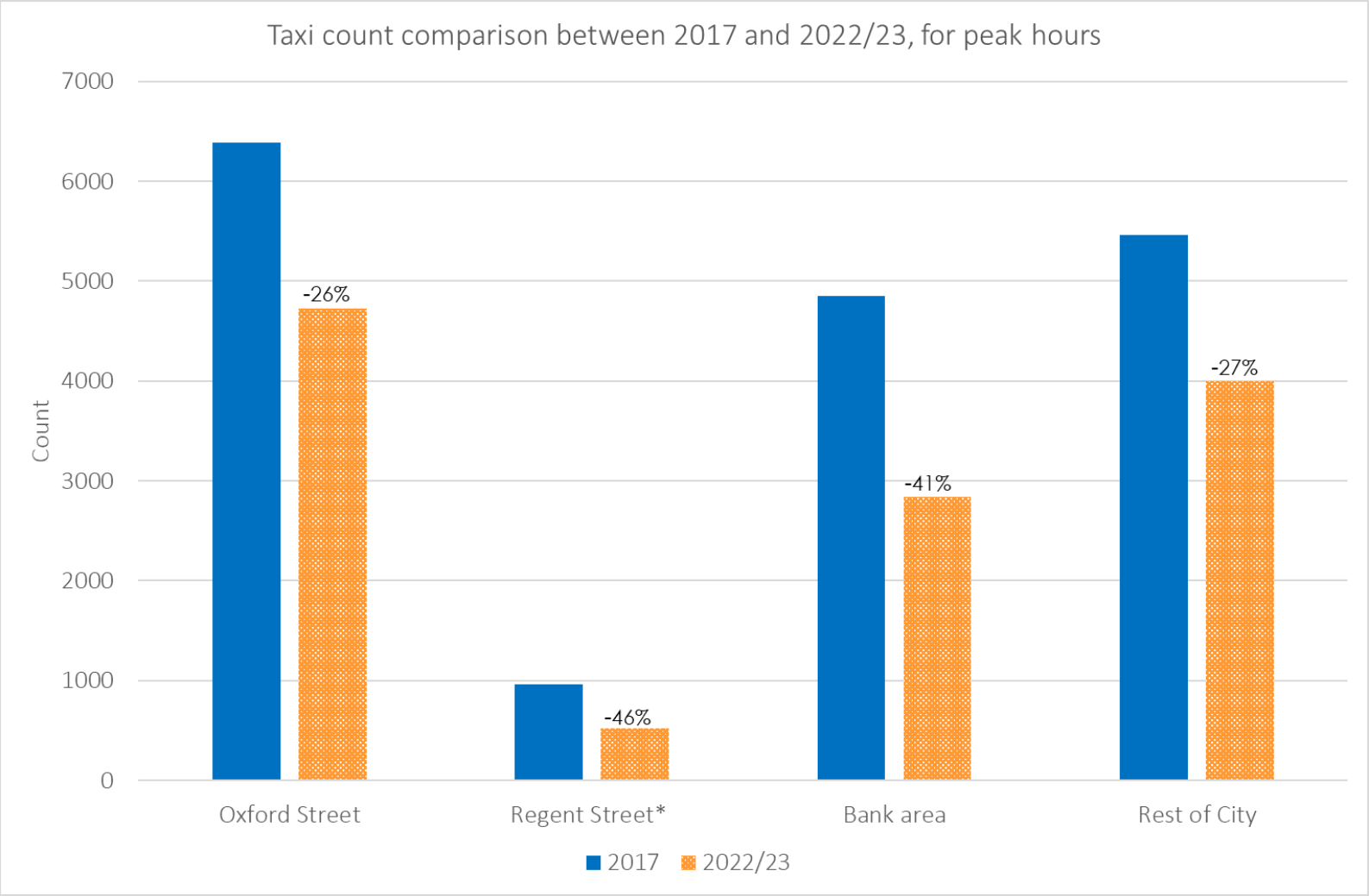
Comparison between Westminster and the City of London locations can be seen in Table 3-2 and Figure 3-19 (page 47). All locations saw more than a 25% decrease in taxi volumes from 2017 to 2022/23. The minimum change was 26% reduction seen by Oxford Street locations, and the maximum change was seen in the Regent Street location at 46% reduction. Bank area has a 41% reduction in taxis.

Table 3-2 - Taxi number comparison between 2017 and 2022/23, for peak hours (approx. 08:00-10:00, 12:00-14:00, 17:00-19:00) * for multiple sites

	2017 taxi volumes	2022/23) taxi volumes	Absolute change	% change
Oxford Street	6389	4729	-2660	-26%
Regent Street*	965	525	-440	-46%
Bank area	4846	2840	-2006	-41%
Rest of City	5457	3999	-1458	-27%

**Regent Street sites peak hour counts were for one hour only.*

Figure 3-19 - Taxi number comparison between 2017 and 2022/23, for peak hours for multiple sites



Overall, this data collection suggests that drops in taxi volumes are not unique to the City, or in particular the Bank area. Both areas analysed in Westminster saw a reduction of taxis from between 2017 and 2022/23 (-26% and -46%). This is also the pattern shown in the Bank area (-41%). This is supported by information in Section 4 which shows that the number of taxis travelling through the congestion zone in operational hours has fallen approximately 40% between 2017 and 2022, and that taxi licenses fell by approximately 30% in the same time.

3.4 MANUAL TAXI AVAILABILITY SURVEY

Manual taxi count surveys were undertaken to record the number of taxis passing the survey location in both directions, whether they have their lights on or off and how many passengers they were carrying.

Throughout this analysis, data has been compared by site and by 'area' as split out in Figure 2-1 (page 7). In total 56,450 taxis were counted in 2016 across 17 sites, these were counted before restrictions were implemented. In comparison, 23,307 taxis were counted at the same sites in 2023 after the restrictions were implemented. The 2023 data recorded the Bank area having 5,030 recorded taxis, East has 766, North 7,204, and West 10,307.

In total, 20 sites were analysed in 2023. 17 of these locations were compared to data from 2016 and the three additional sites were Chancery Lane, Leadenhall and Minories.

Table 3-3 is split into 5 colours ranging from white to dark blue. It is visible that many locations had hour time slots with 0 or less than 6 taxis an hour passing with their light on, with the minimum average wait for taxi being 10 minutes. Cheapside had the least available taxis with only 18 passing in the complete survey period, followed by Queen Victoria Street with 35 taxis.

Holborn Viaduct and Fleet Street had the most frequent taxis per hour, with over 60 taxis per time slot, with a maximum average wait time of around one minute on these roads.

Key

Colour	Count of taxis
Grey	Non operational hours
White	0
Light blue	1-5
Medium blue	6-11
Medium/dark blue	12-59
Dark blue	60+

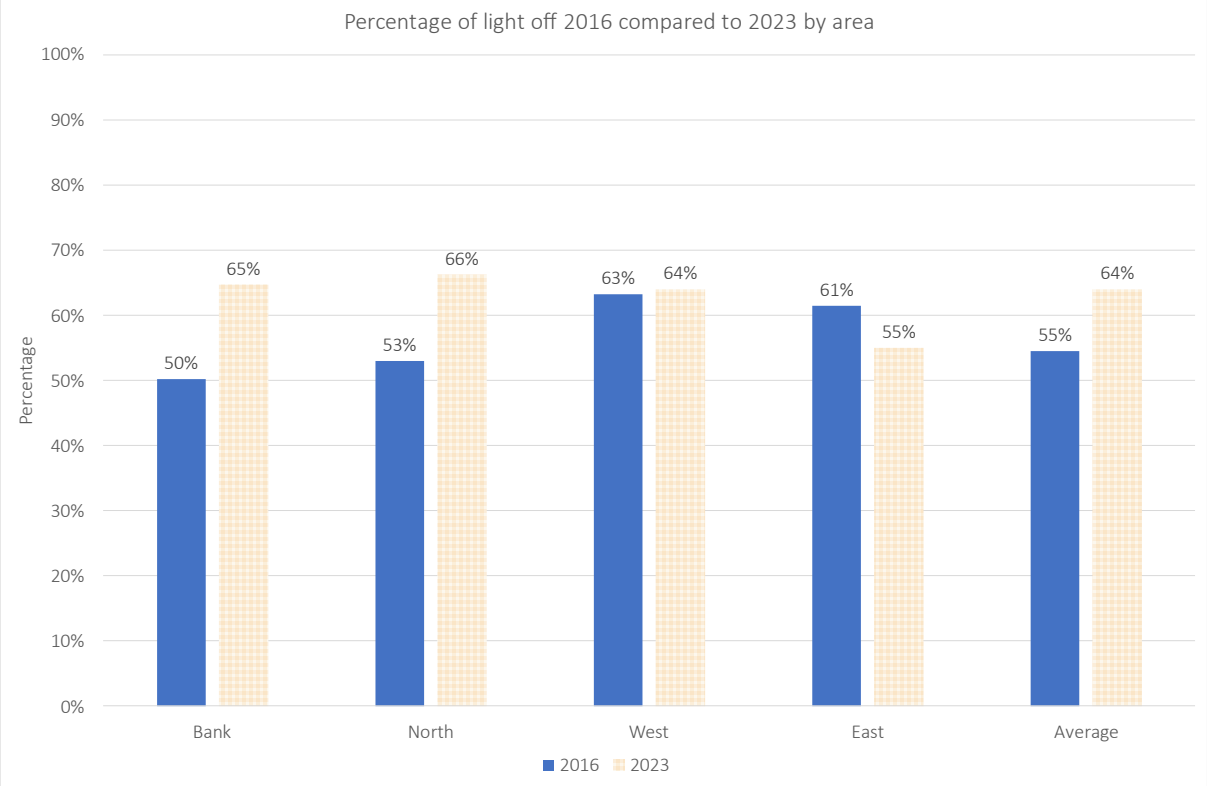
Table 3-3 - Heat map showing number of taxis with their light on by locations for 24 hours

	7-8am	8-9am	9-10am	10-11am	11-12am	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	7-8pm	8-9pm	9-10pm	10-11pm	11-12am	12-1am	Total
Aldersgate Street	18	42	52	34	50	40	42	32	38	16	85	58	31	75	40	5	30	33	721
Beech Street/Silk Street	33	16	38	41	47	46	24	39	26	41	41	59	69	54	84	46	14	24	742
Bishopsgate	10	7	15	16	19	18	26	17	9	3	5	16	41	109	85	22	78	77	573
Chancery Lane	2	10	16	21	39	40	43	49	34	56	34	6	11	17	14	1	3	2	398
Cheapside	0	0	0	2	0	0	4	0	0	0	1	0	0	1	2	0	1	0	11
Cornhill	1	4	1	4	5	6	4	10	7	5	1	1	0	3	7	6	4	5	74
Farringdon /New Bridge St	12	24	25	41	47	37	48	22	44	40	32	18	25	37	24	9	13	9	507
Fleet Street	45	52	85	87	133	95	131	146	86	108	79	11	35	123	43	6	13	23	1301
Gracechurch/Fenchurch St	17	29	33	40	29	29	20	25	16	8	14	12	20	17	18	9	4	5	345
Gresham Street	16	34	22	55	45	53	43	35	39	54	64	35	40	25	12	11	5	12	600
Holborn Viaduct	44	71	159	95	192	124	143	119	95	120	151	27	155	185	26	85	93	15	1899
King William Street	3	1	0	1	1	2	0	2	8	2	9	2	14	15	16	12	7	13	108
Leadenhall	4	6	12	18	34	47	43	33	37	27	16	8	32	24	16	14	7	6	384
London Wall - Wood Street	16	27	42	51	38	42	53	48	43	46	30	11	27	53	32	9	9	9	586
Minories	24	19	13	27	57	61	55	45	41	47	26	13	39	24	18	17	9	9	544
Moorgate	4	17	23	38	33	33	21	17	17	31	16	14	30	25	14	4	5	7	349
Poultry	3	2	2	1	4	8	1	1	2	1	3	3	5	14	5	11	5	9	80
Princes Street	2	4	1	3	4	3	8	11	2	23	21	25	60	54	28	38	19	15	321

	7-8am	8-9am	9-10am	10-11am	11-12am	12-1pm	1-2pm	2-3pm	3-4pm	4-5pm	5-6pm	6-7pm	7-8pm	8-9pm	9-10pm	10-11pm	11-12am	12-1am	Total
Queen Victoria Street	4	0	0	0	1	0	2	1	2	2	0	0	0	0	0	0	0	0	12
Threadneedle Street	9	16	23	18	23	24	18	20	20	13	7	6	7	4	4	1	3	4	220

14 out of 17 sites have had an increase in percentage of taxis with their light off, showing more taxis are unavailable in 2023 compared to 2016 (Figure 3-21).

Figure 3-20 - Percentage of light off 2016 compared to 2023 by area



In figure 3.20

Of these taxis with the light off, on average across the full survey period, 75% of taxis in Bank had passengers in. This compared to of 85% in the North, 70% in East and 84% in the West (Figure 3-20). This shows that although Bank had the greatest increase in proportion of taxis with their lights off in the area, they have approximately the same likelihood that lights off are due to carrying passengers and there is no evidence to suggest that taxis are turning lights off and dead running around Bank to other locations.

Figure 3-21 - Percentage of taxis counted with their light off comparison 2016 compared to 2023 split by all sites

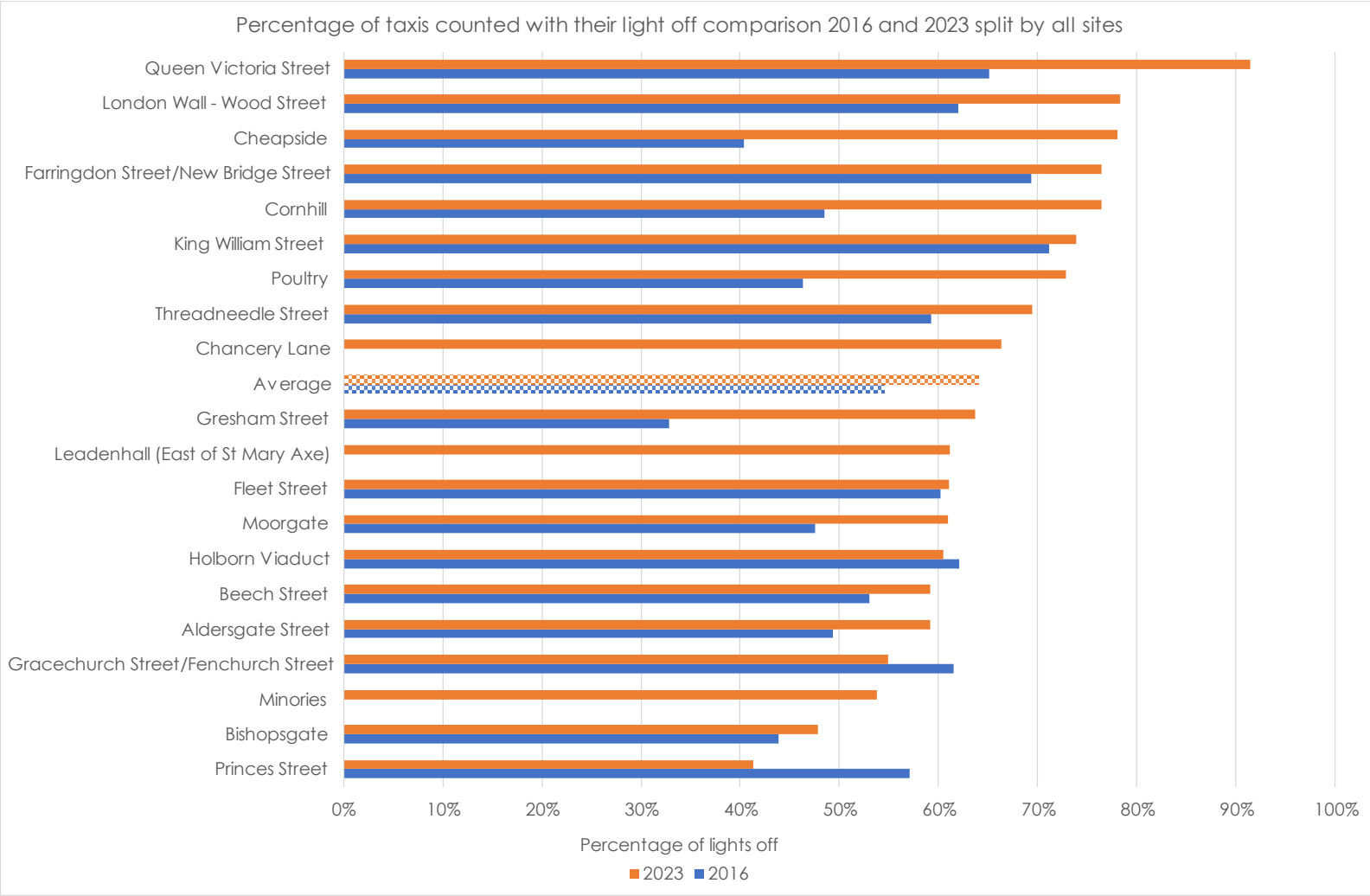
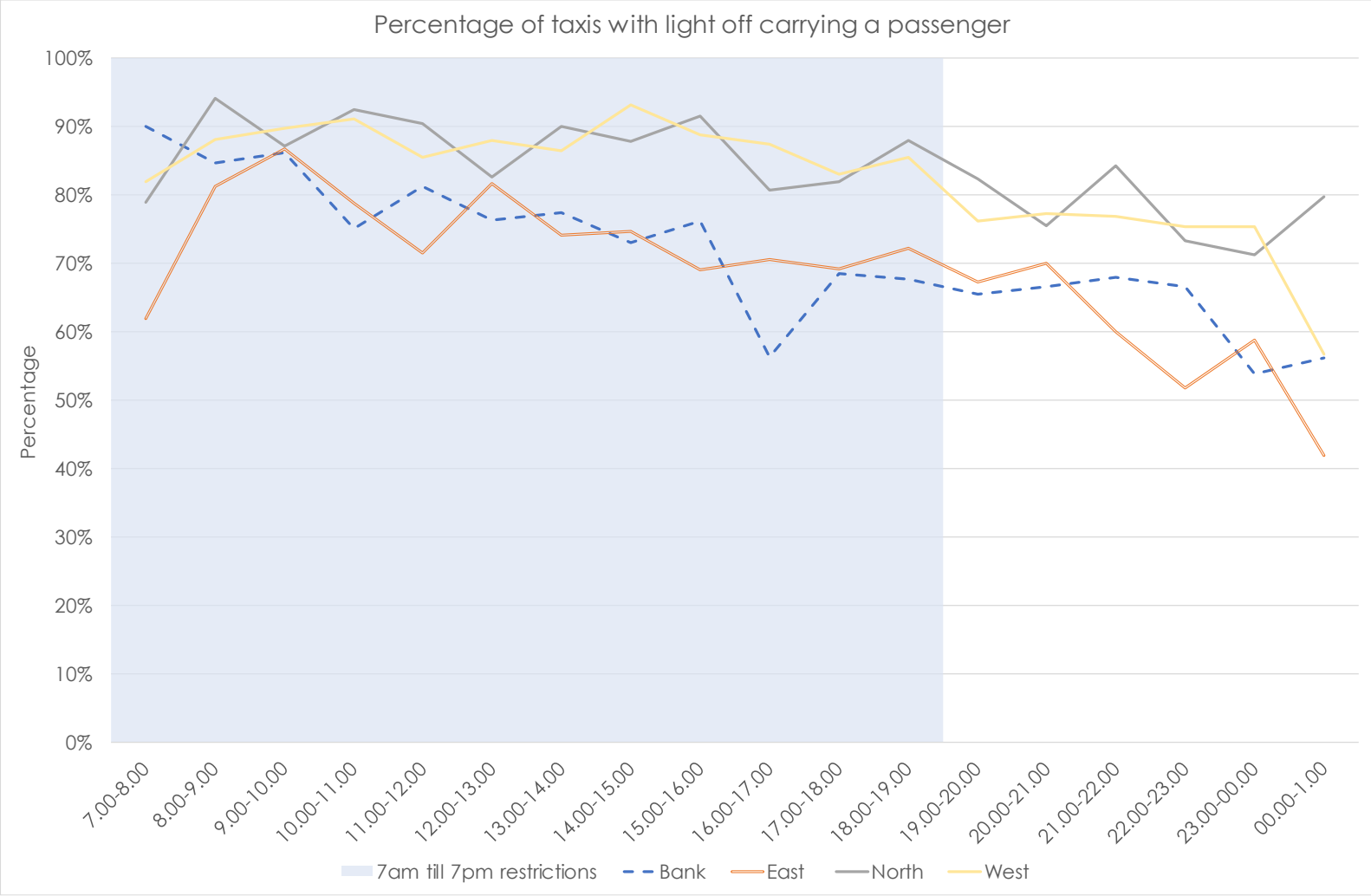


Figure 3-22 shows that the majority of taxis with their lights off are carrying passengers, and that Bank area is comparable to the East, but the North and West areas have a slightly higher percentage with passengers in.

Bank recorded the highest occurrence of taxis operating with their lights off but empty between 16:00 and 17:00, and 23:00 and 00:00, during which approximately 55% of such taxis were occupied. In the East, the highest count of empty taxis occurred from 00:00 to 01:00, with only 42% taxis carrying passengers. The West exhibited the lowest proportion of empty taxis between 00:00 and 01:00, standing at 57% containing passengers. The North experienced the highest percentage of occupied taxis throughout the day, remaining at over 70%.

Comparing the manual count availability surveys with the taxi rank usage on the same streets draws little conclusions from the dataset. Cheapside with the 2023 restriction in place (not allowing taxis through) still had relatively high taxis rank usage. It is likely this is increased due to its location outside One New Change. Farringdon Street has a high number of taxis travelling along it with lights on, but very low taxi rank usage which is a similar situation to Leadenhall Street. As above, a rank review could be undertaken with the taxi trade to consider how to optimise their use or repurpose if ranks are no longer as necessary with hailing apps.

Figure 3-22 - Percentage of taxis with light off carrying a passenger



All areas showed a drop in absolute taxi numbers when comparing data from 2016 to 2023 (Figure 3-23). Figure 3-24 (page 58) shows that Bank area has a greater than average percentage decrease in taxis across the whole survey period. Both the East and North sites also showed a larger decrease in taxis than the average of all sites. In the East, the taxi numbers decreased more than average before 09:00 and after 14:00. The North was between 09:00 and 17:00. This decrease is also likely in part due to a wider 30% decrease in licensed taxis in London between the years, as discussed in Section 4.

Figure 3-23 - Absolute taxi count comparison between 2016 and 2023 split by area

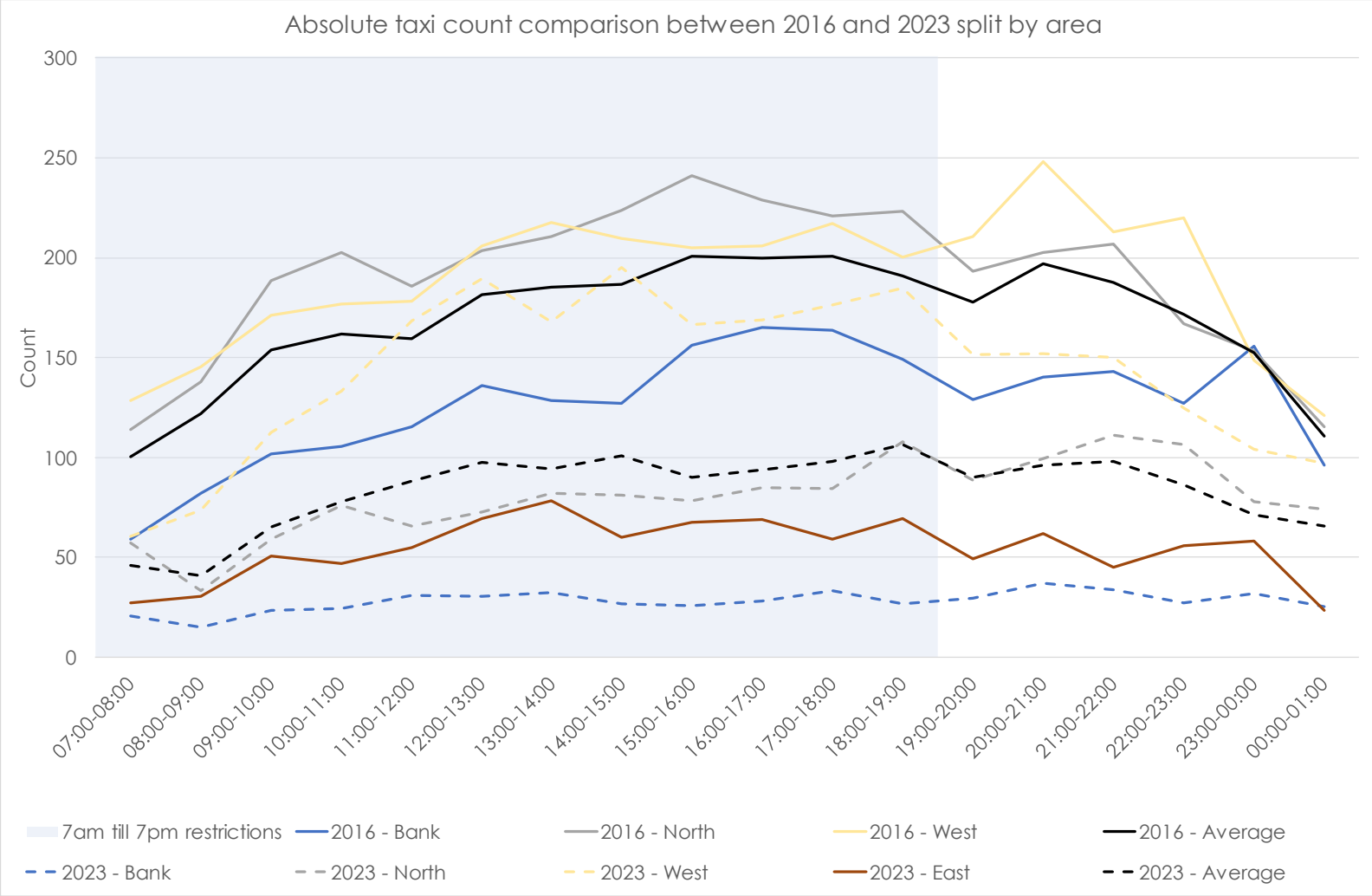
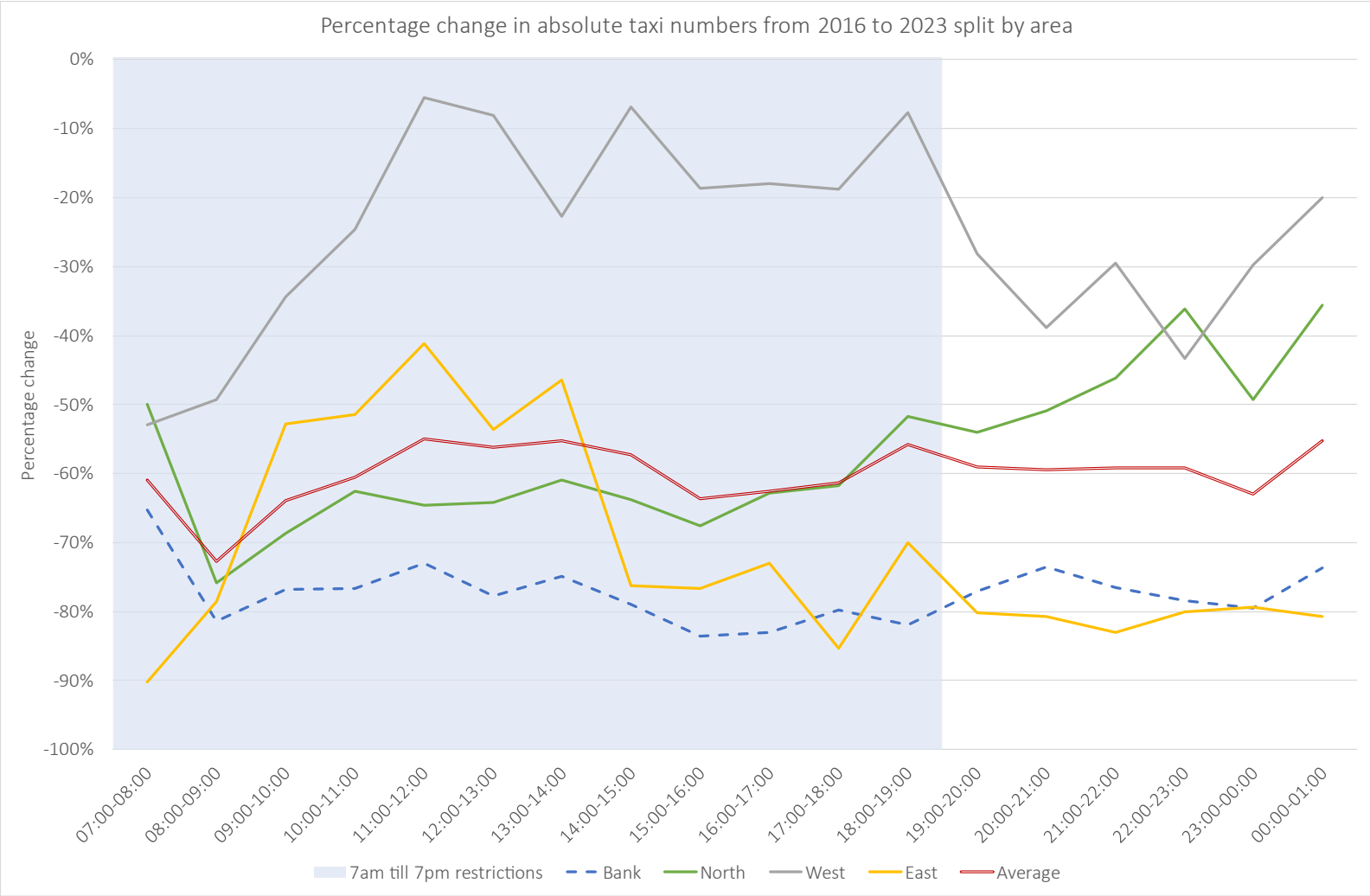


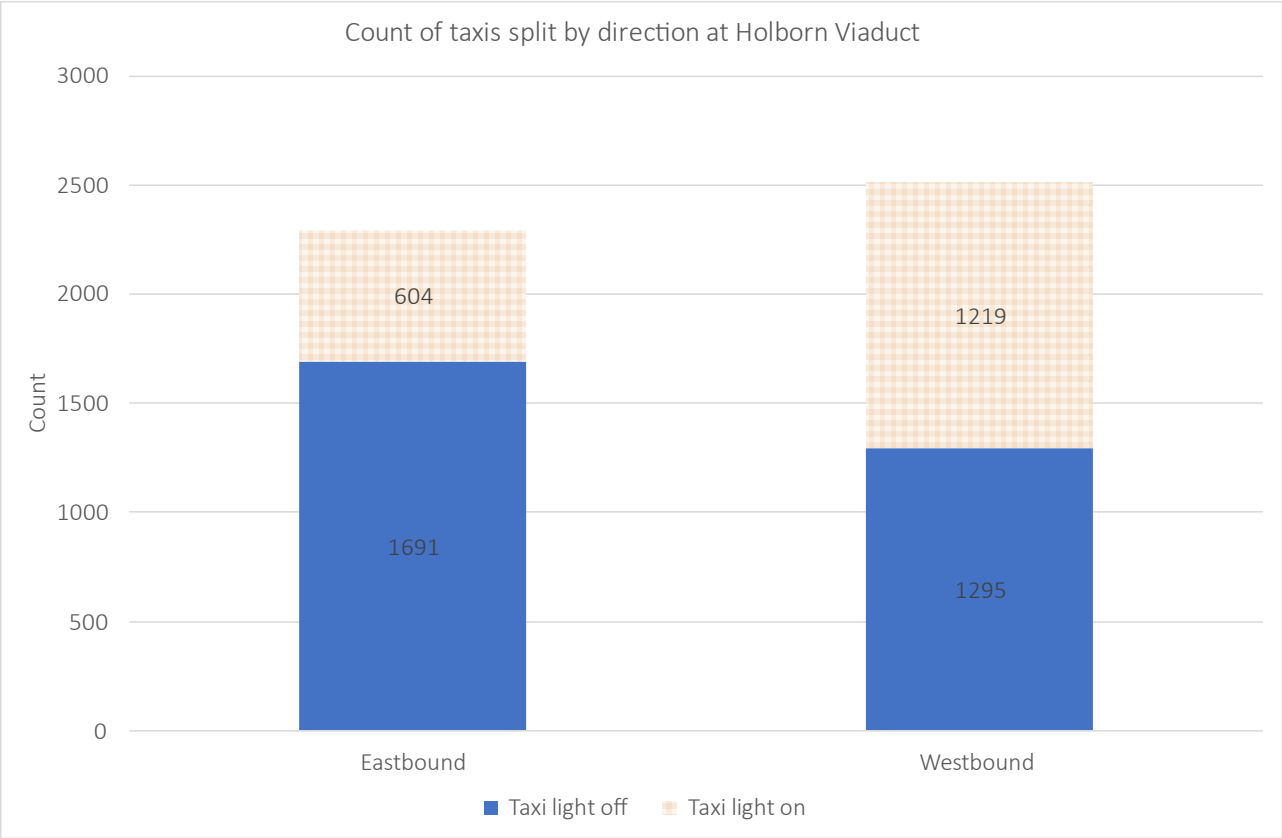
Figure 3-24 - Percentage change in absolute taxi numbers from 2016 to 2023 split by area



Further anaysis was undertaken to look at the count of taxis at Holborn Viaduct. This was looked at by direction to see how availability changed in and out of the city and Bank area.

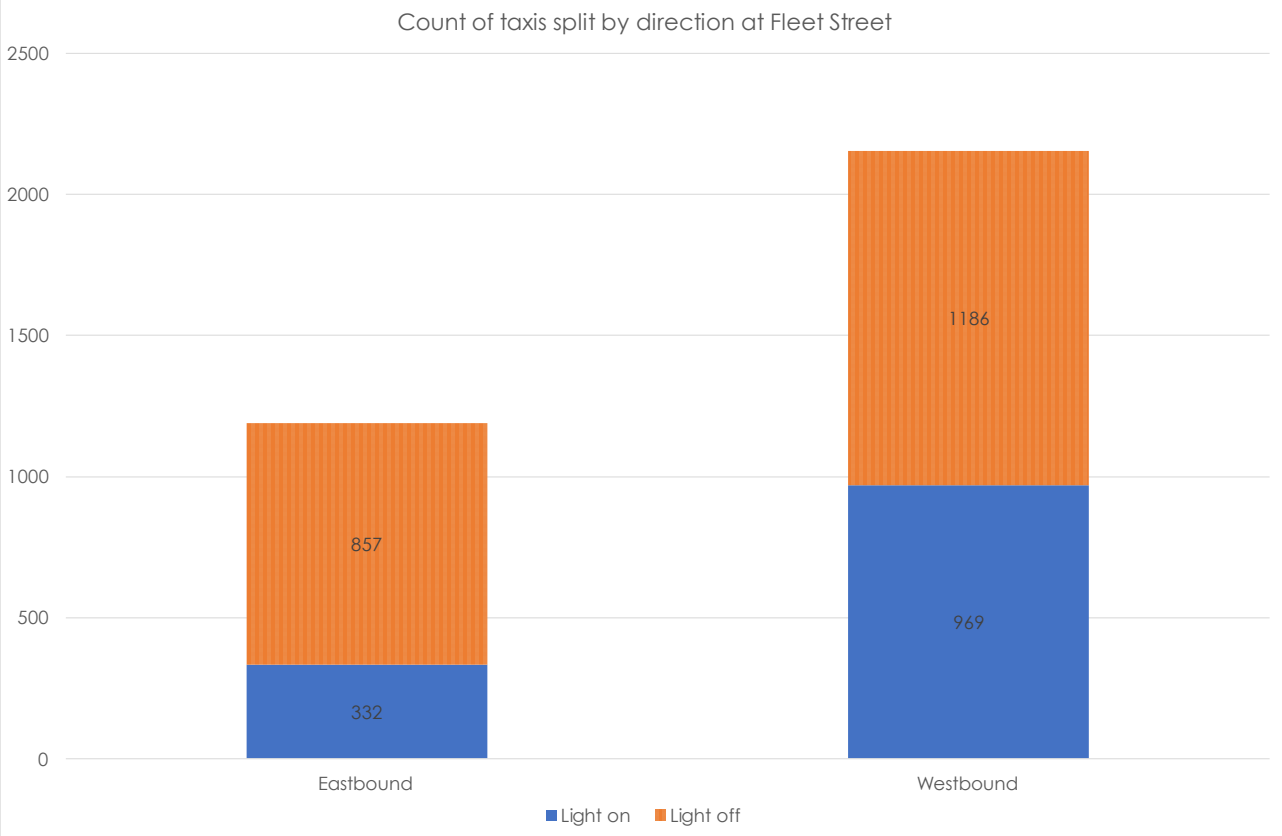
Figure 3-25 shows that overall less taxis were recorded travelling eastbound into the Bank area than were recorded westbound coming out of the Bank area. Eastbound a higher proportion of taxis had their light off, showing busy or unavailable, than had their light on. Of those taxis travelling westbound out of the Bank area, almost 50% had their light on showing availability.

Figure 3-25 - Count of taxis split by direction at Holborn Viaduct



At Fleet Street, almost half the number of taxis were recorded going eastbound into the Bank area than were seen coming westbound out of Bank. Both Eastbound and Westbound had a very similar number of taxis with their lights off, but the number of taxis with their light on coming away from Bank area was three times that of coming into the area (Figure 3-26).

Figure 3-26 - Count of taxis split by direction at Fleet Street



In general, the Bank area exhibits lower taxi availability, which is to be expected as many of these streets are no longer through routes by car or taxi during the day. Additional data is required to assess how this compares to other local access streets that are not through routes to destinations. The numbers remain relatively stable outside of the 7 AM to 7 PM restrictions, indicating that the problem may not solely stem from the ability to pass through Bank.

3.5 JOURNEY TIME SURVEY

This section looks at four location pairs and the time it took to drive between them. The origin destination pairs were:

1- Southwark Street to Silk Street (via London Bridge);

2- Whitechapel High Street to Blackfriars Station;

3- Fenchurch Street Station to Giltspur Street; and

4- Liverpool Street to Queen Street.

All origin destination pairs were allocated at least two routes for journey time surveying, with two pairs given a third route via Bishopsgate for additional data collection.

These route options were:

1- Take the vehicle through Bank Junction;

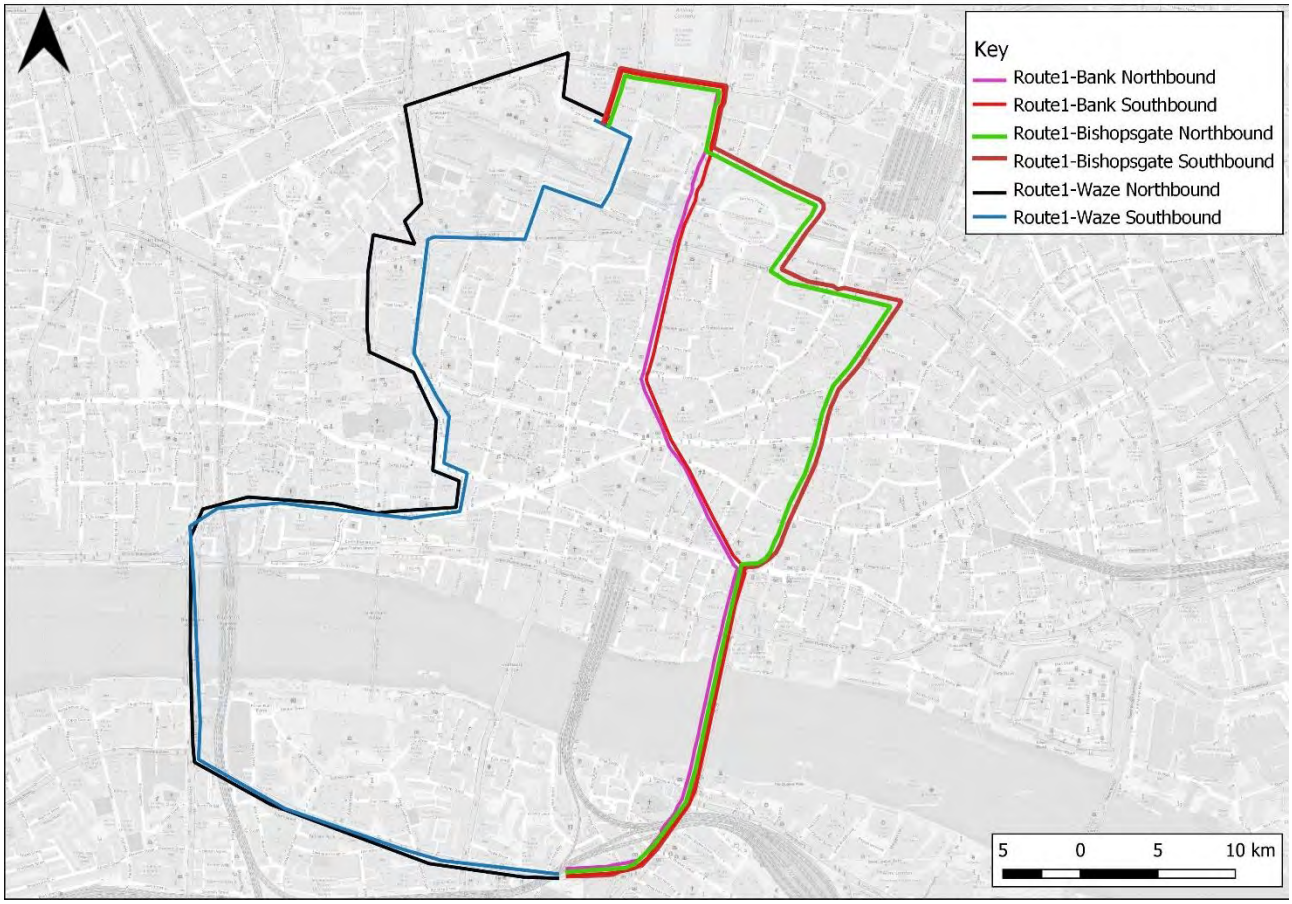
2- To be taken along Bishopsgate; and

3- Take the vehicle along the fastest route that observes all relevant traffic restrictions in place between 7am and 7pm using the Waze app.

At the time of the survey being completed Bank junction had temporary lights operating. These had the potential to add up to 2 minutes onto a journey time run. For the purpose of the study, vehicles were allowed to pass through Bank restrictions for the Bank route, and Bishopsgate for that route. All other restrictions were observed, such as Cheapside Bus Gate between Bread Street and Bow Lane. This restriction has since been removed. A breakdown of each run time can be found in Appendix D.

‘Origin-destination pair’ one was Southwark Street to Silk Street (via London Bridge).

Figure 3-27 - Origin destination pair one:Southwark Street to Silk Street (via London Bridge)



The journey time surveys demonstrated a mean travel time of 15 minutes 51 seconds across all route options. The quickest route Northbound was through Bank at 14 minutes 54 seconds. The slowest was the route chosen via Waze at 20 minutes and 26 seconds. The Waze route appears to be the longest which can be explained as London Bridge has restrictions on allowing only buses, motorcycles, and taxis. The driver performing the journey time survey was unable to drive across London Bridge and therefor had to take a longer route. Due to this, it appears that opening up Bank restrictions to allow taxis would decrease the journey time for Northbound journeys, however this is one of only two routes pairs out of 8.

The quickest route Southbound was Waze at 13 minutes and 36 seconds, and the slowest route was via Bank at 16 minutes and 29 seconds (Figure 3-28). Opening up Bank junction to taxis would not result in a reduction to journey times.

TfL Go was used to find the comparable journey via public transport looking at the fastest option and step free. Both options Northbound were over 16 minutes on average, and Southbound nearly 17 minutes making this option one of the slowest compared to driving through Bank or Bishopsgate. All route options in both directions were within 5 minutes of

each other, showing that driving through Bank junction would not make a significant difference.

The cost of taxis via different routes ranged from approximately £12.00 to £14.00 Northbound, with the cheapest being via Bank at £12.15 and Waze the most expensive at £13.88. Southbound, Waze and Bishopsgate were both approximately £11.40, but Bank route cost £15.39 (Figure 3-29).

Figure 3-28 - Southwark Street to Silk Street journey times

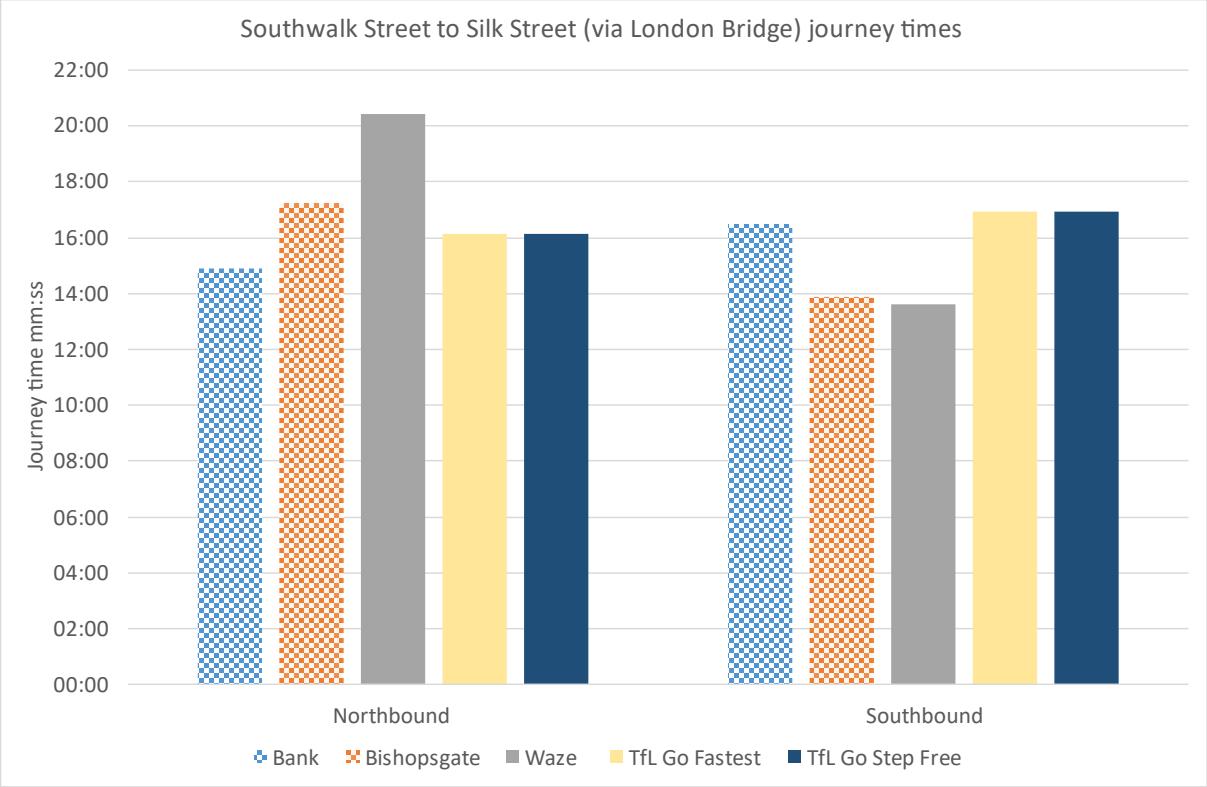
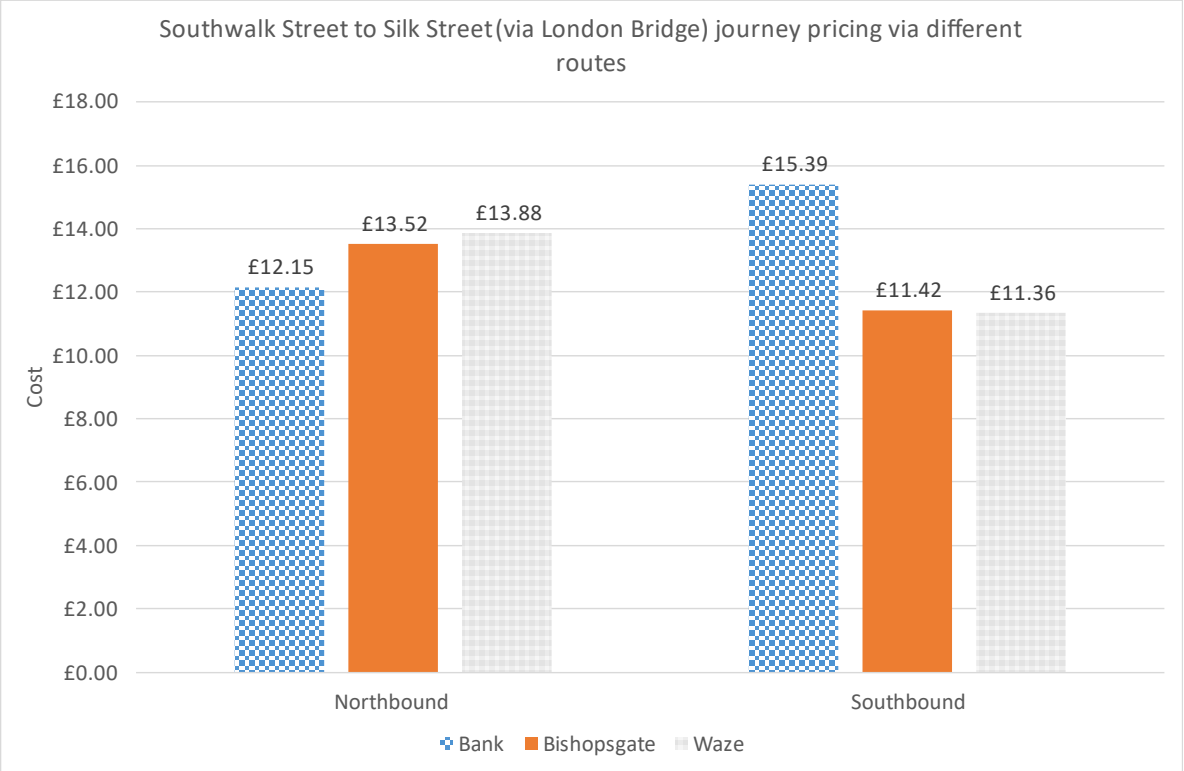
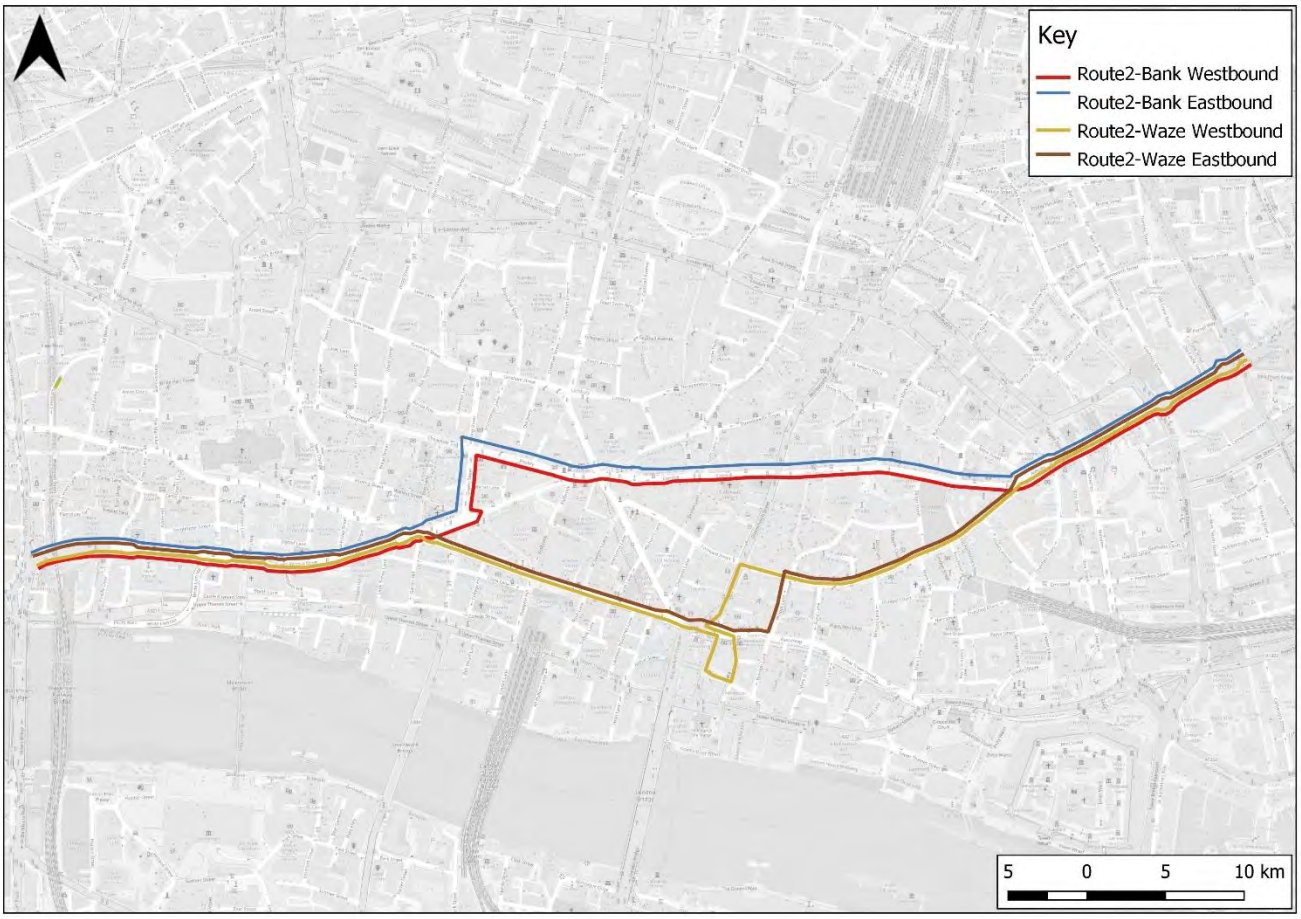


Figure 3-29 - Southwark Street to Silk Street journey pricing via different routes



'Origin-destination pair' two route was from Whitechapel High Street to Blackfriars Station.

Figure 3-30 - Whitechapel High Street to Blackfriars Station



Overall, this journey had an average completion time of 15 minutes and 59 seconds. Travelling Westbound both route options took almost 15 minutes and travelling through Bank did not reduce the journey time. However, traveling Eastbound the route times varied with the route through Bank taking 15 minutes and 24 seconds and Waze taking almost 18 minutes (Figure 3-31).

TfL Go routes in both Westbound and Northbound directions were estimated to take 20 minutes Westbound and 20 minutes Northbound (22 minutes for step free options). Driving routes took less time than public transport despite the restrictions at Bank and Bishopsgate restrictions.

Westbound taxi prices were both approximately £12.20, however Eastbound was slightly more expensive with Bank costing £13.42 and Waze £13.90 (Figure 3-32).

Figure 3-31 - Whitechapel High Street to Blackfriars Station journey times

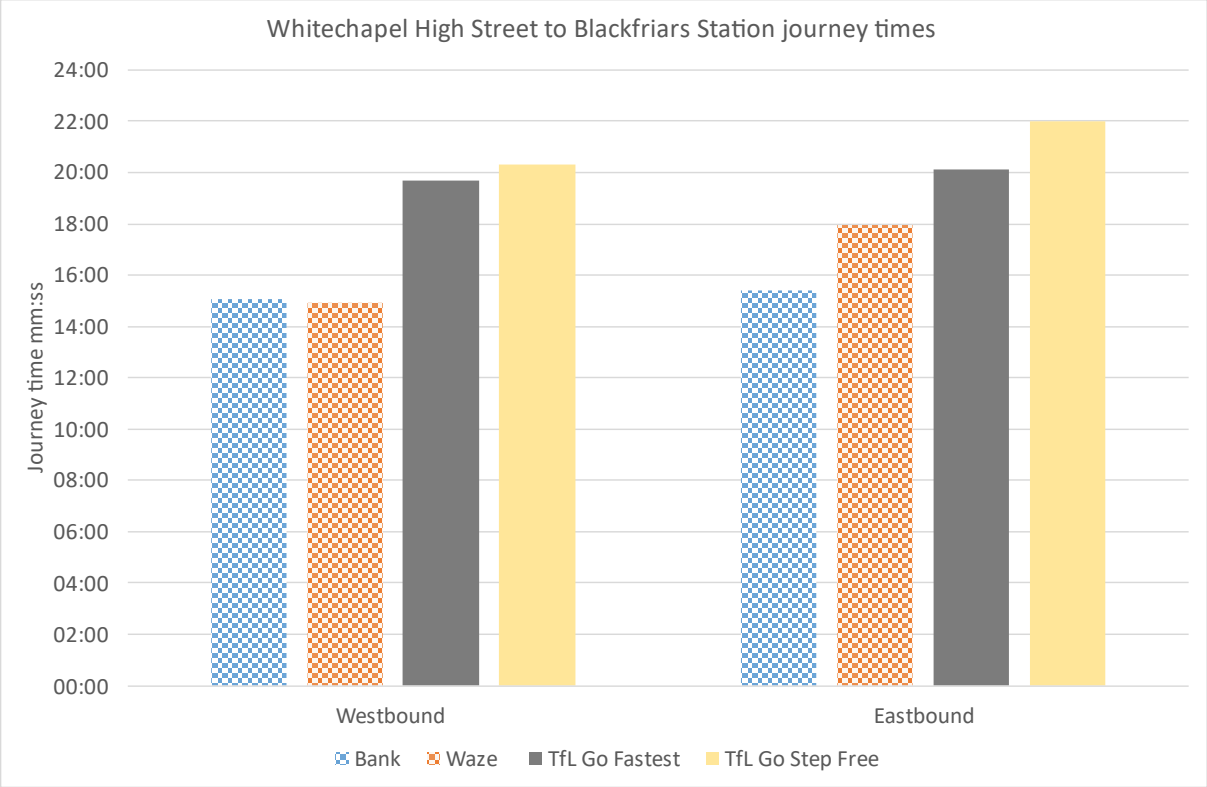
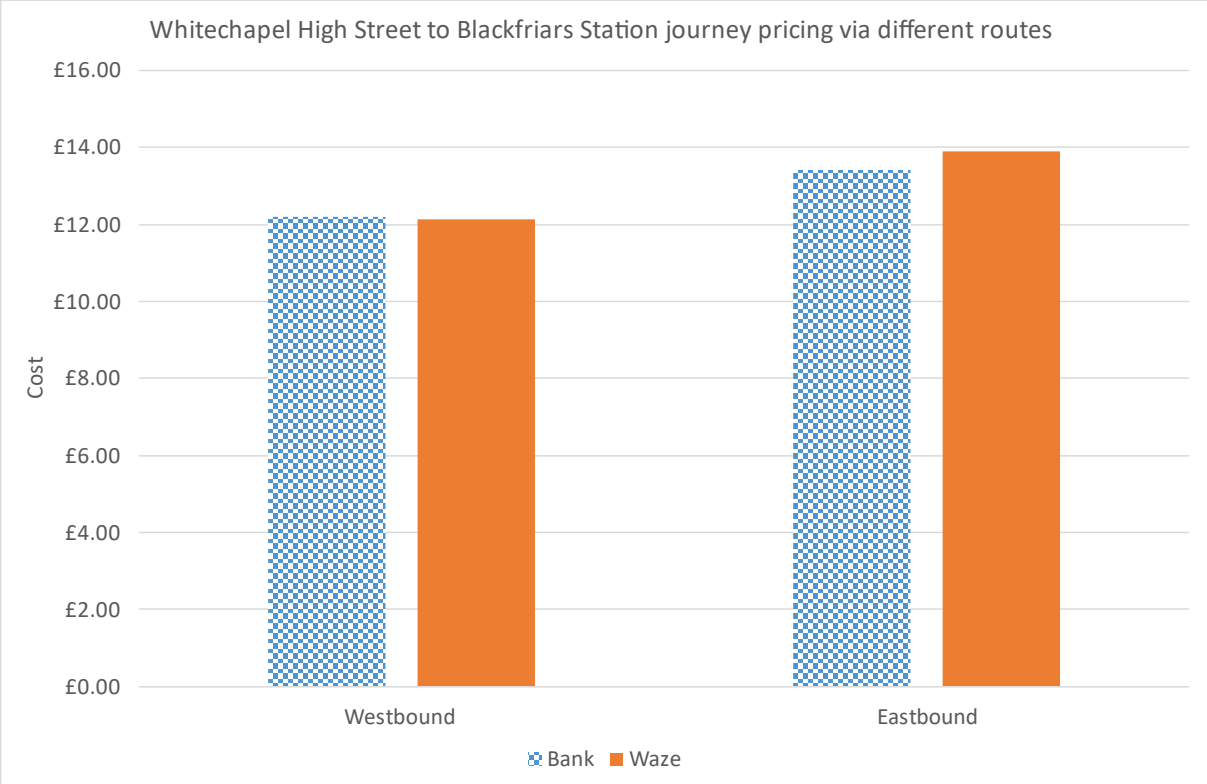
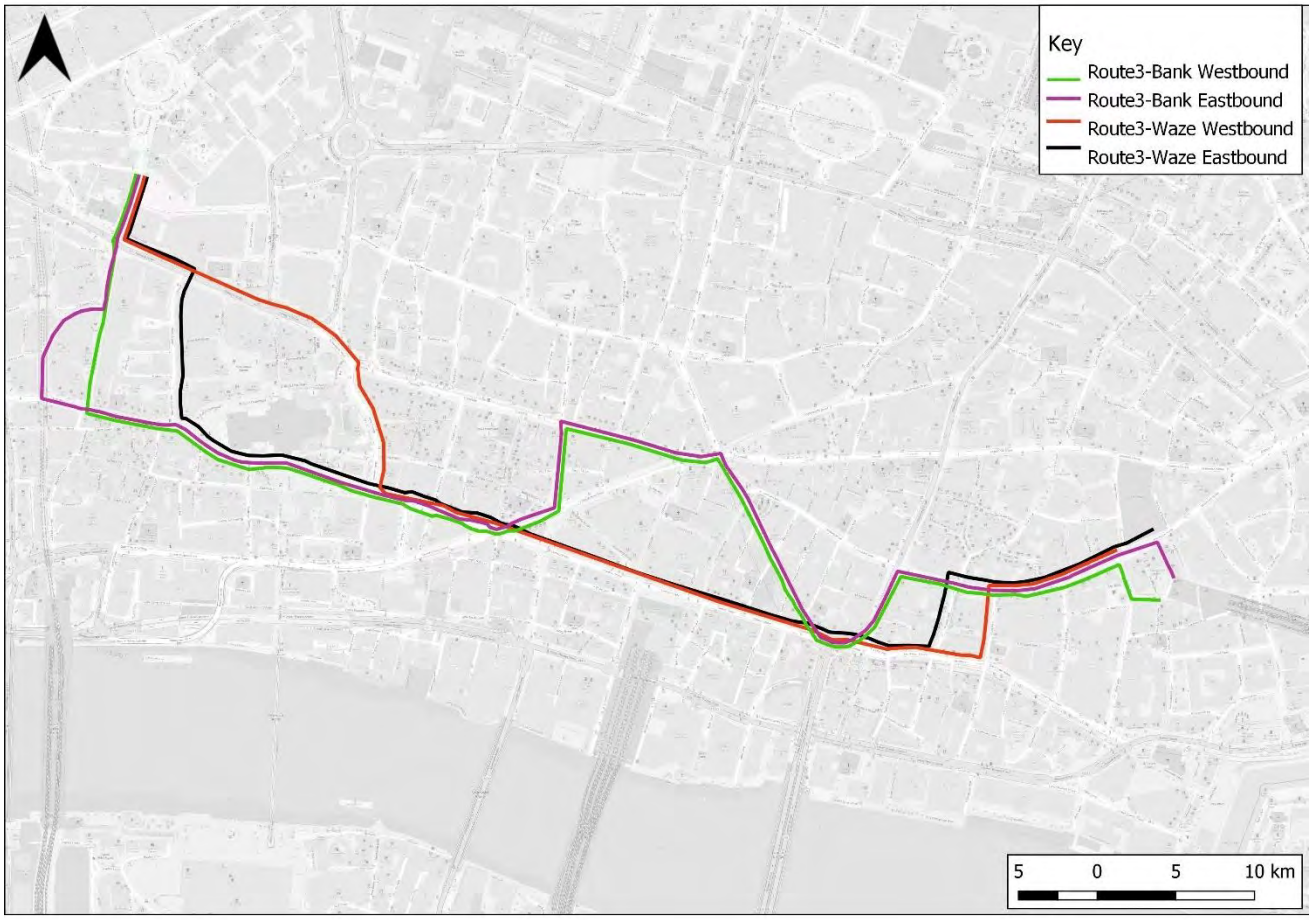


Figure 3-32 - Whitechapel High Street to Blackfriars Station journey pricing via different routes



‘Origin-destination pair three between Fenchurch Street Station and Giltspur Street showed a longer journey time Eastbound than Westbound.

Figure 3-33 - Fenchurch Street Station and Giltspur Street



In both directions the route through Bank took longer than the route given by Waze indicating that opening up Bank junction would not result in a reduction in journey times for East to West journeys. Eastbound the route took approximately 18 minutes via Bank but 17 minutes via Waze. Westbound, it took 13 minutes via Bank but over 9 minutes via Waze. Despite this, the Bank route was cheaper Eastbound, costing around £14.30, while Waze route cost around £16.50. Westbound Bank route worked out as £11 while Waze route cost £8.67 on average.

The TfL go app showed a route that was marginally longer for the Eastbound route, at 18 minutes and 30 seconds for the fastest route, or 19 minutes 30 seconds for the step free route. The greatest time difference between a driving option and TfL option was only around 2 minutes and 30 seconds. Westbound showed 17 minutes 30 seconds as the fastest route, and over 20 minutes and 37 seconds for a step free route. This was over a 10-minute difference between a driving option and a TfL option.

Figure 3-34 - Fenchurch Street Station to Giltspur Street

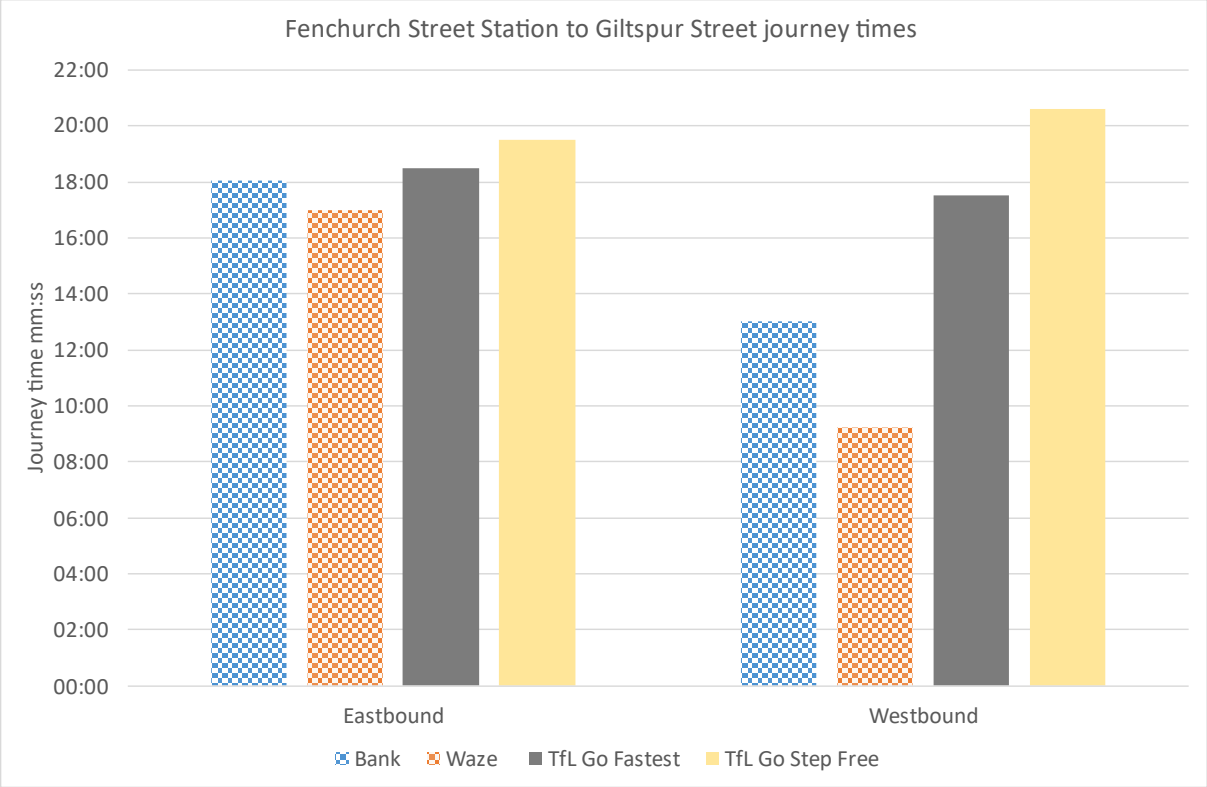
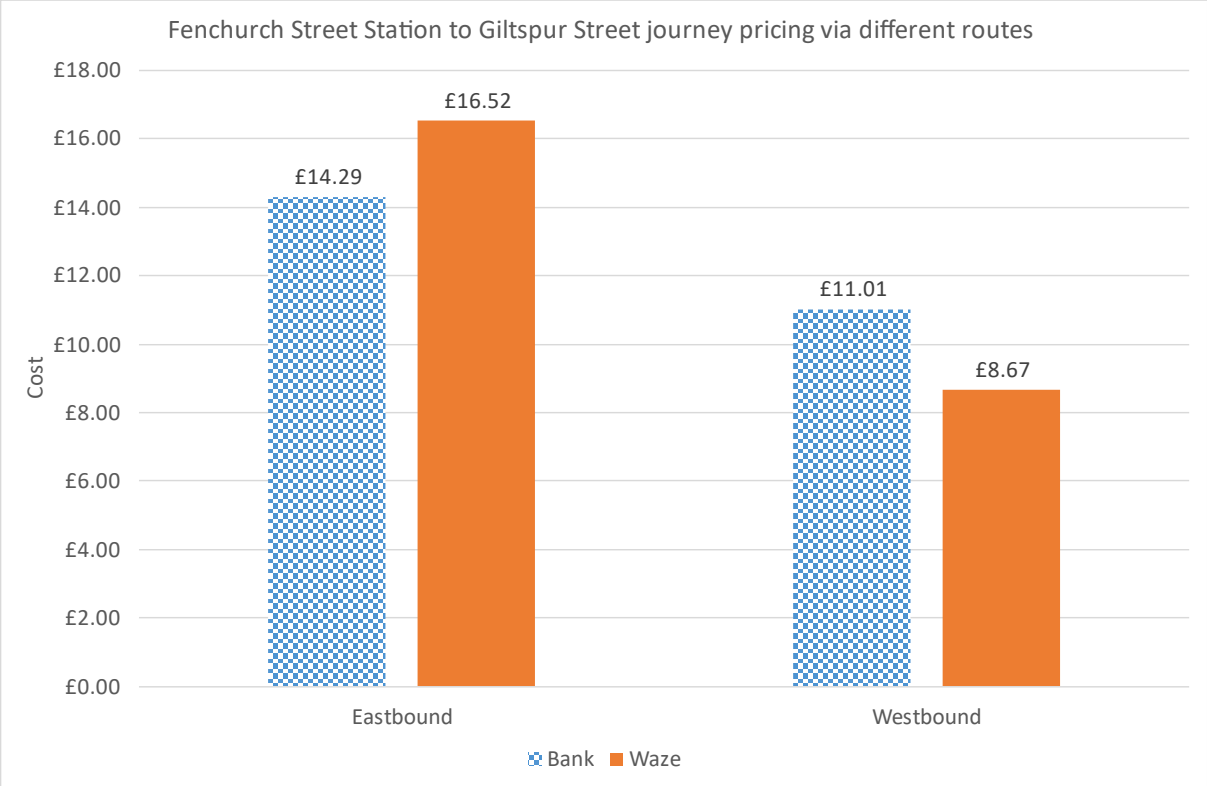
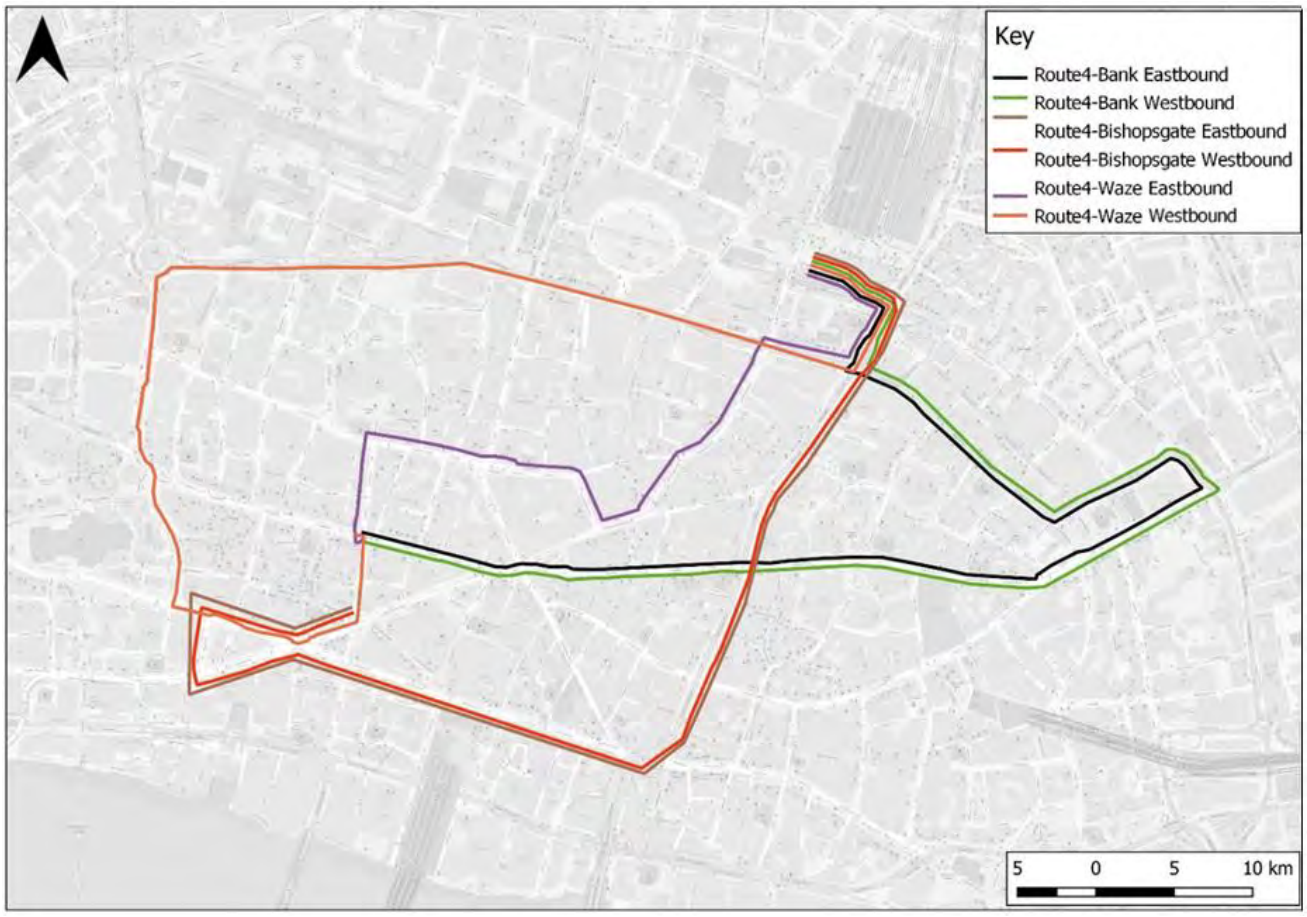


Figure 3-35 - Fenchurch Street Station to Giltspur Street journey pricing via different routes



‘Origin-destination pair’ four was between Liverpool Street to Queen Street. In both directions, the routing via Bank was the slowest and most expensive route option. As seen in Figure 3-36, this could be due to the need to divert via Aldgate to travel via Bank. This was not the most logical method of reaching the destination.

Figure 3-36 - Liverpool Street to Queen Street



The averaged journey for this route took around 12 minutes and 13 seconds. The route through Bank took around 14 minutes and 25 seconds in both directions. The Bishopsgate route and Waze route varied by direction. Bishopsgate took almost 11 minutes 40 seconds Westbound and 12 minutes 30 seconds Eastbound. The Waze route took 13 minutes Westbound but less than 9 minutes Eastbound (Figure 3-37). In both directions Waze was quicker than the Bank alternative, although this could have been down to the pre-selected routing of the Bank journey. This indicates that journeys for this general routing would not benefit from the reopening of Bank.

Similarly, to this, both directions through Bank cost approximately £11.85. Eastbound the Bishopsgate route cost £10.22 on average, but £11 on the Waze route. Westbound, the Bishopsgate route cost £10.75 and the Waze route was cheaper at £8.63 (Figure 3-38).

The TfL Go app was the slowest option compared to all driving journeys in both directions. The fastest route was 16 minutes 23 seconds on average, while a step free journey took

almost 18 minutes. Eastbound the quickest journey was over 15 minutes and 30 seconds, where as the step free access route was over 18 minutes.

Figure 3-37 - Liverpool Street to Queen Street journey times

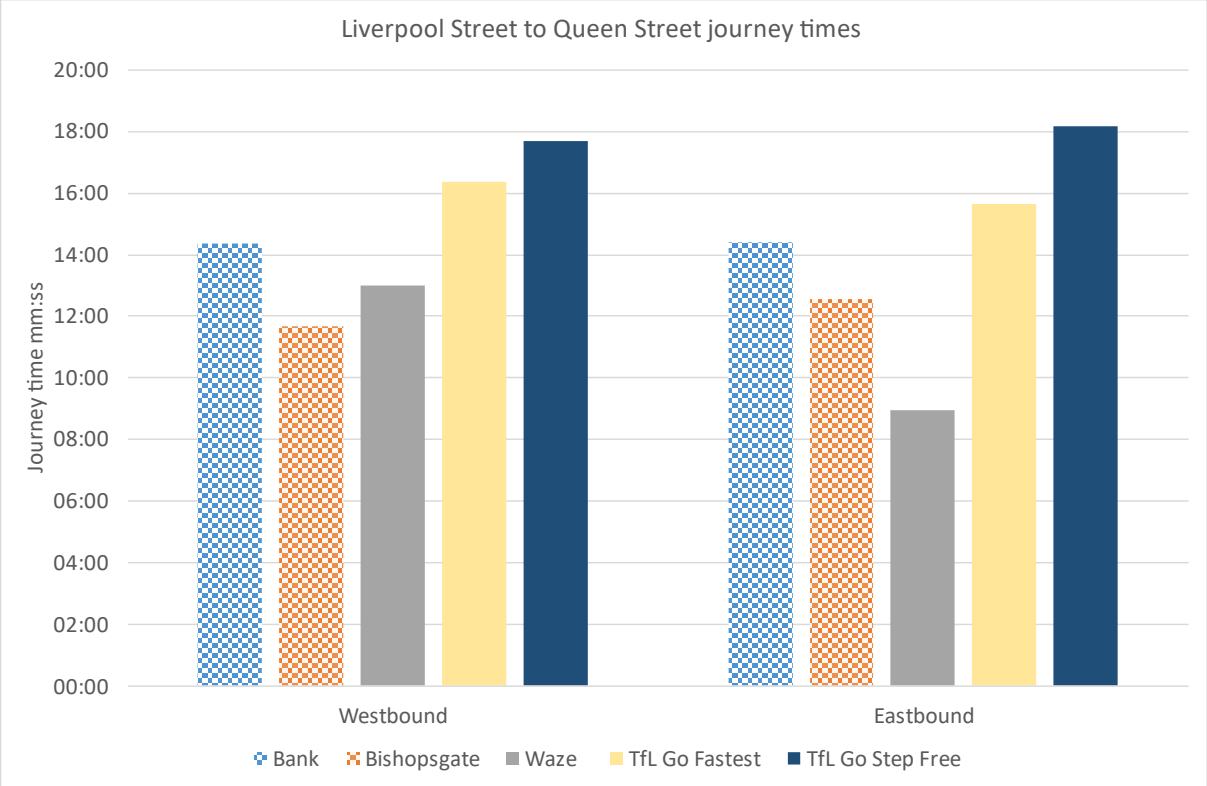


Figure 3-38 - Liverpool Street to Queen Street journey pricing via different routes

Overall, costs and journey times did not vary much across all four origin destinations pairs, suggesting the Bank restrictions have limited impacts to potential taxi times. Out of eight directional routes, Waze was fastest or of comparable journey time to routes that went through Bank despite adhering to restrictions and not using Bank junction or Bishopsgate. All but one journeys by taxi via any route were quicker than taking public transport. Bank was only the fastest route for Route 1 Northbound and Route 2 Eastbound.

3-

OTHER DATA SOURCES

4 OTHER DATA SOURCES

4.1 NUMBER OF TAXIS DETECTED BY THE CONGESTION CHARGE AND LOW EMISSIONS ZONE

The data provided in Appendix F shows the average number of licensed taxis detected during charging hours and on charging days for the years 2016 to 2023.

In 2016, the average number of licensed taxis detected during charging hours was 11,396. In 2017, there was a slight increase to 11,409 but from 2018 onwards, there is a clear declining trend:

- 2018: 9,796;
- 2019: 9,405; and
- 2021: 5,310.

There is a missing data point for the year 2020, due to the onset of COVID-19 and subsequent lockdowns. The declining trend continues in the subsequent years:

- 2022: 6,585; and
- 2023: 6,344.

The overall pattern shows a definite decrease in the average number of licensed taxis detected during charging hours and on charging days over the specified years. There might be various factors contributing to this decline, such as changes in transport trends, shifts in consumer or driver preferences to ride hailing apps, or changes in the taxi industry itself. Further analysis and contextual information would be necessary to provide a more detailed explanation for the observed pattern.

4.2 SHOWS TAXI AND PRIVATE HIRE LICENSING FIGURES

Appendix G shows taxi and private hire licensing figures by year from 2009/10 to January 2024.

Taxi

From 2009/10 to 2015/16, there is a general upward trend in the number of licenses:

- 2009/10: 21,334; and
- 2015/16: 21,500.

However, starting from 2016/17, there is a noticeable decline in the number of licenses:

- 2016/17: 21,274;
- 2017/18: 20,803;
- 2018/19: 20,301;
- 2019/20: 19,642;

- 2020/21: 18,341; and
- 2021/22: 17,361.

The most recent data point in January 2024 shows a further decrease to 15,795.

The overall pattern indicates a steady increase in the number of licenses until around 2015/16, followed by a consistent decline in the subsequent years. The reasons for this decline could be influenced by various factors such as changes in demand for taxi services, regulatory changes, economic conditions, or shifts in transport preferences.

It's also worth noting the significant drop in licenses from 2019/20 to 2020/21 and the continuing decline into January 2024, suggesting a potential acceleration in the rate of decline in recent years.

Whilst the number of licenses black cabs are decreasing, the number of PHV is increasing.

Private Hire Vehicle Patterns

The number of private hire vehicle licenses for the years 2009/10 to January 2024 shows there is a general increasing trend from 2009/10 to 2014/15:

- 2009/10: 59,191; and
- 2014/15: 78,690.

The most significant increase occurs between 2014/15 and 2015/16, where the number of licenses jumps from 78,690 to 101,434. The trend continues to rise in the subsequent years.

Between 2019/20 to 2020/21 there is a decrease in the number of licenses from 111,766 to 105,329. The decline in licenses continues in 2021/22, and the most recent data point in January 2024 shows a further decrease:

- 2021/22: 99,937; and
- Jan 2024: 106,431.

Overall, the data reflects a period of growth in private hire vehicle licenses until around 2019/20, followed by a decline in the subsequent years. The subsequent decline may be influenced by factors such as changing work patterns, economic conditions, or shifts in consumer preferences. To gain a deeper understanding of the patterns observed, additional context and information about the local transport industry and policy decisions during this period would be helpful.

Appendix A

TAXI RANK NUMBER, LOCATION AND COMMENTS

Site Number	Taxi Rank Number	Location	Comments
1	01-TR	Lindsey Street (east of Smithfield Market)	No Issues To Report
2	02-TR	Silk Street (adj Linklaters)	No Issues To Report
3	03-TR	Sun Street	Taxi Rank Not Surveyed Due To Roadworks From Building Site
4	04-TR	Appold Street	No Issues To Report
5	5&6-TR	Liverpool Street (East)	No Issues To Report
6	07-TR	Devonshire Square	No Issues To Report
7	08-TR	St Mary Axe	No Issues To Report
8	09-TR	Leadenhall Street	Taxi Rank Closed Off From 08:09 Until End of Survey
9	10-TR	Philpot Lane	No Issues To Report
10	11-TR	Mincing Lane	No Issues To Report
11	14-TR	Fenchurch Place /Fenchurch St	No Issues To Report
12	13-TR	Fenchurch Place /St Katherines Row	No Issues To Report
13	15-TR	Coopers Row	No Issues To Report
14 -	16-TR	Minories	No Issues To Report
15	17-TR	Lower Thames Street	No Issues To Report
16	18-TR	Cornhill	No Issues To Report
17	19-TR	Queen Victoria Street	Taxi Rank Not Surveyed As Road Was Closed
18	20-TR	Queen Victoria Street (Bloomberg)	No Issues To Report
19	21-TR	Princes Street	No Issues To Report
20	22-TR	Gresham Street (west junc with Old Jewry)	Approximately Half of Taxi Rank Closed Off By Cones With Digger Parked In Taxi Rank
21	23-TR	Gresham Street (west Milk Street)	No Issues To Report

Site Number	Taxi Rank Number	Location	Comments
22	24-TR	Cheapside (One New Change)	No Issues To Report
23	25-TR	St. Paul's Churchyard	No Issues To Report
24	26-TR	Queen Victoria Street (Church of Scientology)	No Issues To Report
25	27-TR	Queen Victoria Street (Blackfriars Station)	No Issues To Report
26	28-TR	John Carpenter Street	Taxi Rank Surveyed From 00:00 -10:22 Only Due To Camera Malfunction
27	29-TR	Tudor Street	No Issues To Report
28	30-TR	Limeburner Lane	No Issues To Report
29	31-TR	Farringdon Street (opp Goldman Sachs)	No Issues To Report
30	32-TR	St Bride Street	Taxi Rank Not Surveyed As Road Was Closed
31	33-TR	Little New Street	No Issues To Report
32	34-TR	Farringdon Street (Old Fleet Lane)	No Issues To Report
33	35-TR	Wood Street	No Issues To Report
34	36-TR	Crosswall	No Issues To Report

Appendix B

TAXI RANK OPERATIONAL HOURS

City of London taxi ranks

Taxi ranks in the City of London are shown below. These are normally appointed by the city of London Police and are correct as of October 2022.

Location	Spaces	Times of operation
Appold Street	6	24 hours
Cheapside	3	24 hours
Cooper Row	2	24 hours
Cornhill	4	24 hours
Crosswall	2	24 hours
Devonshire Square	2	24 hours
Farringdon Street	2	10:00 – 16:00 & 19:00 – 00:00
Farringdon Street	3	24 hours
Farringdon Street	3	24 hours
Giltspur Street	2	24 hours -
Gresham Street (North side)	2	24 hours
Gresham Street (South side)	2	19:00 – 07:00

Location	Spaces	Times of operation
John Carpenter Street	2	24 hours
Leadenhall Street	2	19:00 – 07:00
Limeburner Lane	3	19:00 – 07:00
Lindsay Street (Farringdon Est)	3	24 hours
Little New Street	3	24 hours
Liverpool Street	14	24 hours
Lower Thames Street	9	24 hours
Mincing Lane	4	10:00 – 06:00
Minories	3	24 hours
Muscovy Street	2	24 hours
New Change	2	19:00 – 07:00
Pepys Street	2	24 hours on hotel forecourt
Philpot Lane	4	24 hours
Princes Street	3	07:00 – 19:00
Queen Victoria Street	2	07:00 – 19:00

Location	Spaces	Times of operation
Queen Victoria Street	5	21:00 – 02:00
Queen Victoria Street (City Corporation rest bay)	3	24 hours
Queen Victoria Street	7	24 hours
Queen Victoria Street	4	24 hours
Silk Street	2	24 hours
St Mary Axe	2	24 hours
St Bride Street	8	24 hours
St Paul's Churchyard	2	24 hours
Sun Street	4	24 hours
Tudor Street	3	24 hours
Wood Street	2	24 hours

Source: TfL appointed taxi ranks - 14 Oct 2022 V13 Correct as of 14/10/2022.

Appendix C

RIDE HAILING APP DATA COLLECTION DATES

17th October:

1. Cheapside.
2. Moorgate.
6. Gresham Street.
7. Gracechurch Street/Fenchurch Street.

18th October: On this day, a high security event took place at Mansion House

12. King William Street.
13. Cornhill.
14. Threadneedle Street.
15. Princes Street.
16. Poultry.
17. Queen Victoria Street.

19th October:

3. Bishopsgate.
4. Holborn viaduct.
5. Aldersgate Street.
8. Fleet Street.
9. Farringdon Street/New Bridge Street.
10. Beech Street/Silk Street.
11. London Wall – Wood Street.
18. Leadenhall (East of St Mary Axe).
19. Minories.
20. Chancery Lane.

Appendix D

JOURNEY TIME COLLECTION DATA

Journey Time

Southwark Street to Silk Street (via London Bridge)							
Northbound	Run 1	Run 2	Run 3	Run 4	Run 5		
Waze	20:58	18:38	21:41				
Bank	15:30	15:21	12:53	17:52	12:54		
Bishopsgate	17:06	19:11	19:40	14:41	15:29		
Southbound	Run 1	Run 2	Run 3	Run 4	Run 5		
Waze	0:15:59	0:12:56	0:14:02	0:11:25			
Bank	19:45	13:27	18:40	13:13	17:22		
Bishopsgate	09:56	12:29	14:31	17:19	15:03		
Whitechapel High Street to Blackfriars Station							
Westbound	Run 1	Run 2	Run 3	Run 4			
Bank	15:19	14:47					
Waze	17:43	15:24	15:45	10:53			
Eastbound	Run 1	Run 2	Run 3	Run 4			
Bank	16:32	16:12	13:28				
Waze	18:51	13:46	20:29	18:39			
Fenchurch Street Station to Giltspur Street							
Eastbound	Run 1	Run 2	Run 3	Run 4			
Bank	21:02	11:18	20:36	19:15			
Waze	14:32	15:37	14:09	23:34			
Westbound	Run 1	Run 2	Run 3	Run 4			
Bank	13:36	12:03	12:26	13:59			
Waze	09:24	09:55	07:02	10:31			

Liverpool Street to Queen Street							
Westbound	Run 1	Run 2	Run 3	Run 4	Run 5		
Bishopsgate	09:06	12:55	12:26	12:11			
Bank	12:11	14:34	17:42	13:04			
Waze	10:58	16:06	13:12	13:49	10:56		
Eastbound	Run 1	Run 2	Run 3	Run 4	Run 5	Run 6	Run 7
Bishopsgate	11:36	13:03	08:25	13:56	15:46		
Bank	12:30	19:52	13:18	13:27	12:58		
Waze	10:08	06:52	08:30	07:46	13:12	08:32	07:30

TFL GO FASTEST

Run	Route 1		Route 2		Route 3		Route 4	
	Northbound	Southbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound
1	00:16:00	00:17:00	00:18:00	00:21:00	00:18:00	00:22:00	00:16:00	00:14:00
2	00:18:00	00:17:00	00:21:00	00:23:00	00:18:00	00:17:00	00:16:00	00:14:00
3	00:17:00	00:17:00	00:18:00	00:19:00	00:17:00	00:19:00	00:19:00	00:14:00
4	00:16:00	00:17:00	00:19:00	00:19:00	00:18:00	00:18:00	00:17:00	00:14:00
5	00:16:00	00:17:00	00:20:00	00:19:00	00:18:00	00:18:00	00:14:00	00:14:00
6	00:19:00	00:17:00	00:22:00	00:21:00	00:15:00	00:18:00	00:17:00	00:14:00
7	00:17:00	00:16:00		00:19:00	00:18:00	00:18:00	00:17:00	00:14:00
8	00:17:00	00:17:00			00:18:00	00:18:00	00:14:00	00:14:00
9	00:17:00	00:17:00					00:14:00	00:14:00
10	00:17:00	00:17:00					00:18:00	00:24:00
11	00:12:00	00:17:00					00:17:00	00:16:00
12	00:10:00	00:17:00					00:17:00	00:18:00
13	00:18:00	00:17:00					00:17:00	00:16:00
14		00:17:00						00:18:00

Run	Route 1		Route 2		Route 3		Route 4	
	Northbound	Southbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound
								00:17:00
								00:14:00
								00:17:00

TFL GO STEP FREE

Run	Route 1		Route 2		Route 3		Route 4	
	Northbound	Southbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound
1	00:16:00	00:17:00	00:18:00	00:23:00	00:24:00	00:24:00	00:16:00	00:14:00
2	00:18:00	00:17:00	00:21:00	00:23:00	00:18:00	00:17:00	00:16:00	00:22:00
3	00:17:00	00:17:00	00:21:00	00:22:00	00:19:00	00:19:00	00:19:00	00:20:00
4	00:16:00	00:17:00	00:20:00	00:22:00	00:21:00	00:18:00	00:17:00	00:22:00
5	00:16:00	00:17:00	00:20:00	00:22:00	00:22:00	00:24:00	00:14:00	00:14:00
6	00:19:00	00:17:00	00:22:00	00:23:00	00:15:00	00:18:00	00:17:00	00:22:00
7	00:17:00	00:16:00		00:19:00	00:23:00	00:18:00	00:17:00	00:14:00
8	00:17:00	00:17:00			00:23:00	00:18:00	00:14:00	00:14:00
9	00:17:00	00:17:00					00:14:00	00:22:00

Run	Route 1		Route 2		Route 3		Route 4	
	Northbound	Southbound	Westbound	Eastbound	Westbound	Eastbound	Westbound	Eastbound
10	00:17:00	-					00:18:00	00:25:00
11	00:12:00	-					00:17:00	00:16:00
12	00:10:00	00:17:00					00:22:00	00:18:00
13	00:18:00	00:17:00					00:17:00	00:20:00
14		00:17:00						00:20:00
								00:17:00
								00:14:00
								00:15:00

Appendix E

EXCLUDED RIDE HAILING APP DATA

Five apps were initially chosen to record ride hailing wait times. These were Gett, Uber, Bolt, Free Now and Addison Lee.

Taxi

Data from Free now, Addison lee, Bolt has been used for the analysis of taxi waiting times. Gett app data was excluded because of a potential lack of data accuracy and Uber does not have Taxi/Black Cabs on the app yet.

Private Hire Vehicles

Data from Free Now, Uber and Bolt has been used for the analysis of PHV waiting times. Addison Lee data has been omitted from PHV data, as it exhibits no similarities with other app recordings and Gett does not include PHV on their app.

Appendix F

CONGESTION CHARGE AND LOW EMISSIONS ZONE

Congestion Charge and Low Emissions Zone factsheets			
Date	from	to	Average number of Licensed Taxis detected (during charging hours and on charging days)
	01-Apr	30-Jun	
Q1	2016		11396
Q1	2017		11409
Q1	2018		9796
Q1	2019		9405
Q1	2021		5310
Q1	2022		6585
Q1	2023		6344
Q1	2020		n/a

Source: Congestion Charge - Transport for London (tfl.gov.uk)

Appendix G

TAXI AND PRIVATE HIRE LICENSING FIGURES BY YEAR

Taxis				
Year	Vehicles	Drivers: All London	Drivers: Suburban	Drivers: Total
09/10	22,445	21,334	3,580	24,914
10/11	22,558	21,499	3,571	25,070
11/12	23,099	21,690	3,646	25,336
12/13	22,168	21,733	3,727	25,460
13/14	22,810	21,876	3,662	25,538
14/15	22,500	21,724	3,508	25,232
15/16	21,759	21,500	3,370	24,870
16/17	21,300	21,274	3,213	24,487
17/18	21,026	20,803	3,023	23,826
18/19	20,136	20,301	2,858	23,159
19/20	18,504	19,642	2,695	22,337
20/21	13,461	18,341	2,445	20,786
21/22	14,695	17,361	2,184	19,486
7 January 2024	14,756	15,795	1,854	17,645

Private Hire			
Year	Operators	Drivers	Vehicles
09/10	2,882	59,191	49,355
10/11	3,111	61,200	50,663
11/12	3,164	64,063	53,960
12/13	3,159	66,975	49,854
13/14	3,038	65,656	52,811
14/15	3,006	78,690	62,724
15/16	2,814	101,434	78,139
16/17	2,430	117,712	87,409

Private Hire			
Year	Operators	Drivers	Vehicles
17/18	2,373	113,645	87,921
18/19	2,206	106,777	88,113
19/20	2,113	111,766	94,712
20/21	1,955	105,329	77,726
21/22	1,710	99,937	80,857
7 January 2024	1,717	106,431	91,965

Source TfL: Licensing information - Transport for London (tfl.gov.uk).

WSP House
70 Chancery Lane
London
WC2A 1AF

wsp.com

All Change at Bank – April 2024 Equality Impact Assessment (EqIA) Update

Equality Impact Assessment (EqIA)
April 2024

All Change at Bank – April 2024 Equality Impact Assessment (EqIA) Update

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Appendix A: Technical Note: Analysis of Additional Datasets

1 Introduction

Introduction

1.1 This Equality Impact Assessment (EqIA) relates to potential changes to the traffic restrictions at Bank junction. The City of London (CoL) seeks to ensure that any change fully considers accessibility needs and provides an auditable document trail that sets out design considerations and decisions.

1.2 For context, a short summary of this scheme has been provided within this section of the report.

All Change at Bank scheme

1.3 The All Change at Bank scheme was developed in order to provide more space for people walking and to enhance the public realm. Changes (currently under construction) will simplify the junction to prioritise the space for pedestrians, allowing space for seating and greening:

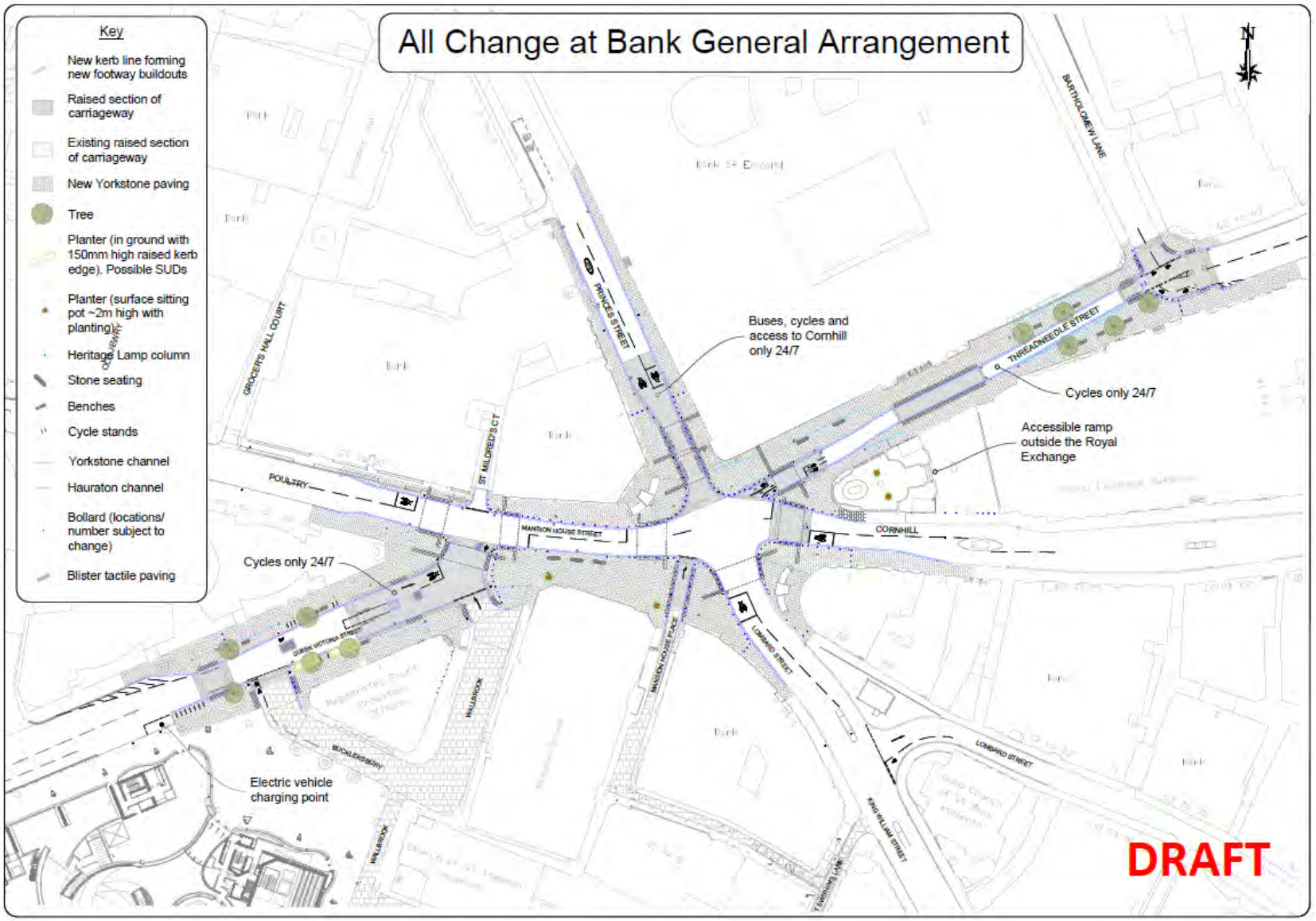
- Parts of Threadneedle Street and Queen Victoria Street will be closed to all motor vehicles 24/7
- Princes Street will see changes that will be in place 24/7
- Only buses and cycles will be able to travel northbound towards Moorgate
- Vehicles needing to access Cornhill will be able to travel southbound and turn left into Cornhill

1.4 The main traffic junction will be made smaller, making it clearer to those driving or cycling as to where they should be positioned on the carriageway. There will be fewer opportunities for turning manoeuvres, reducing the risk of collisions. Narrower carriageways will mean larger footways and more comfort for pedestrians.

1.5 Traffic restrictions of buses and cycles only, Monday-Friday, 7am-7pm across Bank junction and travelling westbound into Cornhill will be retained. The design requires some alterations to bus routes (primarily 8, 11. 26 and 133) – as well as to several stops on each of these routes as buses will no longer have access to Queen Victoria Street and Threadneedle Street. Bus stops have been relocated at the closest alternative location, which does not lead to significant increases in journey times.

1.6 **Figure 1.1** presents the proposed design.

Figure 1.1: All Change at Bank proposed layout (source: City of London)



Existing EqIA (November 2021)

1.7 As the All Change at Bank scheme is aimed at making Bank junction more attractive to people walking and dwelling, as well as safer and less polluted, it is considered that the scheme is likely to impact people's movement and experience of streets and spaces. Groups that have a significant intersection with movement and space, i.e., those that travel in distinguishably different ways, are most likely to be affected. CoL has already completed a Test of Relevance for the All Change at Bank scheme. This identified the following four protected characteristics for assessment: age, disability, pregnancy and maternity, and race.

1.8 An EqIA was then completed by Steer on behalf of CoL to assess the overall impact of the project for all road users and for those who share one or more protected characteristic. This EqIA was completed prior to the implementation of the design to pre-empt any potential disproportionate impacts upon these protected groups and suggested alterations and additions where they may have been necessary.

1.9 The EqIA was based on information supplied by CoL as well as readily available data from other sources. This included traffic counts, pedestrian and cyclist counts, bus journey time modelling and background information through the Bank on Safety scheme.

EqIA for traffic restrictions review (February 2023)

1.10 In a motion passed at the Court of Common Council in April 2022, elected members agreed to review the traffic restrictions currently in force at Bank junction, with the potential to amend the restrictions to allow access to taxis (black cabs only) and powered two wheelers (P2Ws). Since 2017, only buses, cyclists and pedestrians have been allowed to access Bank junction between 7am and 7pm on weekdays.

1.11 To establish the likely equality impacts on revising the modes permitted through the finalised scheme, Steer was commissioned to undertake an additional EqIA to assess the likely impacts of allowing the following vehicular mixes through Bank junction:

- Scenario 1: Buses, cycles, and taxis
- Scenario 2: Buses, cycles and P2Ws
- Scenario 3: Buses, cycles, taxis and P2Ws
- Scenario 4: Buses, cycles, and all motor traffic

1.12 In each of these scenarios, the arms of the junction available for those vehicles would be the same as those available to buses and cycles in the scheme that is currently under construction, which are Cornhill, King William Street/Lombard Street, Poultry and Princes Street.

1.13 The existing baseline information produced for the November 2021 EqIA was updated with the most recent London Travel Demand Survey (LTDS) and Census 2021 data, as well as new modelling inputs supplied by CoL to establish impacts on journey times.

EqIA update following additional data collection (March 2024)

1.14 Since the February 2023 EqIA update, additional research was conducted to provide supplementary data to enhance understanding of the potential impacts of restricting taxi access for people who rely upon taxis as essential mobility.

1.15 Steer was commissioned to analyse these additional findings in relation to taxi access, which is presented as an addendum to the February 2023 EqIA in the **Technical Note: Analysis of Additional Datasets**, which is appended to this document. This main document (February

2023 EqIA) has also been updated with the most recent datasets and literature now available to support the assessment.

1.16 A summary and conclusions from the Analysis of Additional Data sets can be found within Chapter 5 of this report.

2 Baseline

General

Workforce

2.1 CoL has a very large workforce in comparison to its usual residential population. The 2021 Census recorded the residential population as 8,600 people and the 2011 Census recorded the workforce as 357,000 people[1] – over 40 times the usual residential population which demonstrates the significant movement in and out of CoL every day.

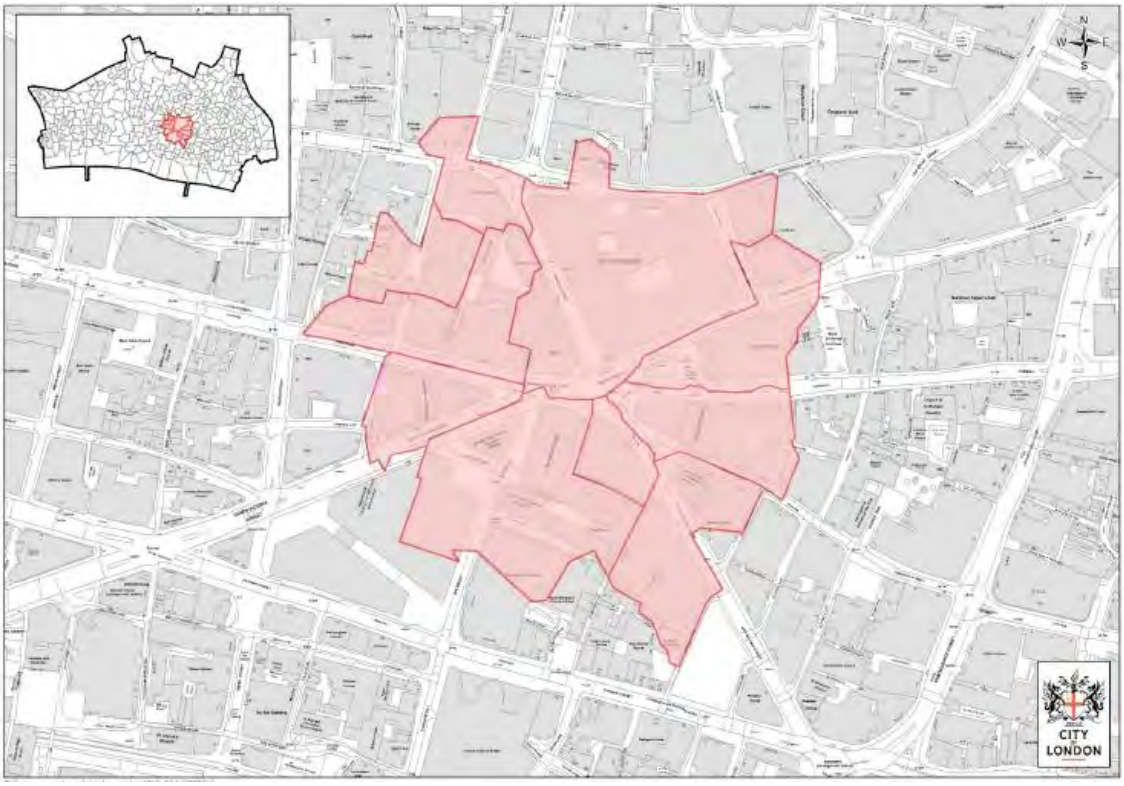
2.2 More recently, the 2022 workforce was estimated to be 615,000[2]. CoL shows the highest workplace density of all local authorities in Greater London with the primary land use in CoL being offices, which make up more than 70 per cent of all buildings. In absolute terms, CoL has the second greatest workforce after the City of Westminster, with a gender split of 63 per cent males and 37 per cent females in 2021.

2.3 The workforce located within the Bank junction Workplace Zone, as defined in the zone shown in **Figure 2.1,** amounts to 9,100 people. **Figure 2.2** shows that the workforce's age profile in the Bank junction Workplace Zone follows a similar trend to that of CoL as a whole, with the most common age group being those aged 30-34. The workforce aged 55+ in the Bank junction Workplace Zone is lower when compared to the workforce aged 55+ across CoL as a whole.

[1] 2021 Census data indicates that 67,224 people recorded their workplace destination within CoL, which similarly represents a significantly higher workforce population in comparison to the resident population. However, 2021 Census data does not capture the workforce accurately due to the effects of the Covid-19 pandemic and associated restrictions on movement and social gatherings at the time of recording (see **https://www.nomisweb.co.uk/sources/census_2021_od**)

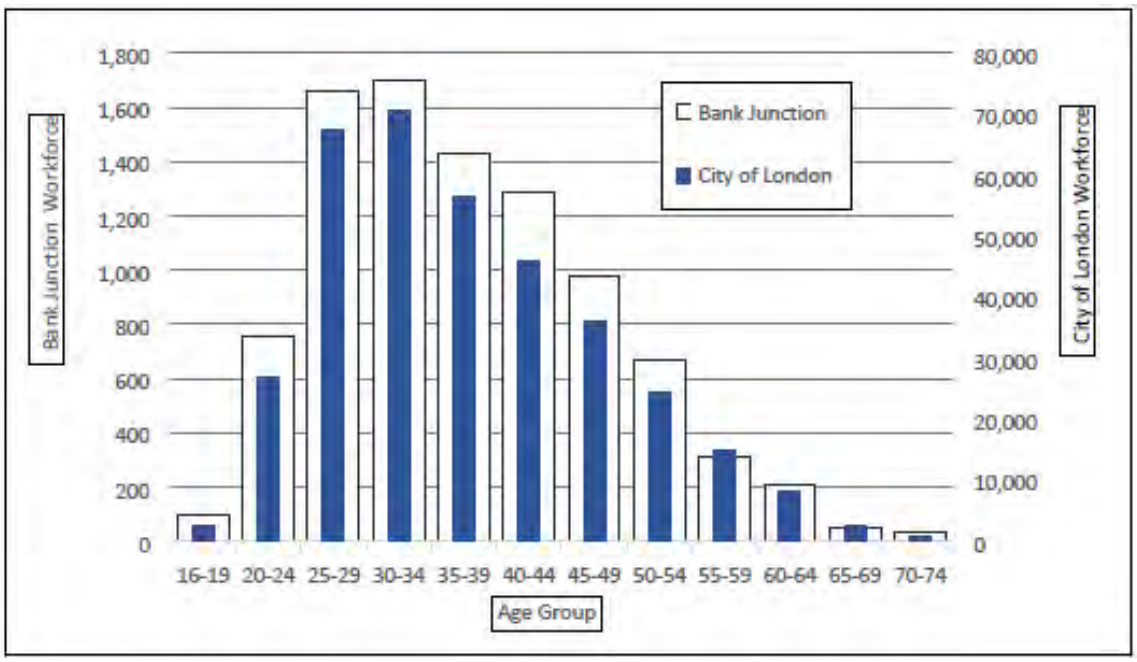
[2] **City of London Factsheets February 2023**

Figure 2.1: Bank Workplace Zone



Source: Bank on Safety Equality Analysis with data from Office for National Statistics

Figure 2.2: Age of daytime occupants within the Bank junction Workplace Zone



Source: Bank on Safety Equality Analysis with data from 2011 Census

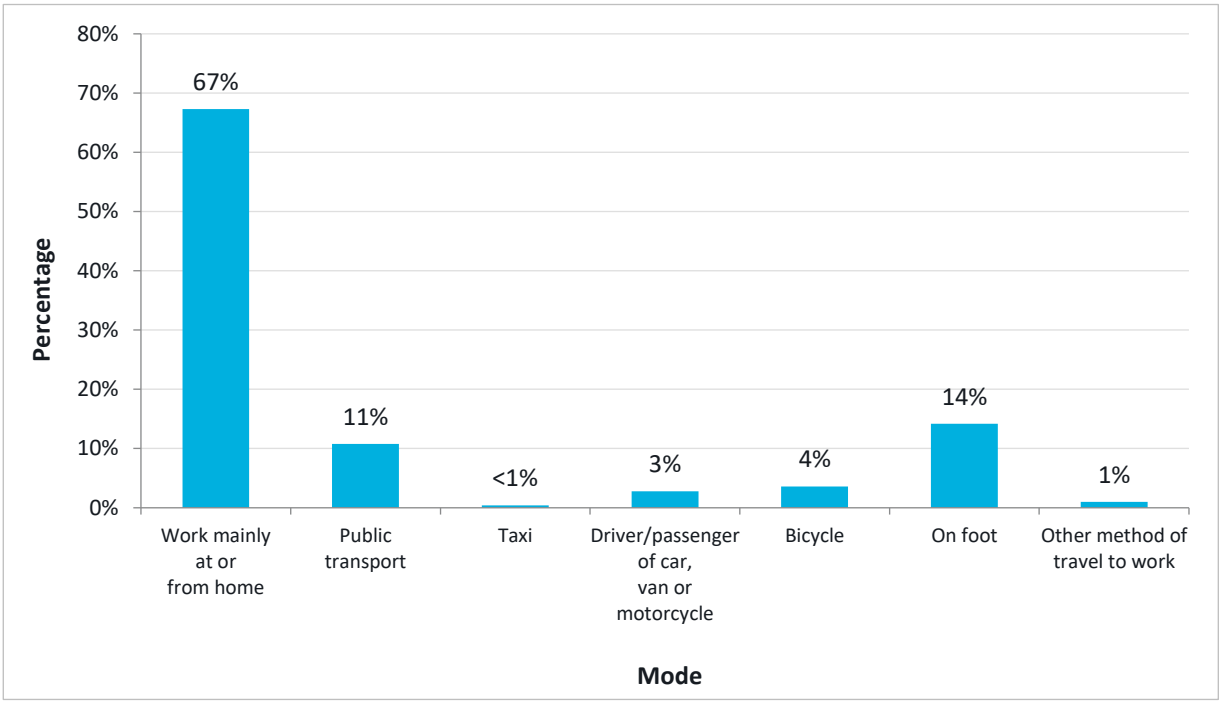
2.4 When compared to Greater London, CoL has a higher proportion of professional occupations, associated professional and technical occupations, skilled trades occupations, and

administrative and secretarial occupations. Professional and associate professional/technical occupations represent over half of occupations within CoL.

2.5 2021 Census data shows most people in employment in CoL work mainly at or from home, as shown in **Figure 2.3**.This is followed by public transport use (11 per cent). Active travel also comprises a relatively high percentage of travel (14 per cent on foot, and 4 per cent cycling).

2.6 Please note that these figures have changed significantly since 2021 due to the change in working arrangements and patterns attributed to the COVID-19 pandemic, however CoL can only act on the latest data available.

Figure 2.3: Method of travel to work for people in employment in the City of London

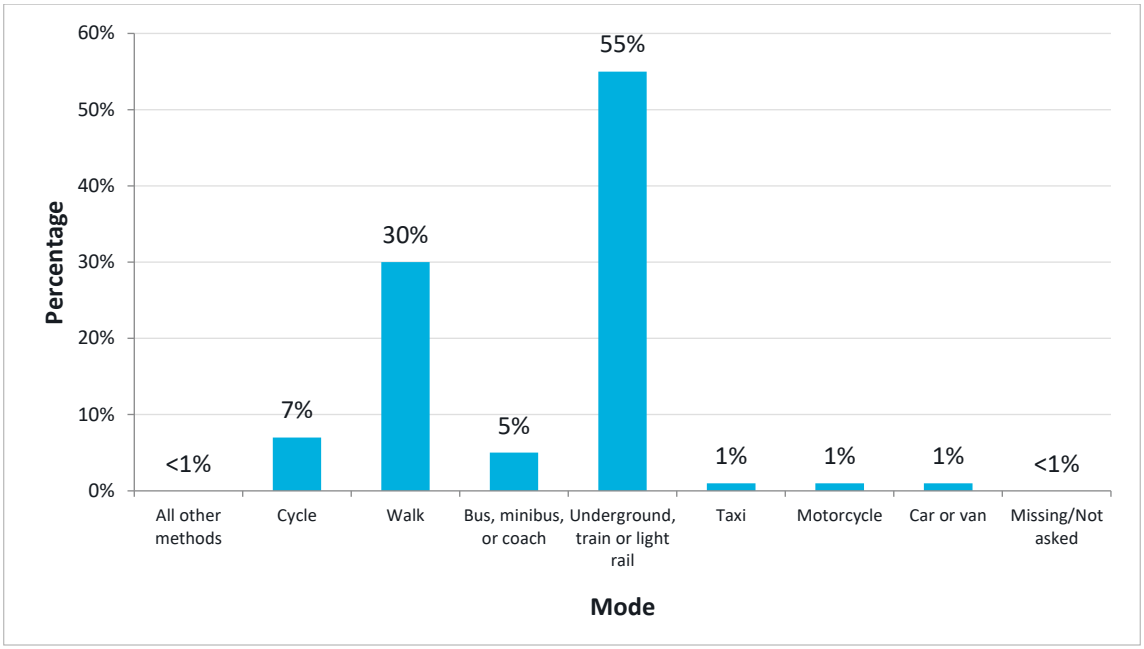


Source: 2021 Census

2.7 Data from TfL's London Travel Demand Survey (LTDS) 2019/20 has been analysed to inform this EqIA, to understand any differences in the travel patterns exhibited by people with different protected characteristics. LTDS is an annual survey of a sample of households across Greater London including CoL. The survey records detailed information about the household, the people that live there, and the trips they make. Every year, approximately 8,000 households take part in the survey which is then weighted using an interim expansion factor to approximate the data for the entire population of London, thus providing an insight into how Londoners travel on a weekly basis. For the purposes of this EqIA, trips that ended in CoL have been analysed. Due to the London-wide nature of this survey, it has not been possible to limit the analysis to trips ending in the Bank junction area, as the low sample size means that it would not be appropriate.

2.8 When analysing LTDS for all trip purposes, the following mode split for travel into CoL was obtained. As shown in **Figure 2.4**, of all trips ending in CoL, 60 per cent are made using public transport. 55 per cent of trips are made using the Underground or other rail modes and 5 per cent are made by bus. It can also be seen that walking has a much higher proportion for all trips (30 per cent) when compared to the 2011 Census Travel to Work data (5 per cent).

Figure 2.4: Method of travel to the City of London for all purposes

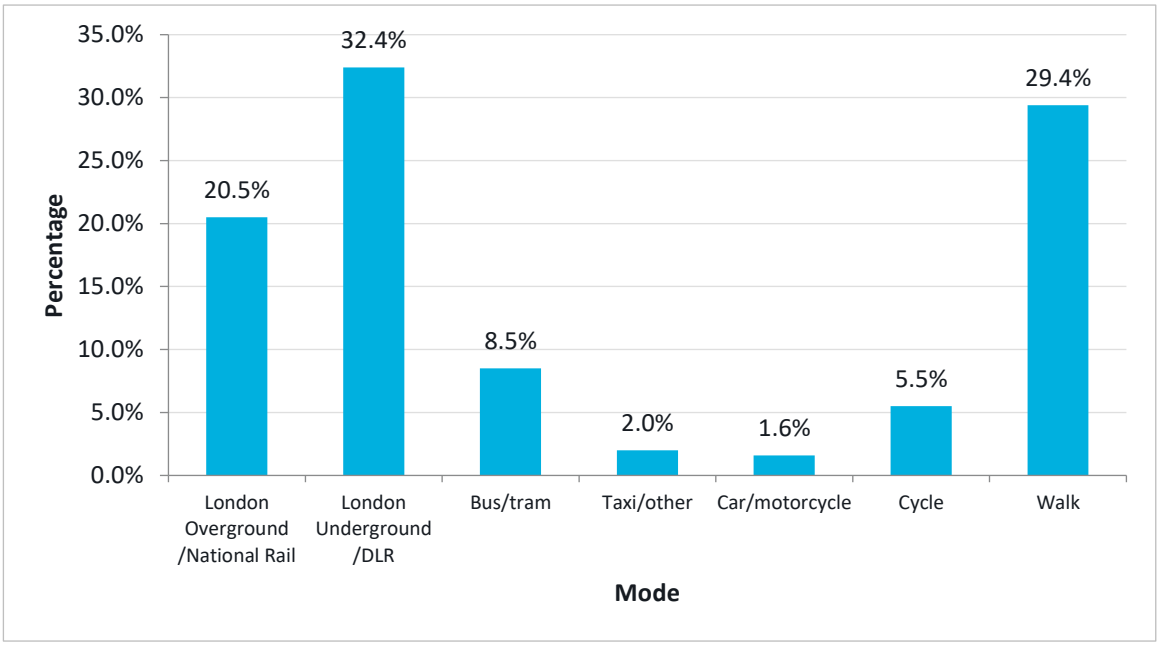


Source: LTDS 2019/20

2.9 Please note that this mode split involves other trip types in addition to 'travel to work' trips. Based on the 2019/20 LTDS data for trip purposes to CoL of London, 71 per cent of trips were for Work (usual workplace and other) and 29 per cent of trips were for other purposes (such as leisure and shopping).

2.10 At the time of preparing this document, the full LTDS 2022/23 dataset was unavailable. However, data was obtained by CoL from TfL's Strategic Analysis which illustrates the proportions for trips per day, by mode. As shown in **Figure 2.5**, active travel trips comprise nearly a third of journeys that originate within the CoL, and over 60 per cent of journeys

Figure 2.5: Percentage of trips per day, by mode, originating within CoL (2022/23)



originating in CoL via public transport. In contrast, a small proportion of trips per day are made by private vehicle (3.6 per cent).

2.11 The more recent data in **Figure 2.5** indicates that a relatively small proportion of trips that originate within CoL are made by taxi (2 per cent) and car/motorcycle (1.6 per cent). This reflects the proportion of modes in the LTDS 2019/20 data for CoL, in relation to method of travel to CoL for all trip purposes, wherein 60 per cent of trips were made via public transport, and over a third of trips were made by active travel (37 per cent).

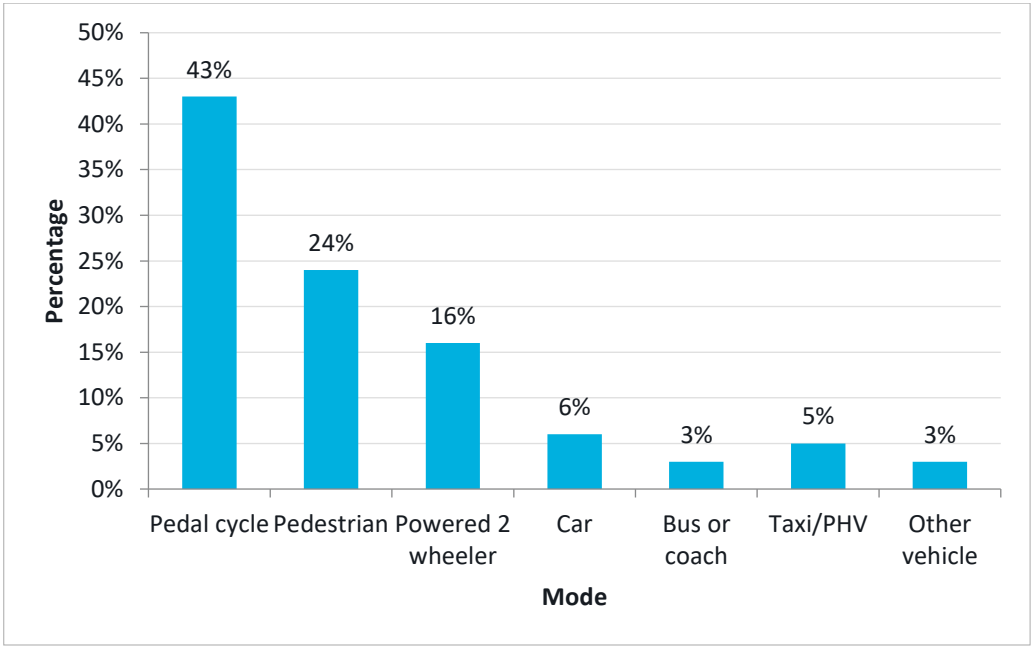
2.12 Proportions of private vehicles, including car, taxi, and van (1 per cent mode share each, respectively) are also comparable to the 2022/23 data in relation to journeys originating within CoL. This suggests that travel patterns have returned after the COVID-19 pandemic, however, other factors may have also influenced mode share across CoL between 2019/20 and 2022/23.

Road safety

2.13 STATS19 (the national database containing a record of reported road traffic accidents) data has been analysed for road safety analysis. **Figure 2.6** and **Figure 2.7** below show the travel mode splits for collisions in CoL and Bank junction. Casualties using active modes accounted for 68 per cent and 96 per cent of all casualties involved in collisions in CoL and Bank junction, respectively. Pedal cyclists and pedestrians saw a higher proportion of casualties at Bank junction compared to CoL. It should be noted that bus or coach collisions are often described as passengers' falls due to sudden braking, and they rarely involve any vehicle impact.

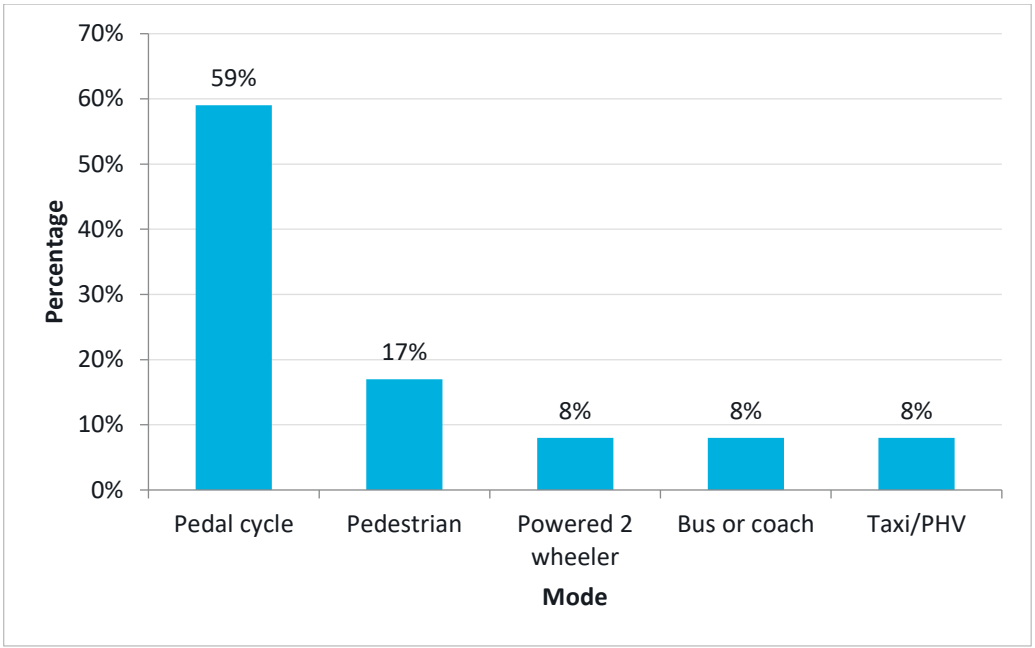
2.14 Analysis of the collisions within Bank junction has been undertaken. Where Bank junction is referred to in the STATS19 2020-2022 dataset, collisions and casualties have been calculated based on a 50-metre radius from the centre of Bank junction.

Figure 2.6: Mode of travel for casualties involved in collisions for City of London



Source: STATS19 2020-2022

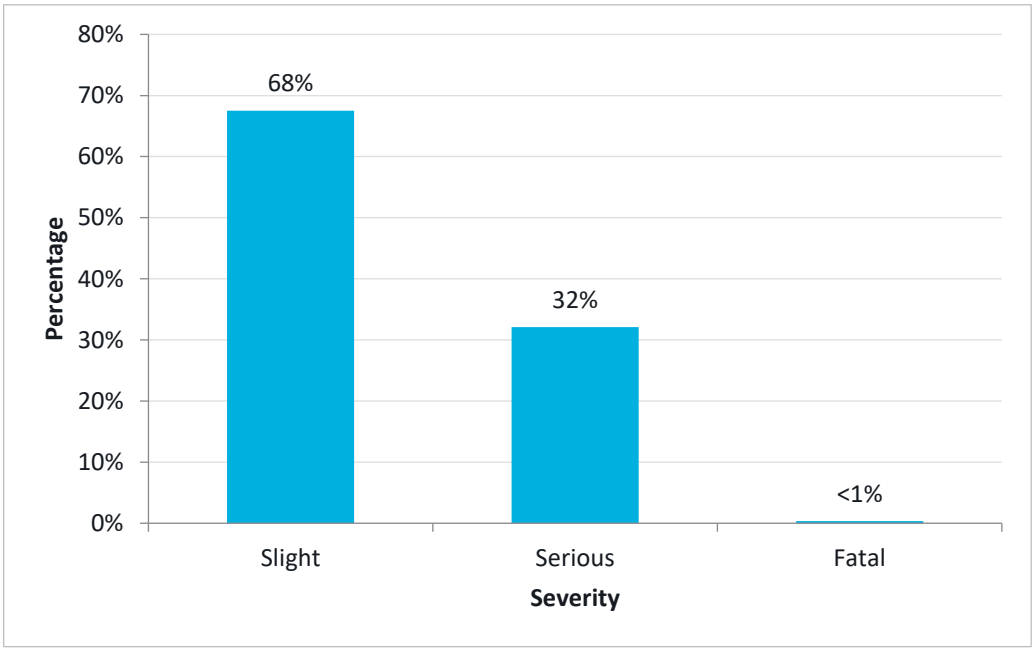
Figure 2.7: Mode of travel for casualties involved in collisions for Bank junction



Source: STATS19 2020-2022

2.15 **Figure 2.8** and **Figure 2.9** show the severity of incidents between 07:00 and 19:00 Monday to Friday for City on London and Bank junction. KSIs (Killed or Seriously Injured) account for 32.5 per cent of casualties involved in collisions from 2020-2022 in CoL. KSIs[3] account for a smaller percentage of casualties at Bank junction, with 13 per cent of incidents resulting in KSIs.

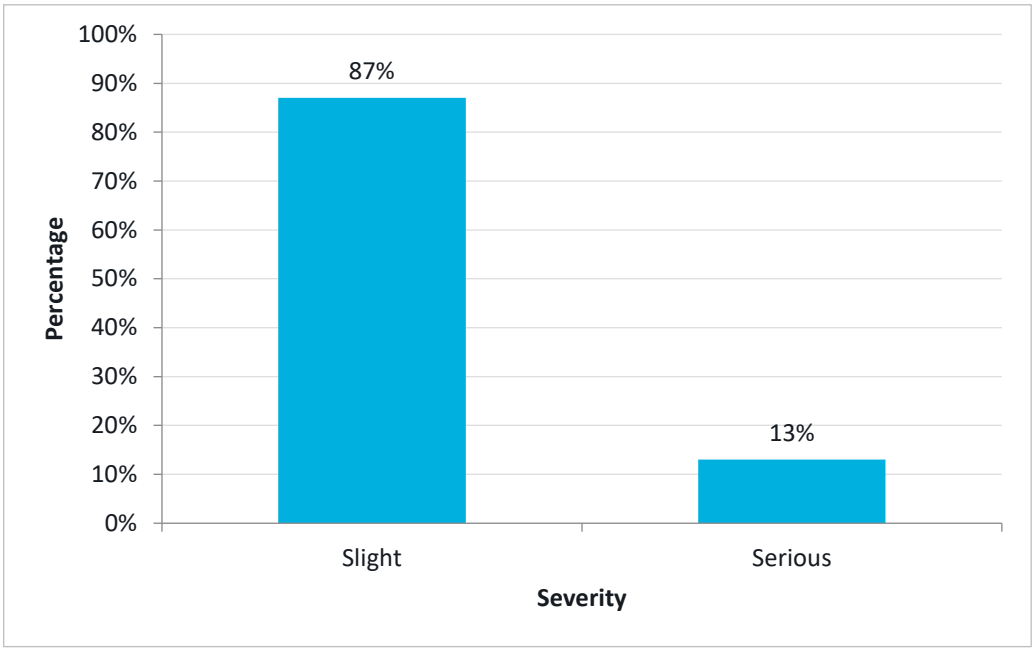
Figure 2.8: Severity of incidents for City of London Monday to Friday 07:00 – 19:00



[3] Please note that no fatalities were recorded in STATS19 data for the Bank junction area, 2020 – 2022.

Source: STATS19 2020-2022

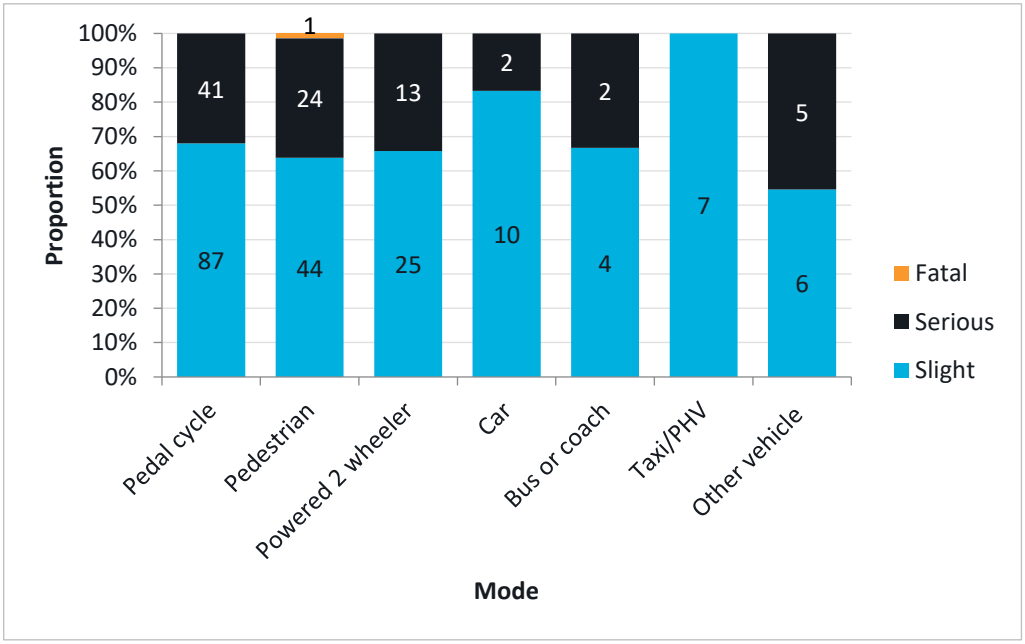
Figure 2.9: Severity of incidents for Bank junction Monday to Friday 07:00 – 19:00



Source: STATS19 2020-2022

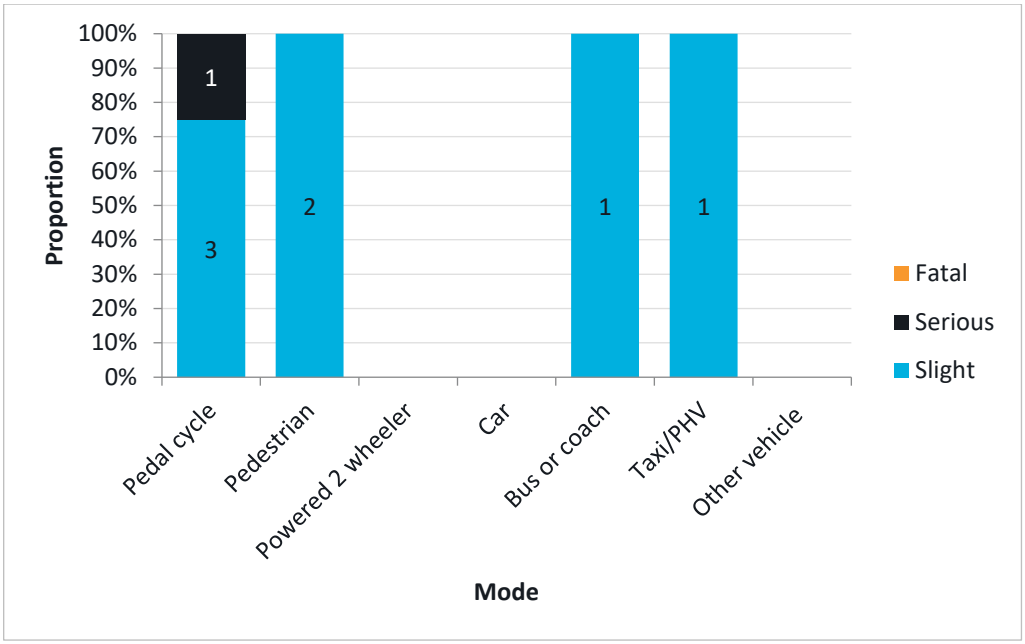
2.16 Based on 2020-2022 STATS19 data, there were 462 casualties across the whole of CoL between 07:00 and 19:00 Monday to Friday associated with vehicle collisions, which are broken down by vehicle type in **Figure 2.10**. At Bank junction, there were 12 casualties between 07:00 and 19:00 Monday to Friday associated with vehicle collisions, these are broken down by vehicle type in **Figure 2.11**.

Figure 2.10: Proportion of casualties for City of London by vehicle type Monday to Friday 07:00 – 19:00



Source: STATS19 2020-2022

Figure 2.11: Proportion of casualties for Bank junction by vehicle type Monday to Friday 07:00 to 19:00



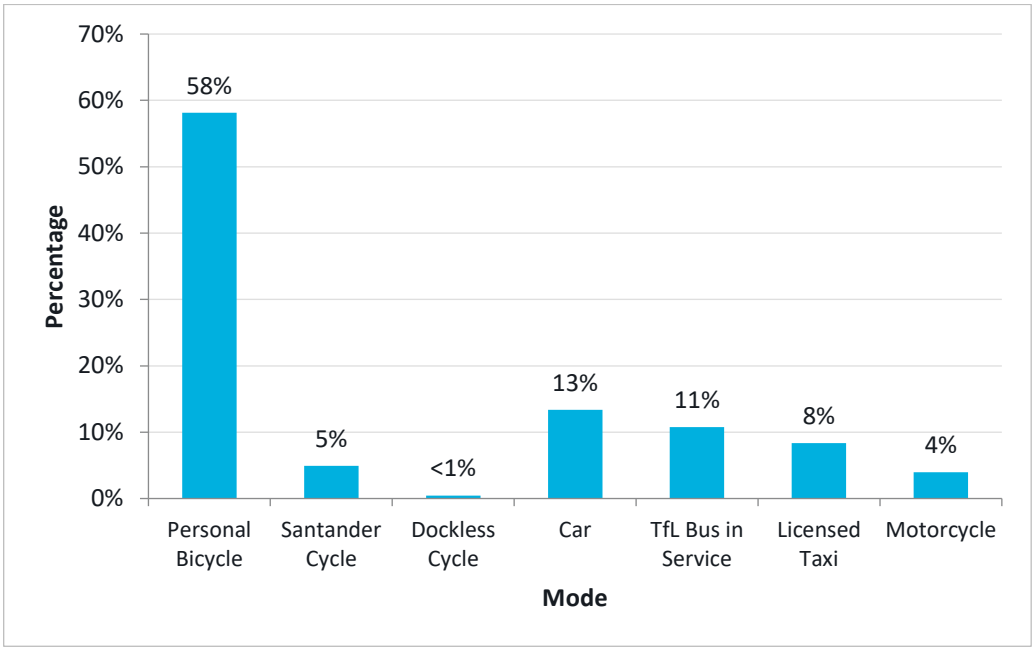
Source: STATS19 2020-2022

Mode share

2.17 A traffic count was undertaken at Bank junction in 2019. This counted all vehicle movements, excluding pedestrian movements. During these timeframes, 14,351 movements were recorded. **Figure 2.12** shows a breakdown of selected modes that may have an impact certain on people who share one or more protected characteristics.

2.18 Based on movements only, with the Bank on Safety scheme in place, cyclists account for most movements (8,706), followed by private car (1,832), in service TfL buses (1,478) and licensed taxis (1,146). Please note that these are vehicle movements and not the total number of passengers. These movements are shown by arm in **Table 2.1**.

Figure 2.12: Bank on Safety traffic counts (5:00-10:00 and 16:00-21:00) – Passenger modes that may affect certain protected characteristics



Source: Data from Tracsis Junction Turning Count Data, Bank on Safety (November 2019).

Note: This figure excludes non-passenger modes.

Table 2.1: Bank on Safety traffic counts (5:00-10:00 and 16:00-21:00) by junction arm - Selected modes that may affect certain protected characteristics

Junction Arm	Cyclists	In Service TfL Buses	Licensed Taxis	Private Car
Princes Street	1,881	196	165	311
Poultry	841	171	163	90
Queen Victoria Street	1,549	142	312	412
Lombard Street / King William Street (KWS)	2,772	570	184	491
Cornhill	807	142	107	236
Threadneedle Street	853	305	215	290

Source: Tracsis Junction Turning Count Data, All Change at Bank (November 2019).

Note: This figure excludes modes that are not expected to have an impact on protected characteristics (ex. LGV, HGV). Please note these are vehicle movements and not the total number of passengers.

2.19 Pedestrian counts from the Bank on Safety project in 2018[4] show approximately 59,000 and 54,000 pedestrian movements in the AM (8:00-9:00) and PM (17:00-18:00) peak periods, respectively. The same study counted 2,200 cyclist movements in the AM Peak (8:00-9:00). **Figure 2.13** shows the locations and counts of pedestrian movements while **Figure 2.14** shows the existing pedestrian comfort levels as of November 2018.

2.20 In both the AM and PM peak periods, the highest single flow occurred on Princes Street while the highest two-way flow occurred on the southern footway of Mansion House Street. The

[4] Bank on Safety – Pedestrian and Cyclist Movement Update, City of London (November 2018).

highest level of informal crossing in both the AM and PM peaks occurred at the Queen Victoria arm between the southern footway of Mansion House Street and Walbrook.

Figure 2.13: Pedestrian Counts AM Peak 8AM-9AM (top) and PM Peak 5PM-6PM (bottom)

Source: Bank on Safety – Pedestrian and Cyclist Movement Update, City of London (November 2018)

Figure 2.14: Pedestrian comfort levels

2.21 The traffic and pedestrian counts demonstrate that Bank junction is used most by pedestrians, and when looking at vehicle movements, this is followed by cyclists, private car, TfL bus services and licensed taxis. Currently, we do not have exact bus passenger numbers. This demonstrates that the pedestrian priority measures that have been implemented at Bank junction will benefit the people who use the junction most (pedestrians and cyclists) by providing a safer journey, better air quality, and improved pedestrian experience.

2.22 A more recent traffic count was undertaken in November 2022. This recorded that cyclists were the largest proportion of vehicles through Bank junction between the combined peak hours of 7am to 10am and 4pm to 7pm (6 hours in total), with 6,248 cycles recorded. 52,075 'designated crossing' movements were made by pedestrians, with a further 12,526 informal crossing movements undertaken by pedestrians. This demonstrates that there has been a reduction in the number of people walking and cycling at Bank junction in comparison to 2019, however, this is likely due to the impacts of travel due to the COVID-19 pandemic[5].

Age

2.23 Based on 2021 Census data, CoL has approximately 8,600 residents, 55 per cent of these being male and 45 per cent being female. Residents most commonly fall into the 25-34 and 35-49 age groups for both genders. When compared to Greater London, CoL has proportionately more people aged between 25 and 69 living in the Square Mile. Conversely there are fewer young people[6]. People aged over 65 represent 14 per cent of the residential population.

2.24 2011 Census data focusing on the workforce in CoL shows that the majority of workforce ages again fall within the 25-29 and 30-34 age categories for both genders, making up 39 per cent of the total workforce. Those aged between 16 and 24 only make up 9 per cent of the workforce population. It can also be noted that as age increases, there is a steady decrease in

[5] Committee Report Template (cityoflondon.gov.uk)

[6] City of London Resident Estimates and Projections

the proportion of the workforce within each age category. The age categories of 60-64 and 65+ represent 2 per cent and 1 per cent of the workforce population, respectively.

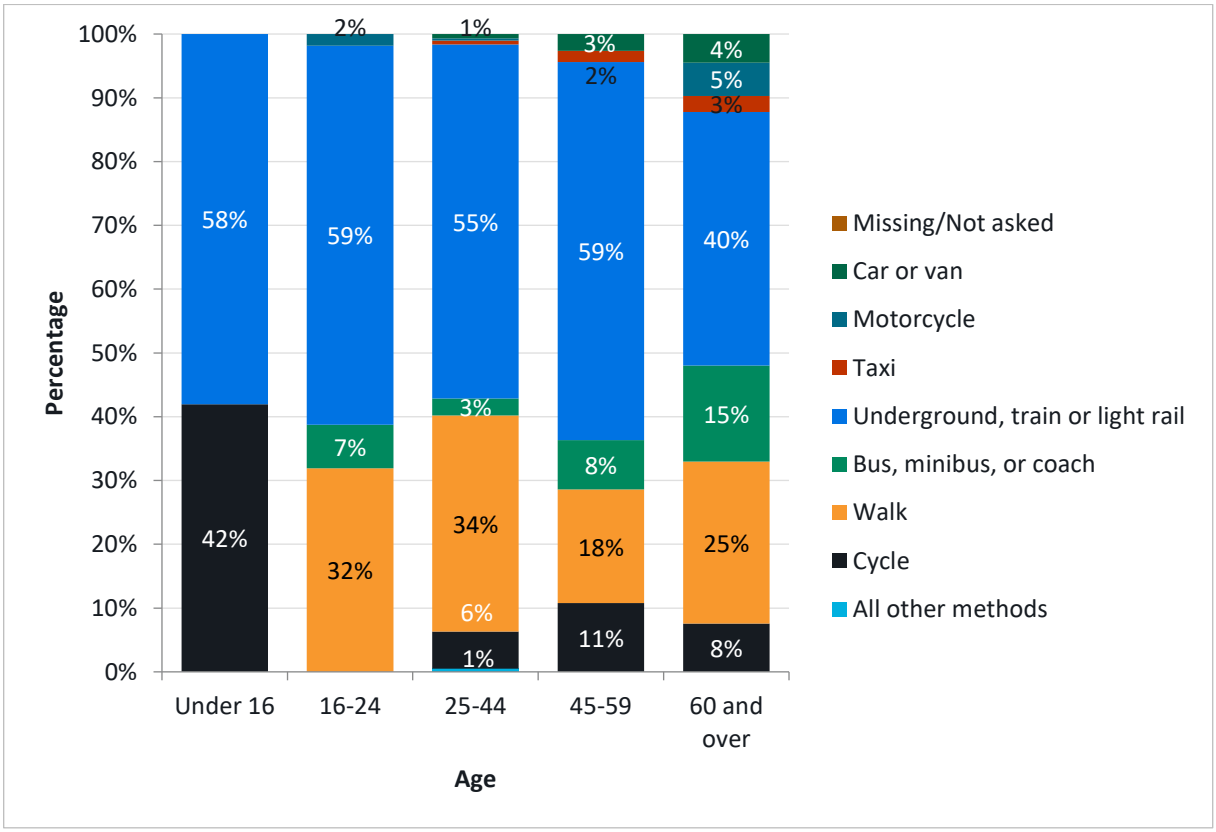
2.25 The 2011 Census data for each age category shows that 78-85 per cent of the workforce relies on public transport to travel to work. The lowest percentage of people driving a car or van falls within the 25-29 age category (2 per cent) and steadily increases as age increases. This proportion also is also slightly higher for the 20-24 (3 per cent) and 16-19 (5 per cent) age groups. A disproportionately high percentage of those aged 65 to 75 rely on driving a car or van (11 per cent) to travel to work. Generally, as age increases, reliance on driving a car or van to travel to work increases.

2.26 The highest proportion of cyclists (5 per cent) are within the 25-29 and 30-34 age categories. Cycling as a mode share decreases with age, falling to 1 per cent by the age of 60 onwards. The proportion of people who walk to work falls within the younger age categories from 16 to 34 (ranging between 5 per cent and 8 per cent). The proportion of walkers remains steady at 3 per cent from age 35 to 64 and increases slightly to 4 per cent for those aged 65 to 74.

2.27 As age increases, people are more likely to develop impairments relating to sight, hearing, and mobility, therefore those above the age of 65 are more likely to be disproportionately affected by these potential impairments, though the absolute number of both residents and workforce fitting this description is expected to be quite low.

2.28 LTDS 2019/20 analysis for trips made for all purposes ending in CoL shows the following mode shares, **Figure 2.15**, per age category.

Figure 2.15: Mode split by age category for travel to the City of London

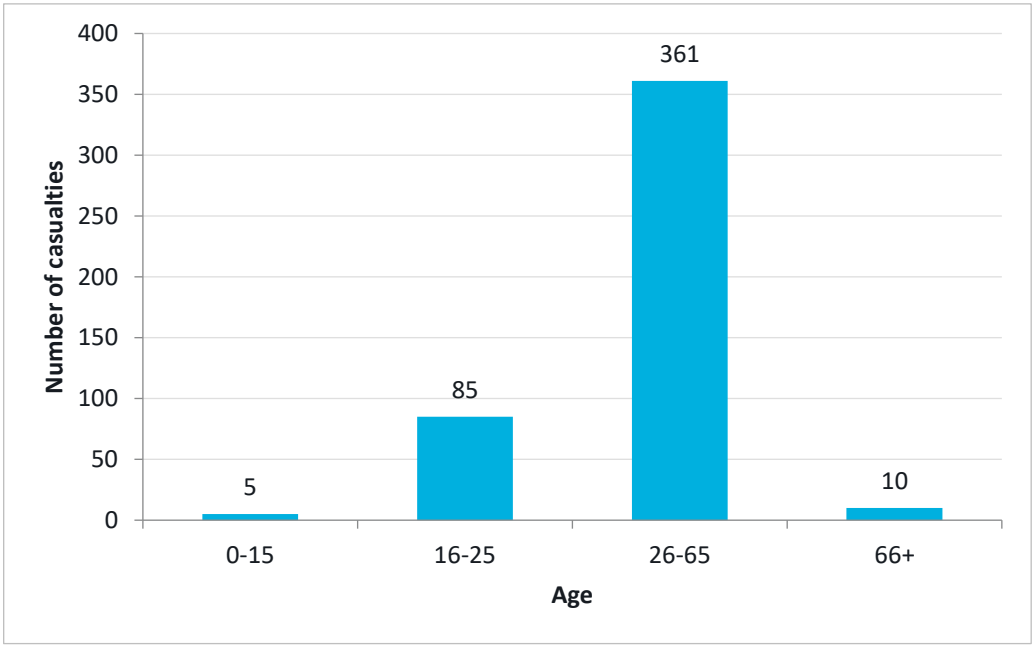


Source: LTDS 2019/20

2.29 Those aged 16-24 and 25-44 have a higher mode split for walking compared to the baseline. Those aged 0 to 15 have higher cycling use. Those aged over 60 show a higher proportion of bus use, and a lower proportion of Underground or other rail mode use. The majority of all other age groups use the Underground or other rail modes.

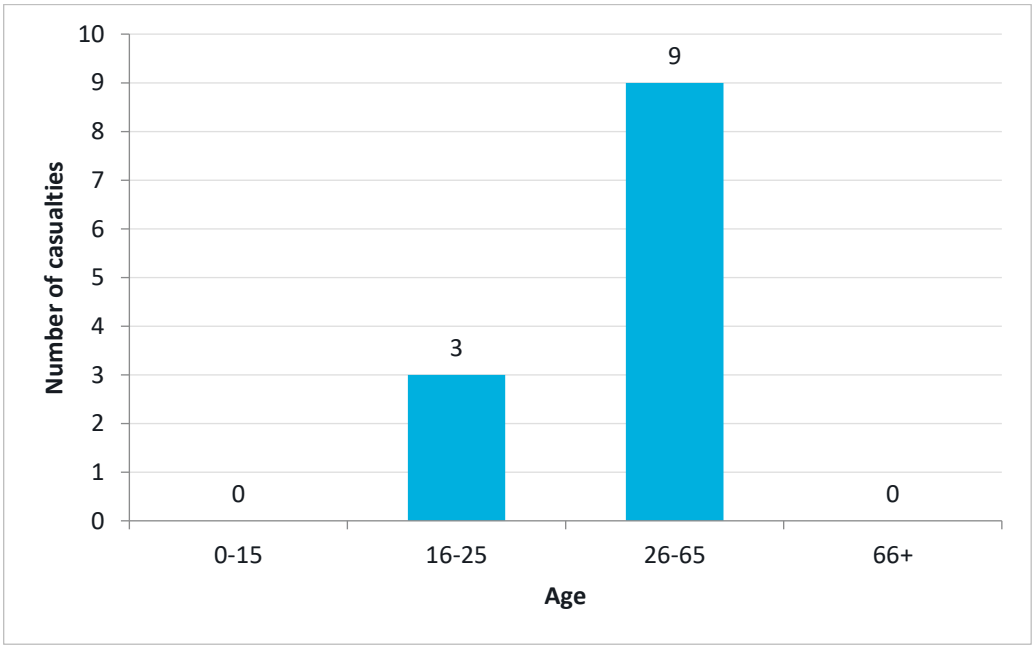
2.30 **Figure 2.16** shows collision casualties by age category. It can be seen that compared to CoL as a whole, those aged 16-24 and those aged 60+ account for a slightly higher proportion of casualties at Bank junction, at 22 per cent and 11 per cent, respectively.

Figure 2.16: Age of casualties involved in collisions, CoL



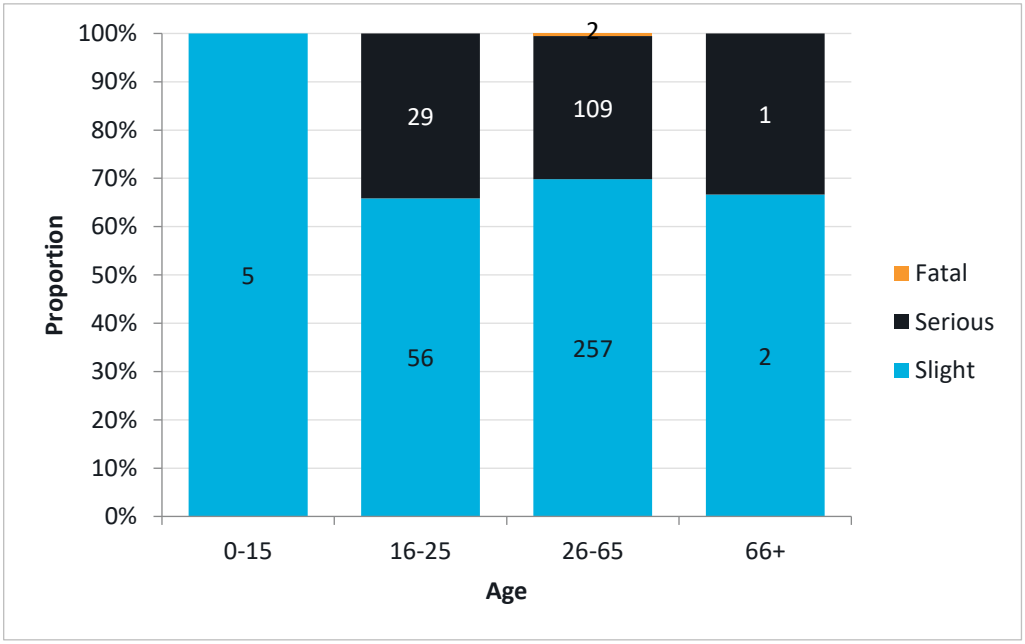
Source: STATS19 2020-2022

Figure 2.17: Age of casualties involved in collisions, Bank junction



2.31 The proportion of KSI and Slight casualties per age category in CoL is shown in **Figure 2.18** below. On average across all age groups, KSIs account for 32.5 per cent of all casualties involved in collisions from 2020-2022 in CoL. Based on this, KSIs are higher than average for those age 60+ (33.3 per cent) and those aged 26-59 (34.1 per cent). This indicates that these age groups are more likely to suffer more severe consequences if they are a casualty in a collision.

Figure 2.18: Proportion of KSI and Slight casualties involved in collisions per age category, in CoL



Source: STATS19 2020-2022

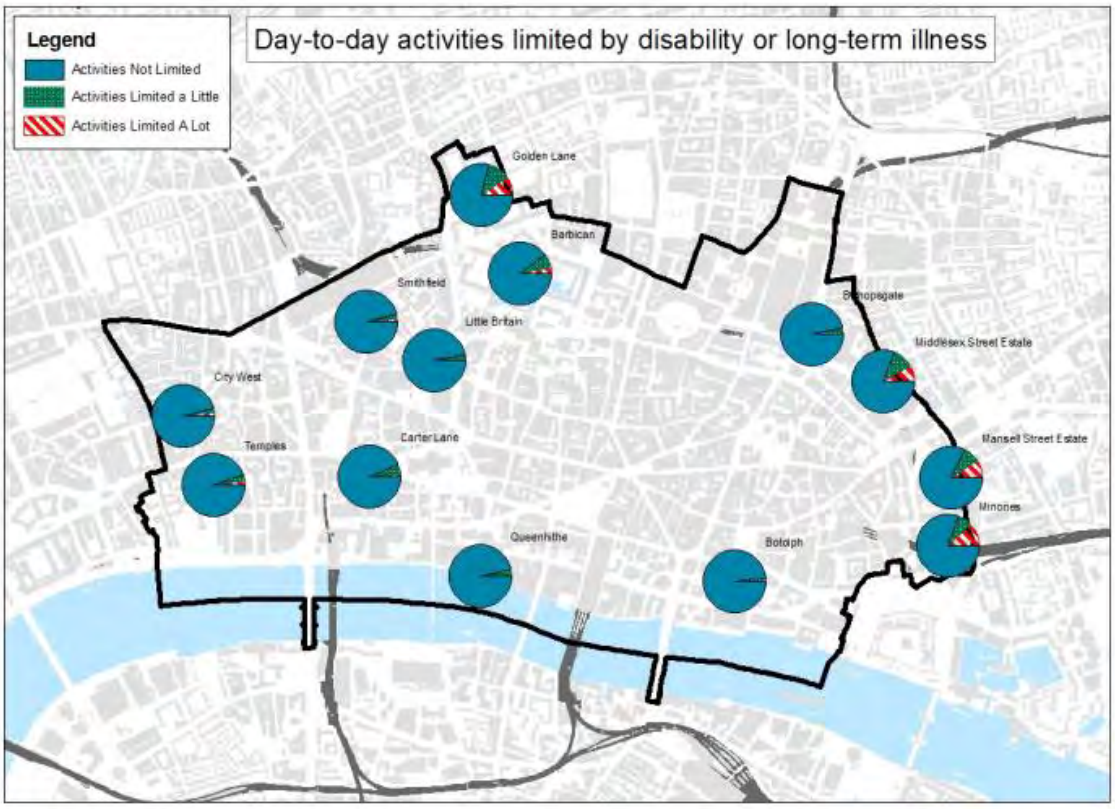
Disability

2.32 Day-to-day activities can be limited by disability or long-term illness. According to 2021 Census data, in CoL as a whole 89 per cent of residents feel they have no limitations in their activities – this is higher than both in England and Wales (83 per cent) and Greater London (87 per cent). In the areas outside the main housing estates, around 95 per cent of residents responded that their activities were not limited. 11 per cent of CoL's residential population stated that they were either in fair, bad or very bad health.

2.33 The spatial distribution of health-based activity limitations can be seen in **Figure 2.19** based on Census data[7]. Generally, areas to the east of CoL and north of CoL are more likely to have activities limited by disability or long-term illness.

[7] https://www.cityoflondon.gov.uk/services/planning/planning-policy/employment-and-population-statistics

Figure 2.19: Day-to-day activities limited by disability or long-term illness



Source: 2011 Census

2.34 1.7 per cent of the residential population in the CoL are blue badge holders, which makes the CoL one of the five local authorities with the lowest number of Blue Badges across the United Kingdom[8].

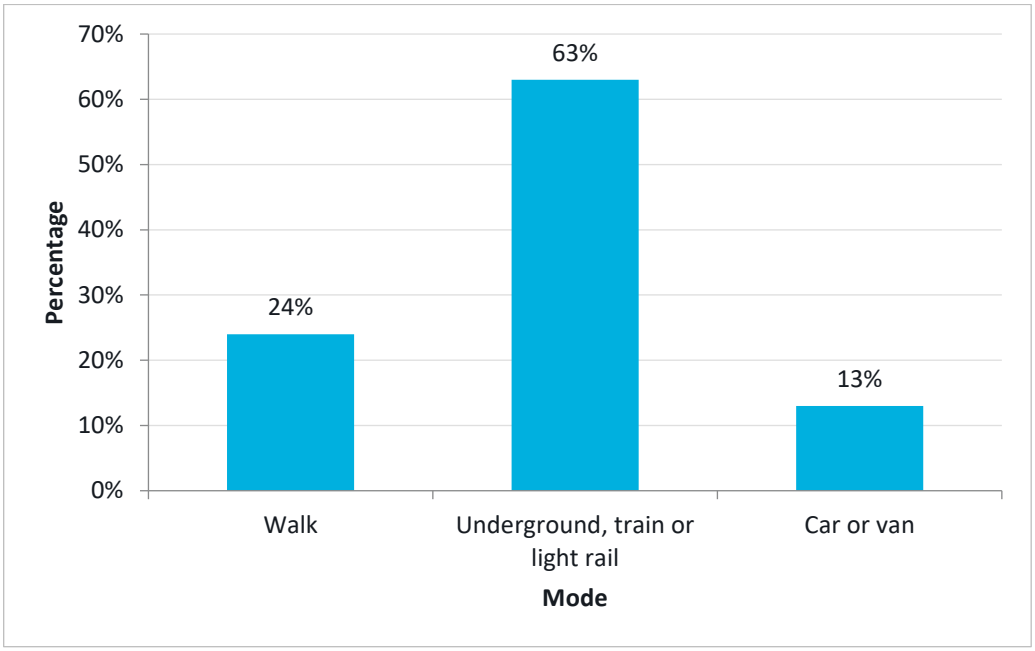
2.35 Across the UK focusing solely on cyclists who have a disability, the Wheels for Wellbeing annual survey[9] shows that 72 per cent of disabled cyclists use their bike as a mobility aid, and 75 per cent found cycling easier than walking. Survey results also show that 24 per cent of disabled cyclists use a bike for their job or to commute to work and many found that cycling improves their mental and physical health. Inaccessible cycle infrastructure was found to be the biggest barrier to cycling.

2.36 LTDS 2019/20 analysis shows that 1.3 per cent of trips made into CoL are made by someone who has a mental or physical disability affecting daily travel (including old age). The mode split for these trips is shown in **Figure 2.20**.

8 https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/759944/blue-badge-scheme-statistics-2018.pdf

9 Wheels for Wellbeing Annual Survey 2018: https://wheelsforwellbeing.org.uk/wp-content/uploads/2019/04/Survey-report-FINAL.pdf

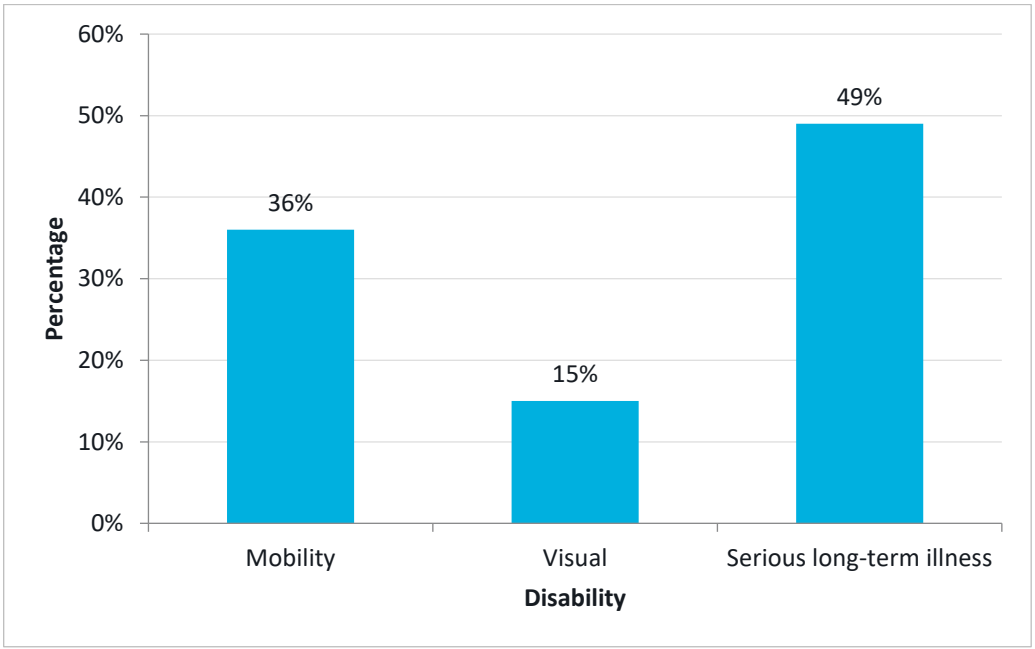
Figure 2.20: Mode split by people with a physical or mental disability affecting daily travel to the City of London (including old age)



Source: LTDS 2019/20

2.37 When comparing to the LTDS mode split of trips made by all people, underground or other rail mode use for disabled people is higher (63 per cent compared to 55 per cent), car trips are significantly higher (13 per cent compared to 1 per cent) and walking is lower (24 per cent compared to 30 per cent). Disability types stated by those who have a disability affecting daily travel (including old age) are shown in **Figure 2.21** below.

Figure 2.21: Disability types stated by those who have a disability affecting daily travel to the City of London



Source: LTDS 2019/20

2.38 It can be seen that impairment due to serious long-term illness represents the highest proportion followed by mobility impairment. It should be noted that this data is based on a very small sample (1.3 per cent of sample size for trips ending in CoL), therefore results should be taken as general. It is important to note that various physical and mental impairments can lead to travel limitations.

Pregnancy / maternity

2.39 The birth rate in CoL was 7.0 births per 1000 people in 2021, approximately 50 per cent below the national average that year of 10.5. Therefore, there are statistically less likely to be pregnant or newly postnatal people who reside in CoL. However, this represents only the residents of CoL, not the 615,000 people who work in the Square Mile, and CoL is principally a working population. A proportion of this workforce will be pregnant and/or have infants or small children at any point in time.

2.40 Considering that the residential population of CoL is quite small, it is unlikely that there will be a significant number of pregnant women and parents with infants and/or small children residing in CoL at any given time. However, the numbers of pregnant women or parents with infants and/or young children that travel in and out of CoL for work or leisure purposes may be higher.

Race

2.41 64 per cent of CoL's residential population hold a UK passport and 16 per cent hold non-European passports. When looking at race per area in CoL, 79 per cent of the residential population is 'White'. There is a higher proportion of Asian population (47 per cent) on Mansell Street, to the east of the study area, when compared to other areas in CoL while the Asian population across CoL is 17 per cent[10].

2.42 The Asian population is approximately evenly split between Asian-Indian, Asian-Bangladeshi, Asian-Chinese and Asian-Other. CoL has the highest and second-highest population of Asian-Chinese in Greater London and England/Wales respectively. The 'Black' population is low compared to Greater London and England/Wales at 2.6 per cent. The remaining population identifies as mixed ethnicity (4 per cent) or other.

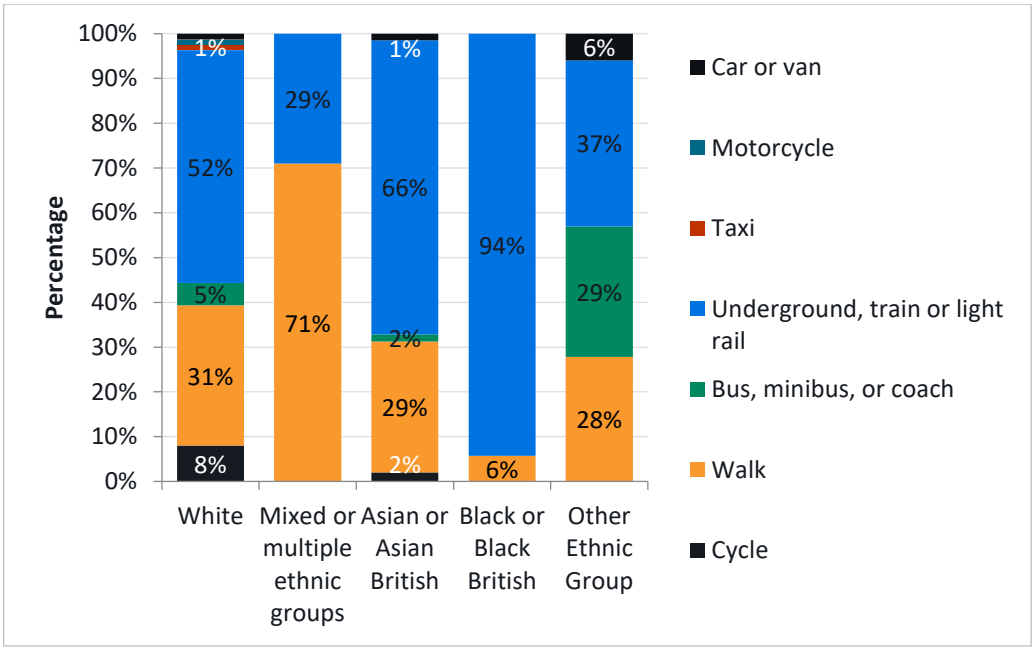
2.43 TfL data, for Greater London, shows that bus use among Black, Asian or Ethnic Minorities (BAME) Londoners is higher at 65 per cent compared with 56 per cent of white Londoners who use the bus at least once per week. Black Londoners using the bus at least once per week is significantly higher at 73 per cent[11].

2.44 Mode split by ethnicity, based on LTDS 2019/20 analysis is shown in **Figure 2.22**.

[10] **https://www.cityoflondon.gov.uk/services/planning/planning-policy/employment-and-population-statistics**

[11] **http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf**

Figure 2.22: Mode split by ethnicity



Source: LTDS 2019/20

2.45 Based on average travel modes to CoL from the 2019/20 LTDS data, Other Ethnic Groups are more likely to use public buses (29 per cent). Other Ethnic Groups are also more likely to drive (6 per cent). White people are more likely to cycle (8 per cent). Mixed Multiple Ethnic groups are much more likely to walk (71 per cent), while Black or Black British people and Asian or Asian British people are much more likely to use the underground or other rail modes (94 per cent and 66 per cent, respectively). Again, it should be noted that these percentages may not be precise due to low sample sizes.

3 Impact on Bank junction movements

Introduction

3.1 This section outlines the overall impact on vehicular and pedestrian movements at Bank junction and the impact of the scenarios outlined below:

- Scenario 1: Buses, cycles, and taxis
- Scenario 2: Buses, cycles and powered two wheelers (P2Ws)
- Scenario 3: Buses, cycles, taxis and P2Ws

3.2 A fourth scenario, including "buses, cycles, and all motor traffic", was initially considered and analysis of this was included in the February 2023 EqIA. However, following further analysis of this option, Committee decided not to take it any further. Therefore, it has been excluded from this update to the EqIA.

3.3 Consideration is given as to how the proposed design would impact movement for the following users:

- Pedestrians
- Cyclists
- Buses
- Taxis (black cabs – Private Hire Vehicles such as Uber are classified as general motor traffic)
- General motor traffic

3.4 In each scenario, it has been assumed that motor vehicles can access the same arms of the junction that buses and cycles can under the current scheme. These are Cornhill, King William Street/Lombard Street, Poultry and Princes Street.

3.5 To inform this impact assessment, the scenarios have been initially modelled within VISSIM by consultants Norman Rourke Pryme to test their potential impact on bus and general motor traffic journey times in accordance with the current stage of scheme design. A summary of this modelling is included within this chapter.

3.6 It should be noted that this initial modelling conducted by Norman Rourke Pryme relates to initial feasibility. The forecasted impacts are subject to change on refinement and finalisation of the proposals as more detail becomes available, and any mitigation measures introduced.

Existing Bank junction layout

3.7 At present, there are restrictions for motor traffic (except buses) through Bank junction Monday to Friday, during the hours of 7am to 7pm:

- **Lombard Street/King William Street**: bus and cycle access only, Monday to Friday, 7am to 7pm.
- **Poultry**: bus and cycle access only, Monday to Friday, 7am to 7pm. Taxis may access the new taxi rank outside the Ned hotel, but must U-turn during the restricted hours.

- **Princes Street**: (northbound) bus and cycle access only.
- **Princes Street**: (southbound) compulsory left turn into Cornhill at all times, except bus and cycles.
- **Cornhill**: (westbound) bus and cycle access only, Monday to Friday, 7am to 7pm.
- **Queen Victoria Street**: Only cycles can enter or exit onto Mansion House Street at all times.
- **Threadneedle Street**: cycle access only, at all times, between the junction and Bartholomew Lane

Scenario 1: Buses, cycles, and taxis

Pedestrians

3.8 Movement of pedestrians between or through any of the junction arms will not be restricted in any way, however the introduction of taxis will increase the overall traffic through Bank junction which may make it more difficult for some people to informally cross the road.

Cyclists

3.9 As with pedestrians, cyclists would not have any restrictions imposed on their movements. However, the introduction of taxis will increase the overall traffic through Bank junction which may reduce real or perceived road safety.

Buses

3.10 In Scenario 1, wherein only buses, cycles and licensed taxis would be permitted through Bank junction, several bus routes would experience notable increases in their AM and PM peak journey times.

3.11 Southbound routes will experience small increases in the AM peak and more substantial increases in the PM peak. The northbound routes would experience journey time increases in the PM peak only.

3.12 The above results show that taxis passing through Bank junction will have a moderately negative impact on bus journey times for specific services travelling along Princes Street and King William Street.

Taxis

3.13 Under the current scenario taxis can collect and drop off passengers on all arms of Bank junction, however, cannot drive through the junction during 7am-7pm Monday to Friday. This could mean some taxis are less likely to travel into the Bank junction area to ply for hire.

3.14 In Scenario 1, taxis would be able to more easily pick up and drop off passengers in and around Bank junction and would be able to ply for hire more easily around and within the junction.

General motor traffic

3.15 General motor traffic would not be allowed through Bank junction in this scenario.

3.16 Modelling outputs shows that in both the AM and PM peak hours, most general traffic journey times along the alternative key routes are negligible compared to the baseline situation. There is generally a slight improvement in journey times due to some taxis being removed from routes around Bank junction and reassigning to pass through Bank junction.

Scenario 2: Buses, cycles, and P2Ws

Pedestrians

3.17 Movement of pedestrians between or through any of the junction arms will not be restricted in any way, however the introduction of P2Ws will increase the overall traffic through Bank junction which may make it more difficult for some people to informally cross the road and therefore may reduce real or perceived road safety.

Cyclists

3.18 As with pedestrians, cyclists would not have any restrictions imposed on their movements. However, the introduction of P2Ws will increase the overall traffic through Bank junction which may reduce real or perceived road safety.

Buses

3.19 In Scenario 2, all bus routes would experience negligible changes to their AM and PM peak journey times. The impact of powered two wheelers on bus journey times therefore is unlikely to be significant.

Taxis

3.20 In Scenario 2, there would be no change from the current restrictions experienced by taxis. They would continue to able to collect and drop off passengers on all arms of Bank junction, however they cannot drive through the junction during 7am-7pm Monday to Friday, and therefore, some taxis are less likely to travel into the Bank junction area to ply for hire.

General motor traffic

3.21 The changes to the general traffic journey times for Scenario 2 are mostly negligible. This is because the impact of motorcycles on the highway network tends to not be significant due to their ability to move between vehicles and bypass queues. They also take up less space on the road than a car or larger vehicles.

Scenario 3: Buses, cycles, taxis, and P2Ws

Pedestrians

3.22 In Scenario 3, the movement of pedestrians between or through any of the junction arms will not be restricted in any way, however the introduction of taxis and P2Ws will further increase the overall traffic through Bank junction which is likely to make it more difficult for some people to informally cross the road.

3.23 This scenario is likely to decrease real or perceived road safety for pedestrians due to the increased access and likely increase in traffic volume.

Cyclists

3.24 In Scenario 3, cyclists would not have any restrictions imposed on their movements. However, the introduction of taxis and P2Ws will increase the overall traffic through Bank junction which may reduce real or perceived road safety.

3.25 This scenario is likely to have a more significant impact on real or perceived road safety for cyclists due to the increased access and likely increase in traffic volume.

Buses

3.26 In Scenario 3, a similar pattern of results to Scenario 1 emerges. Southbound bus routes all experience a relatively large journey time increases in the AM peak, with this exacerbated in the PM peak. Journey times are increased slightly further from Scenario 1 due to the addition of powered two wheelers passing through Bank junction.

3.27 Some northbound routes would have reduced journey times in the AM peak, which is likely due to some congestion along its route being alleviated by the re-routing of traffic through Bank junction.

Taxis

3.28 Under the current scenario taxis can collect and drop off passengers on all arms of Bank junction, however, cannot drive through the junction during 7am-7pm Monday to Friday. In Scenario 3, taxis would be able to more easily pick up and drop off passengers around Bank junction and would be able to ply for hire more easily around the junction.

General motor traffic

3.29 The results for Scenario 3 are very similar to Scenario 1. This shows that the impact of powered two wheelers and taxis passing through Bank junction do not have a significant impact on journey times for general traffic.

4 Impacts on equality

Introduction

4.1 This chapter considers the equality impacts of the potential change to traffic restrictions through Bank junction, and their potential to have disproportionate impact(s) upon equalities – both positive and negative. Recommended mitigations are also provided for any potential disproportionately negative impacts.

4.2 Where taxis are discussed, for the purposes of assessing the demographics of drivers, a distinction is made between taxis (black cabs) and Private Hire Vehicles (PHVs). Taxis would be permitted to drive through Bank junction in Scenarios 1 and 3 between 7am to 7pm.

Age

Context

4.3 According to the Kings College London 2016 report "An Age Friendly City – how far has London come?"[12], there is significant crossover between older Londoners and disabled Londoners. For example, almost half of those aged 65-69 report having a physical disability (46 per cent). Therefore, mobility issues in accessing public transport are likely to be particularly relevant for those aged 60+.

4.4 Young people are most likely to either walk or use the bus, in part because these are generally lower cost modes than the London Underground. The Greater London Authority (GLA)'s 'Equality, diversity and inclusion evidence base for London' 2019 report[13] shows that 49 per cent of 16-24-year-old Londoners cite cost of tickets as a barrier to using public transport more often, compared to less than 10 per cent of those aged 65+.

4.5 This may also be reflected in the demographics of those cycling within London. According to the GLA's report, younger people are the most likely to cycle. A 2016 TfL survey showed that 82 per cent of Londoners who cycled in the past year were under the age of 45, with just 18 per cent over 45. Reducing he volumes of motor traffic will improve conditions for cycling, benefitting young people.

Impact assessment

4.6 **Road safety:** Scenario 3 reduces road safety benefits which pedestrians and cyclists have experienced under existing restrictions, as increasing these scenarios would increase the number of motor vehicles moving through the junction. This is likely to disproportionately impact those aged 65+, as a third of trips made by this age group are by walking (higher than

[12] **https://www.london.gov.uk/sites/default/files/an_age_friendly_city_report.pdf**

[13] **Equality, Diversity and Inclusion Evidence Base for London - London Datastore**

for any other age group) and those aged 60+ also have a higher-than-average likelihood of being killed or seriously injured if involved in a collision within CoL.

4.7 **Walking and cycling:** According to LTDS 2019/20 data for CoL, the proportion of trips made by the 65+ age group in CoL by walking (25 per cent) and cycling (8 per cent) outweighs the proportion using private cars (4 per cent). 32 per cent of younger people aged 16-24 travel to CoL by walking. Therefore, Scenario 3 is likely to negatively impact both older and younger people who primarily walk and cycle, as increases in volumes of motor traffic is likely to have an impact on real or perceived road safety.

4.8 **Air quality:** People of young and old age are more vulnerable to poor air quality[14]. For young children negative air quality can lead to reduced lung development and for the elderly this can lead to a range of long-term health problems. Therefore Scenario 3, which would increase the volumes of motor traffic through Bank junction is likely to disproportionately negatively impact these age groups through the resulting likely decreased air quality.

4.9 **Driving:** 11 per cent of people aged 65 to 75 living in CoL drive a car or van to work, based on 2011 Census data. No scenario listed would allow access to general motor traffic, and therefore this may disproportionately impact those who rely on this mode, prohibiting them to pass through Bank junction where they previously may have taken a direct route.

4.10 All three scenarios would increase the number of vehicles through Bank junction and would subsequently disbenefit younger people. This is because increased volumes of motor traffic may have real or perceived road safety for pedestrians and cyclists. This is likely to be most pronounced in Scenario 3, as permitting general motor traffic could result in a higher number of vehicles travelling via Bank junction.

4.11 **Public transport:** As outlined in the **Technical Note: Analysis of Additional Datasets,** 'Freedom Pass Elderly' Oyster Card types have the second highest proportion of usage throughout the day, for journeys that start at bus stops in the Bank junction area. Use of this ticket type is highest (9.9 per cent) during the interpeak time (10:00 – 16:00). LTDS 2019/20 data highlights that 15 per cent of people aged 60 and over travel by bus in CoL. Therefore, Scenario 3 is likely to negatively impact older people who use public transport, as increased volumes of motor traffic would have a direct impact on bus journey times.

4.12 In addition, TfL research from 2019 shows that bus-use is the next most commonly used transport type for younger Londoners (after walking and cycling). Among Londoners aged 11-15, 75 per cent use the bus at least once a week, compared with 59 per cent of all Londoners. Therefore, Scenario 1 and particularly Scenario 3 would be likely to negatively impact younger people who use public transport, as increased volumes of motor traffic would have a direct impact on bus journey times.

4.13 **Taxi drivers:** Taxi and PHV demographic statistics from December 2022 show that 17 per cent of PHV drivers in London are over the age of 55 and 50 per cent are under the age of 46. 41 per cent of licensed taxi drivers over the age of 57 and 21 per cent are under the age of 48[15]. Scenarios 1 and 3 would provide access to Bank junction for licensed taxis but not PHVs,

[14] **https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_city_of_london.pdf**

[15] Age bands are not the same between the two groups.

therefore that the benefits of accessing Bank junction would not be extended to the disproportionately younger drivers of PHVs.

4.14 **Taxi usage:** All licensed taxis are required to be fully wheelchair accessible and obliged to carry any person who may require mobility assistance (without additional charge)[16]. Scenarios 1 and 3 would allow taxis to pass through Bank junction during 7am to 7pm which is likely to benefit older people who rely on taxis as an essential method of transport. This can be especially beneficial for time-sensitive trips, such as attending medical appointments, which are more common for disabled people, older people, and pregnant women.

Disability

Context

4.15 As part of the design and public consultation and accessibility engagement period for the original All Change at Bank scheme, CoL worked alongside Transport for All (TfA). TfA are a pan-impairment disabled-led group that strives to increase access to transport across the UK.

4.16 TfA facilitated several meetings with disability groups and individuals with various levels of accessibility to discuss the proposals and provide comments for us to consider. Meetings took place with Royal National Institute of Blind People, Guide Dogs, Alzheimer's Society and Wheels for Wellbeing. Individuals with varied accessibility needs took part in four workshops, including members of City of London Access Group and the Bank of England Disability Staff Network.

4.17 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. The proposals were assessed through the CoL's Street Accessibility Tool to help inform the detail design.

4.18 Focusing solely on cyclists who have a disability, the Wheels for Wellbeing annual survey[17] shows that 65 per cent of disabled cyclists use their bike as a mobility aid, and 64 per cent found cycling easier than walking. Survey results also show that 31 per cent of disabled cyclists' cycle for work or to commute to work and many found that cycling improves their mental and physical health. Inaccessible cycle infrastructure was found to be the biggest barrier to cycling.

4.19 Transport for All's (TfA) 'Pave the Way' Report shows that walking is the primary mode of travel for blind and partially sighted people, who have reduced transport alternatives available to them. TfA's research shows that nearly 90 per cent of blind and partially sighted respondents interviewed said that being able to make walking journeys independently, without a sighted guide was important or very important to them.

Impact assessment

4.20 **Walking:** Walking is the second highest mode share (24 per cent) for people with a physical or mental disability who travel into the CoL. Scenarios that increase the volumes of motor traffic

[16] In relation to Sections 165 and 164a of the **Equality Act 2010**

[17] Wheels for Wellbeing Annual Survey 2019: **https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/07/WFWB-Annual-Survey-Report-2019-FINAL.pdf**

through Bank junction is likely to negatively impact disabled people that walk. This is because increased vehicle movements may impact real or perceived road safety.

4.21 **Taxi usage:** All licensed taxis are required to be fully wheelchair accessible and obliged to carry any disabled person who may require mobility assistance (without additional charge)[18]. Scenarios 1 and 3 would allow taxis to pass through Bank junction during 7am to 7pm which is likely to benefit disabled people who rely on taxis as an essential method of transport. This can be especially beneficial for time-sensitive trips, such as attending medical appointments, which are more common for disabled people, older people, and pregnant women.

4.22 In the February 2023 EqIA, it was suggested that this may result in more direct journeys and shorter journey times for some trips and could decrease the cost associated with those trips for the user as a result. As outlined in the **Technical Note: Analysis of Additional Datasets**, cost and journey time benefits are varied, and depend on the passenger origin and destination. This is because only some routes that travel via Bank junction have cost and/or time savings in comparison to the second most direct route. Depending on passenger origin and destination, routes that avoid Bank may instead provide cost or journey time savings. In addition, it should also be noted that, in Scenarios 1 and 3, the likely increased volumes of traffic using the Bank junction area may limit any positive impact.

4.23 In the February 2023 EqIA it was considered that in Scenarios 1 and 3, where taxi access is permitted through Bank junction, there was likely to be an increased circulation of taxis in the area, and therefore increased likelihood of accessing taxis (reduced wait times) for those who rely on taxis as a mobility aid. The greater circulation and visibility of taxis is likely to also limit walking distances for those hailing taxis in the area. However, as outlined in the **Technical Note: Analysis of Additional Datasets,** taxi availability in the Bank area under the motor restrictions currently in place is proportionate and comparable to the wider trends in taxi availability across CoL, and across London. As such, it can be considered that this potential impact may not be experienced in a disproportionate way.

4.24 **Personal assistants:** Disabled people may rely upon family members, friends or professional assistants for daily care. The 2011 Census indicates that over 687,000 Londoners spend at least an hour a week caring for someone – equivalent to 8.5 per cent of the population[19]. It is likely that some personal assistants travel to, or via Bank junction. No data is available on the mode share of personal assistants; however, it is unlikely that this varies significantly from the method of travel to the CoL for all purposes, which is currently 1 per cent driving in a car or van. Scenarios which permit access to general motor vehicle in the area would facilitate access for personal assistants who visit the area in a private car. However, Scenarios 1 and 3 may negatively impact personal assistants who travel via public transport, due to increased bus journey times. Personal assistants who walk or cycle through Bank junction as part of their trip would also likely experience negative impacts on real or perceived road safety, as motor traffic volumes would be higher.

[18] In relation to Sections 165 and 164a of the **Equality Act 2010**

[19] **https://statics.teams.cdn.office.net/evergreen-assets/safelinks/1/atp-safelinks.html**

4.25 **Cycling**: The Wheels for Wellbeing annual survey (2019/20)[20] showed that 65 per cent of disabled cyclists use their cycle as a mobility aid, and 64 per cent found cycling easier than walking. Survey results also show that 31 per cent of disabled cyclists' cycle for work or to commute to work and many found that cycling improves their mental and physical health. All scenarios increase access for vehicle traffic to some extent, but Scenario 3 in particular would see large increases in vehicle access and potentially impact on real or perceived road safety for those that rely on cycling as a mobility aid.

Pregnancy and maternity

Context

4.26 In 2021, the General Fertility Rate (GFR) in City of London and Hackney[21] was 54.1 births per 1,000 women aged 15-44, while the GFR for London was 56 per 1,000 women. This suggests that slightly fewer women of this age group were likely to be pregnant or have given birth in 2021 in CoL and Hackney, compared to the Greater London average.

4.27 Data shows that overall, the number of live births has been gradually falling in City of London and Hackney, and in London as a whole. During this time, the GFR for City of London and Hackney remained consistently below the Greater London average. In 2018, there was a slight increase in the fertility rate in CoL, before continuing to fall, yet it remained below the Greater London rate[22].

4.28 Pregnant and maternal women are more likely to face mobility issues when using public and active modes of transport, whether because of the need to use a buggy and move it around or because of the need to safely manage a young child.

Impact assessment

4.29 **Road safety**: Each scenario increases the volume of through-traffic compared to the existing situation, and this may increase the likelihood of conflict between different road users on the whole. This is relevant to Scenario 3, which allow the highest volumes of motor traffic through the junction. This may create a less safe environment, particularly for pregnant women who may have slower movement associated with their physical condition, particularly in the later stages of pregnancy.

4.30 **Air quality**: There is growing evidence showing that prenatal exposure to air pollution is associated with a number of adverse outcomes in pregnancy[23]. Therefore, in a scenario that would increase volumes of motor traffic (Scenario 3 in particular), an increase in emissions locally may disproportionately negatively impact pregnant women.

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[20] **https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/07/WFWB-Annual-Survey-Report-2019-FINAL.pdf**

[21] City of London has been grouped with Hackney after 2004 in the dataset: **Births and Fertility Rates, Borough - London Datastore**

[22] City of London has been grouped with Hackney after 2004 in the dataset: **Births and Fertility Rates, Borough - London Datastore**

[23] **https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_city_of_london.pdf**

4.31 **Taxis**: Licensed taxis provide a fully accessible service, which is likely to be particularly beneficial to pregnant women, especially at later stages of pregnancy. Scenarios 1 and 3 would increase access to taxis to Bank junction which is likely to benefit those pregnant women who rely on taxis as an essential method of transport.

4.32 Similarly, pregnant women who rely on taxis as an essential mobility aid in Scenarios 1 and 3 will be able to pass through Bank junction on their journeys within or through CoL. In the February 2023 EqIA, it was suggested that this may result in more direct journeys and shorter journey times for some trips and could decrease the cost associated with those trips for the user as a result.

4.33 As outlined in the **Technical Note: Analysis of Additional Datasets**, this benefit is only experienced depending on the passenger origin and destination. This is because only some routes that travel via Bank junction have cost and/or time savings in comparison to the second most direct route. Depending on passenger origin and destination, routes that avoid Bank may instead cost or journey time savings. In addition, it should also be noted that, in Scenarios 1 and 3, the likely increased traffic flows through the Bank junction area and the impact on general traffic journey times may limit this positive impact.

4.34 In the February 2023 EqIA it was also suggested that where taxi access is permitted through Bank junction, there is likely to be an increased circulation of taxis in the area and therefore increased likelihood of accessing (reduced wait times) for those who rely on taxis as a mobility aid. The greater circulation may also limit potential walking distances when using taxis in the area. As outlined in the **Technical Note: Analysis of Additional Datasets,** taxi availability in the Bank area under the motor restrictions currently in place is proportionate and comparable to the wider trends in taxi availability across CoL, and across London. As such, it can be considered that this potential impact may not be experienced in a disproportionate way by these road users.

4.35 **Walking and cycling:** There is limited research related to the extent to which pregnant women continue to walk or cycle as their pregnancy progresses, and the extent to which pregnant women use active travel in CoL is unknown. However, studies from wider contexts indicate that some women who used active travel pre-pregnancy continue to use active travel during pregnancy[24,25]. Therefore, Scenario 3 would reduce road safety benefits which pregnant pedestrians and cyclists have experienced under existing restrictions, as increasing these scenarios would increase the volumes of motor traffic moving through the junction.

4.36 **Public transport**: It is likely that some pregnant women either working, residing, or travelling through CoL will also continue to use public transport, however the extent to which this occurs within CoL is also unknown. Scenario 3, which would lead to the largest increase in volumes of motor traffic could disproportionately negatively affect pregnant women by any associated increases in bus journey times, as longer journey times may exacerbate the negative physical and mental symptoms of pregnancy[26].

[24] **https://www.ncbi.nlm.nih.gov/pmc/articles/PMC4730776/**

[25] **https://www.sciencedirect.com/science/article/abs/pii/S2214140516303814**

[26] **https://www.sciencedirect.com/science/article/abs/pii/S2214140521003388**

Race

Context

4.37 TfL data for Greater London shows that bus use among Black, Asian or Ethnic Minorities (BAME) Londoners is higher at 65 per cent compared with 56 per cent of white Londoners who use the bus at least once per week. Black Londoners using the bus at least once per week is significantly higher at 73 per cent[27].

4.38 The cost of transport is a particular barrier to increased public transport use amongst BAME Londoners with 60 per cent of BAME Londoners saying costs is a barrier compared to 38 per cent of white Londoners[28]. Therefore, changes which help to make transport more affordable or offer improvements to low-cost modes of transport such as walking and cycling may benefit users who identify as being of BAME groups.

Impact assessment

4.39 **Cycling**: All scenarios would increase motor vehicle traffic through the Bank junction area, and this is likely to impact upon real or perceived safety for those groups who have the highest cycling mode share, namely Mixed or Multiple Ethnic Groups. This is most applicable to Scenario 3, which would see the largest increases in volumes of motor traffic. This may also discourage cycling in ethnic groups that are currently less likely to cycle due to the real or perceived safety of cycling alongside motor traffic.

4.40 **Public transport**: BAME groups who have a higher mode share for bus usage, are likely to be disproportionately negatively affected by any increases in bus journey times, particularly in Scenario 3, which would see the largest increase in volumes of motor traffic.

4.41 **Taxi drivers**: Taxi and PHV demographic statistics from December 2022 show that 38 per cent of PHV drivers in London are Asian or Asian British and 15 per cent are Black or Black British (and 32 per cent declined to answer). 64 per cent of licensed taxi drivers are White British (and 17 per cent declined to answer). Scenarios 1 and 2, that permit access through Bank junction for licensed taxis and not PHVs would mean that BAME groups disproportionately miss out on the associated benefits extended to taxi drivers.

Summary

4.42 A summary of the disproportionate positive and negative impacts identified on protected groups is set out by scenario below:

Scenario 1: Buses, cycles, and taxis

4.43 Scenario 1 is likely to have the least negative impact on equalities compared to the other scenarios. The biggest positive impact is due to the access provided to taxis to pass through the junction. This would benefit those who may rely on taxi access, such as older people, those with mobility impairments and pregnant women.

4.44 By only extending access to taxis, this would also limit the impact on public transport and cyclists. However, the inclusion of taxi access will still have direct impacts on public transport,

[27] **http://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf**

[28] GLA Intelligence – Equality, Diversity and Inclusion Evidence Base for London

active transport, and road safety, though to a lesser extent than some other scenarios with greater increases in vehicle access.

Scenario 2: Buses, cycles and P2Ws

4.45 Scenario 2 is likely to have limited impact on equalities, the inclusion of P2Ws is unlikely to have a major impact upon traffic or congestion. The continued restriction to most motor traffic from the junction is likely to retain the benefits for road safety and air quality, disproportionately benefitting younger and older people, disabled people, and pregnant women.

Scenario 3: Buses, cycles, taxis and P2Ws

4.46 Scenario 3 provides greater access to motor vehicles and therefore increases the impacts on equalities. Like Scenario 1, the biggest impact is due to taxi access. This will benefit those who may rely on taxi access, such as older people, those with mobility impairments and pregnant women.

4.47 Conversely, the greater access for vehicles will see greater negative impact upon road safety and air quality, impacting younger and older people, disabled people, and pregnant women.

5 Summary and conclusion from analysis of additional data

Summary

5.1 The February 2023 EqIA recommended that additional research was undertaken in order to establish the implications that the All Change at Bank scheme has had on taxi availability within the Bank junction area, and therefore the associated impact(s) experienced by people who share one or more protected characteristics.

5.2 This data has since been collected, alongside data to determine taxi journey times and associated costs as a result of avoiding routeing via Bank junction. This data has been analysed in relation to equality impacts and is explored in **Technical Note: Analysis of Additional Datasets**. A summary of these findings is outlined below:

- **Taxi availability:** There has been a decrease in taxi availability in the Bank junction area in comparison to previous years, which can make it more difficult to hail a taxi on the streets leading to Bank junction. However, the scale of the reduction is not unique to the Bank junction area, as the wider CoL and comparative locations have experienced a similar scale of change. Therefore, while people who rely on taxis as an essential mobility aid may find it harder to hail a taxi around Bank junction, is proportionate and comparable to the wider trends in taxi availability across the CoL and London.
- **Taxi and private hire wait times for ride hailing apps:** Wait times for taxis and PHVs that are requested via ride hailing apps are slightly higher in Bank junction. The average wait time for a taxi at Bank was 4 minutes and 11 seconds, in comparison to an average of 4 minutes and 1 second for CoL. This is not considered to be significant.
- **Taxi journey times:** The results showed that the Bank restrictions do not appear to have a significant impact on journey time. Out of eight journey time routes analysed, routes via Bank junction produced the quickest journey on two occasions. This means that not all taxi journeys are being (directly) negatively impacted by the restrictions, and some are benefiting from them.
- **Taxi journey costs:** When all journeys were compared, taxi trips via Bank junction were £0.68 more expensive on average than those which avoided Bank junction. Some routes/journeys however were up to £4.03 more expensive, others were up to £2.23 cheaper.

5.3 In response to concerns that a lack of passive surveillance from passing motor vehicles has negatively impacted crime trends within the Bank junction area, crime data has also been assessed in **Technical Note: Analysis of Additional Datasets**. This analysis indicates that fluctuations in crime rates observed in and around Bank junction are proportional to trends across the CoL, suggesting that there has been no significant increase in crime compared to surrounding areas since the All Change at Bank scheme was implemented.

Conclusion

5.4 **The additional research undertaken on taxi availability, journey times, and journey costs suggests that, as a whole, the restriction of taxi access through Bank junction between the hours of 7am to 7pm has not led to any extensive negative impacts on equality, and the impacts of the restrictions outside of these hours is deemed to be negligible. However, it is important to acknowledge that there have been some negative impacts for certain individuals, particularly those that are most reliant on taxis as an essential mobility aid, such as some disabled people, older people with age-related mobility impairments, and pregnant women.**

5.5 The primary negative impact with the current traffic restrictions are the increases in journey time for some taxi users. Though taxis can serve every address at and around Bank junction at all hours of the day, for some taxi passengers, taxi journeys during restricted hours could now be longer and cost more, depending on trip origin, destination, and alternative route used. The severity of this negative impact is nuanced and varies between relatively minor and relatively substantial. The additional study of taxi journeys showed that not all journeys via taxi or private hire vehicle are being negatively impacted, and some routes which avoid Bank junction are now quicker than if they passed directly through it.

5.6 Ultimately, these negative impacts must be taken in context. Taxi journeys comprise approximately 1 per cent of all journeys to the CoL (for all purposes), and less than 1 per cent for people who travel to work in the CoL. Further consideration should also be given to the benefits that the current motor traffic restrictions deliver for all users, including disabled people, older people, and pregnant women. This includes the improvements to perceived and actual road safety, as well a less polluted space. Amending these restrictions to allow additional motor traffic through Bank junction would risk compromising these benefits to some extent, affecting everyone.

5.7 Scenario modelling also demonstrates that permitting taxis through Bank junction would also have a negative impact on bus journey times. Bus mode share is five times higher for journeys travelling into the CoL than taxis, meaning that significantly more people use the bus to access Bank junction. Permitting taxis through Bank junction could risk negatively impacting journeys for a greater number of people, including public transport users who are disabled, older, or pregnant.

5.8 If any change is made to the existing traffic restrictions at Bank junction, it is recommended this change is implemented on an experimental basis, and that the CoL continues to monitor the scheme's impact through their existing monitoring and evaluation framework. This will provide scope to review the impact of the restrictions on equality, and potentially make amendments to the scheme if the impacts are deemed to be extensive and disproportionate. Furthermore, where possible, engagement with affected taxi users (who rely on taxis as an essential mobility option) through existing channels of communication would allow CoL to gain a deeper understanding of the specific challenges taxi users face and tailor any potential amendments to better address their needs.

A Technical Note: Analysis of Additional Datasets

Technical Note
April 2024

All Change at Bank EqIA Technical Note: Analysis of Additional Datasets

City of London Corporation
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Technical Note
April 2024

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1 Introduction

Background

1.1 This Technical Note presents analysis which supports the update to the All Change at Bank Equality Impact Assessment (EqIA), produced in February 2023. The February 2023 update to the All Change at Bank EqIA concluded that additional research should be carried out to further understand the potential impacts of restricting taxi access for people who rely upon taxis as essential mobility. Specifically, the February 2023 EqIA recommended a taxi availability survey to better understand the availability of taxis within the area around Bank junction and the associated impact this may have on people who rely upon them as an essential mobility aid. Following this recommendation, additional equality datasets have been created in relation to taxi circulation.

1.2 This Technical Note presents the analysis that has been undertaken on these datasets and also presents further research and literature review in relation to additional equality topics that have been raised in relation to taxi restrictions since February 2023.

1.3 The analysis included in this Technical Note includes:

- **Section 2: A review of comments received by local lobby group "Cabs Across Bank"**: to establish equalities-related concerns that have been raised by taxi passengers and drivers.
- **Section 3: Literature review**: to identify the potential implications of taxi restrictions for protected characteristic groups and people within lower socio-economic status.
- **Section 4: Review of changes in taxi availability and taxi journey time data**: to assess the equality implications related to changes in taxi journey times and routes pre-and-post scheme restrictions.
- **Section 5: Crime data analysis:** to examine changes in crime trends since the introduction of restrictions at Bank junction, and whether changes are disproportionate.
- **Section 6: Review of Oyster Card data**: for bus stops around the Bank junction area to determine bus user profile, and subsequent equality considerations.

1.4 Analysis of these additional datasets has supported the update of the main EqIA.

2 Comments received by Cabs Across Bank

Background

2.1 Cabs Across Bank is a group which is campaigning for Licensed Hackney Carriages to retain access across Bank Junction and other streets in CoL which feature restrictions for motor vehicles. As part of their campaign, Cabs Across Bank have received comments from taxi drivers and passengers regarding their experience of taxi access and operations in CoL.

2.2 Comments received by Cabs Across Bank have been reviewed in relation to equality impact themes, which has informed the analysis of additional datasets.

Methodology

2.3 Approximately 200 responses from taxi drivers and passengers have been reviewed, though this does not comprise the total responses that have been received by Cabs Across Bank. Cabs Across Bank disclosed that, by 25 February 2024, they had received 589 comments from taxi passengers and taxi drivers.

2.4 Cabs Across Bank sifted these responses prior to sharing them and excluded similar responses from the dataset. As such, this analysis comprises a review of equality related themes raised within the responses only and does not indicate frequency of concerns raised by respondents.

2.5 Comments analysed were recorded as being sent to Cabs Across Bank from 27 September 2023 – 25 February 2024.

Analysis

2.6 **Table 2.1** presents the analysis of comments received from Cabs Across Bank. Responses have been categorised into taxi-related themes and their associated comment type. Where responses have indicated a potential impact on a specific characteristic group, these protected characteristics have been listed.

Table 2.1: Themes raised by Cabs Across Bank respondents, and related equality implications

Theme	Comment	Comment references specific Protected Characteristic Group
Taxi Use	Comment that people rely on taxis for essential mobility	• Age (older people) • Disability • Pregnancy and Maternity • Sex
Taxi Availability	Concern that there are fewer taxis available	• Disability • Age (older people) • Sex

Theme	Comment	Comment references specific Protected Characteristic Group
Taxi Availability	Concern expressed about increased difficulty of 'getting around' due to restrictions, including to named locations/destinations	Sex Disability Age (older people)
Taxi Availability	Concern that there is a longer wait time to find a taxi	Sex
Taxi Routes	Concern that taxis are not being permitted to take the shortest routes	Disability Age (older people)
Taxi routes	Concern that people are being dropped further from their desired destination	Disability Age (older people) Sex
Taxi fares	Concern that restrictions are resulting in higher taxi fares	Disability
Safety	Concern that there is reduced safety due to taxis being restricted, e.g. walking in dark, decreased passive surveillance	Sex Age (older people) Disability

2.7 Relevant comments made by respondents indicate equality-related concerns in relation to four protected characteristic groups: Sex, Age (specifically older people), Disability, and Pregnancy and Maternity.

2.8 The themes of concerns raised include decreased taxi availability, increases in time for taxi journeys and longer routes, plus corresponding increases to taxi fares, and decreased safety as a result of less passive surveillance from vehicles. A more general concern that taxi use is relied upon for essential mobility across protected characteristic groups was also raised by respondents. The comments and themes listed above were raised in passenger responses and also by taxi drivers who frequently shared concerns on behalf of passengers. These themes will be considered within the following analysis and have also been considered within the update of the EqIA.

3 Literature Review

Introduction

3.1 To inform the impact assessment, a review of relevant literature was undertaken to establish the various ways in which taxi availability and access can affect people with protected characteristics. This research involved reviewing academic papers, research studies, and demographic data to draw out the ways in which taxi availability could have disproportionate impacts of different groups of people.

Methodology

3.2 Research was primarily undertaken in relation to the protected characteristic groups of age, disability and sex. Socio-economic status and occupation are not a protected characteristic within the Equality Act, however, research also considered these characteristics, as they have also been discussed in relation to taxi access restrictions within the All Change at Bank scheme.

3.3 Research focused on London-related materials, though where information was not available at this scale, information at a regional or national scale was reviewed. This allowed us to gain a broader perspective on the topic and identify wider trends, providing a more nuanced understanding of the topic.

3.4 Overall, this review has enabled us to identify the potential transferability of the findings to the All Change at Bank scheme context.

Key findings

Disability

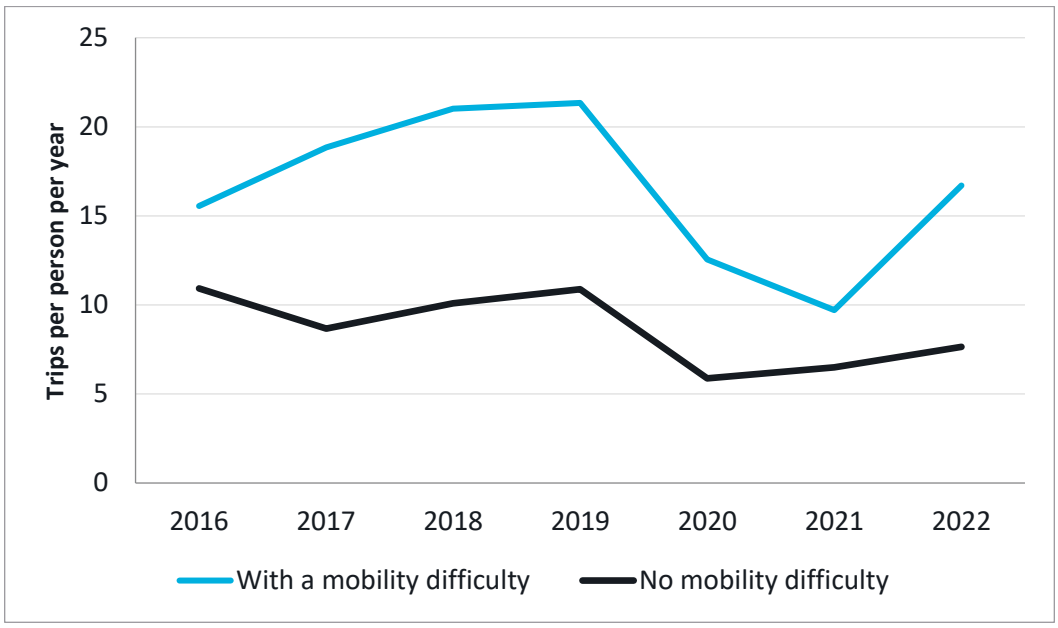
3.5 Transport for London's (TfL) EqIA evidence base for the Taxi (Black Cab) Fares and Tariffs Review 2022[1] outlined frequency of taxi use amongst disabled Londoners, Londoners who are wheelchair users, and non-disabled Londoners. Wheelchair users were found to be more likely to use a taxi at least once a week (6 per cent), than other disabled Londoners and non-disabled Londoners (both 3 per cent).

3.6 Distribution of taxi journeys by time band showed that two thirds of journeys (68.8 per cent) started during the daytime on weekdays. Within the 22:00-05:59 time frame, 7.2 per cent of journeys are taken Monday-Thursday, 2.1 per cent on Fridays, 1.5 per cent on Saturdays and 0.6 per cent on Sundays. As taxi journeys are more likely to be taken during the daytime, and because wheelchair users more regularly use taxis, daytime restrictions could subsequently impact a greater number of disabled users.

[1] **Appendix 4 EQIA evidence base.pdf (tfl.gov.uk)**

3.7 In addition, National Travel Survey data from 2022 shows that disabled people generally make more than double the number of taxi trips each year than non-disabled people[2].

Figure 3-1: Average number of taxi trips made per year, England, 2016 - 2023



Source: National Travel Survey 2022

3.8 This data indicates that disabled people are significantly more reliant on taxis as a method of transport. Subsequently, changes to the routes and availability of taxis may have a greater impact on disabled people, who are reliant on door-to-door taxi services.

Socioeconomic status and occupation

3.9 It should be noted that socio-economic status and occupation are characteristics which are not considered protected within the Equality Act and have not previously been considered within the EqIA. However, concerns about socio-economic status and occupation have been raised in relation to taxi access restrictions of the All Change at Bank scheme, in particular that those in the service and hospitality industry would be negatively impacted by a reduction in vehicles circulating. Literature review has not found evidence that service and hospitality workers rely on taxis for commuting journeys.

3.10 Data collected in 2023 by the Office of National Statistics analysed the method used to travel to work by occupation[3]. The data notes that zero observations were found within CoL that employed people working within 'Caring, leisure and other service occupations' used a taxi as their method of transport to work.

3.11 The most recent publication of Taxi and Private Hire Vehicle Statistics[4] (2023) utilised data from the 2021 National Travel Survey to determine personal travel patterns by residents of England. When analysing household income patterns, there were no clear trends in the

[2] **Average number of trips and miles by mobility status and mode, aged 16 and over: England, 2007 onwards, Office for National Statistics**

[3] **Method used to travel to work by occupation - Office for National Statistics**

[4] **Taxi and private hire vehicle statistics, England: 2023 - GOV.UK**

number of taxi or PHV trips taken and income levels, or with the distance travelled and income quintiles. This differs from the 2022 publication, which evidenced that people in lower income quintiles travel lesser distances via taxi than those in higher income quintiles: people in the bottom quintile travel 20 miles per person per year, compared to those in the highest income quintile travelling 32 miles.

3.12 However, Centre for London identified a relationship between income and type of transport used; people with lower incomes use buses more than those on higher incomes[5]. Centre for London determined that this is primarily because bus use is more accessible in terms of relative price to other modes, rather than being a deliberate choice. It is possible that bus journey times, reliability and passenger experience improves as a result of Bank traffic restrictions enabling a decrease in motor traffic and congestion. As such, this could produce a disproportionate positive impact for people on lower incomes, who are more likely to use buses.

Age and sex

3.13 As outlined in **Table 2.1**, concerns have been raised in relation to use of taxis by women and older people. Data from the 2021 National Travel Survey shows that in England, men took an average of 7 trips by taxi or PHV per year and women took an average of 6 trips by taxi or PHV per year[6].

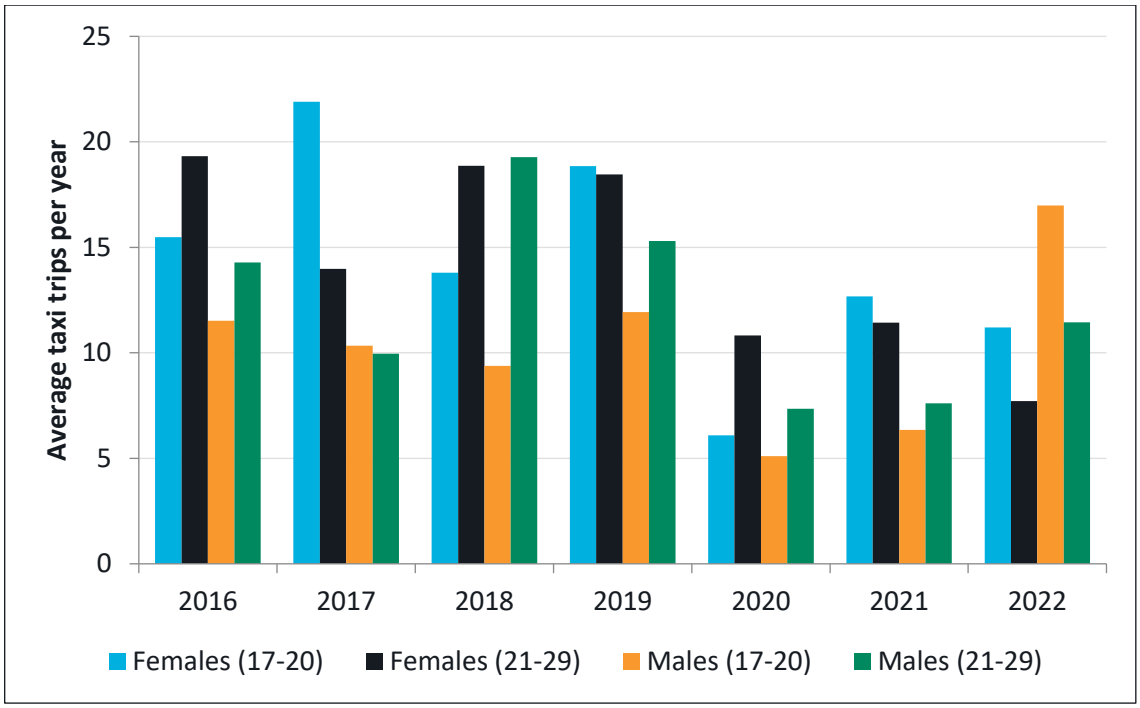
3.14 Despite the slight difference in number of taxi or PHV trips made by men and women, there was evidence of variation with age. National Travel Survey data from 2021 indicated that in England, women aged 17-30 took an average of 13 taxi/PHV trips per year, in comparison to men in the same age group, who took an average of 6 taxi/PHV trips per year. Women in England aged 21 – 29 also recorded a higher average of taxi/PHV trips per year than men in the same age group. The trend of a higher average of taxis/PHV trips per year by young women is a trend that has been reflected in the National Travel Survey data in recent years (see **Figure 3-2**).

3.15 However, in 2022, this historic trend reversed, with younger men in England taking more taxi/PHV trips on average per year than younger women, in comparison to previous years. Nevertheless, this data indicates that historically, younger women have taken more trips by taxi or PHV per year in comparison to young men. Taxi-related restrictions could subsequently impact younger women more than younger men. However, it should be considered that the overall average number of trips per year for both men and women are relatively small in comparison to the average number of overall trips a person may make per year. The subsequent effects of taxi-related restrictions could therefore be considered to be a minor impact.

[5] **Centre for London | What influences people's choice of mode of travel?**

[6] **Average number of trips, stages and distance travelled by sex, age and mode: England, 2002 onwards**

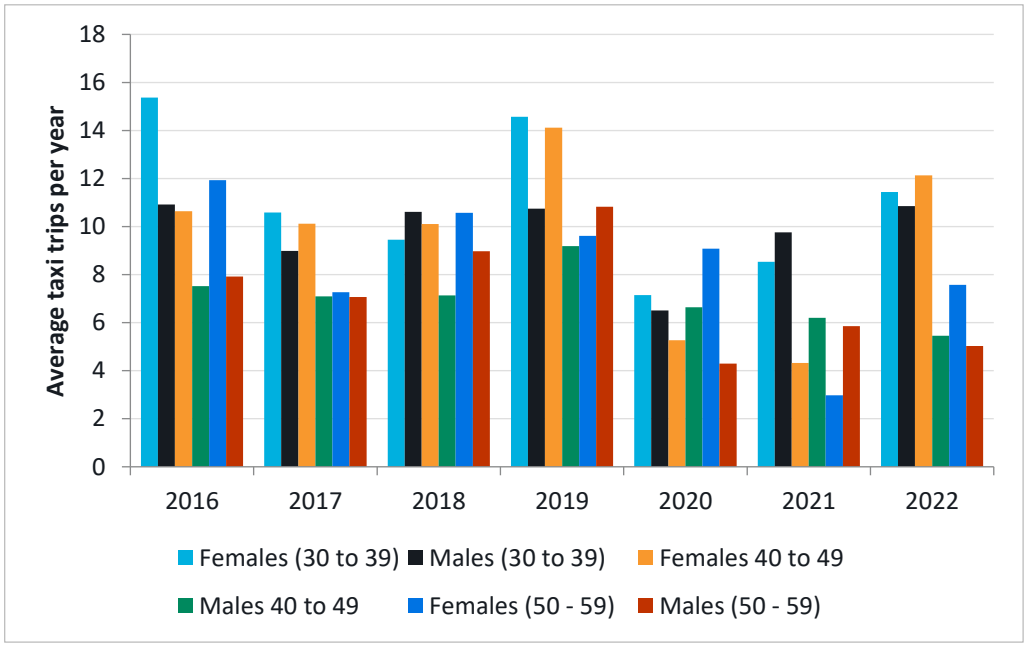
Figure 3-2: Average taxi trips made by younger people, by age group and by sex (2016 – 2022)



Source: National Travel Survey 2022

3.16 National Travel Survey data also shows a broad trend that between 2016 -2022, women in England aged 30 –39, 40 – 49 and 50 - 59 have generally made more trips per year on average by taxi in comparison to men in the same age categories (see **Figure 3-3**).

Figure 3-3: Average taxi trips made by younger people, by age group and by sex (2016 – 2022)

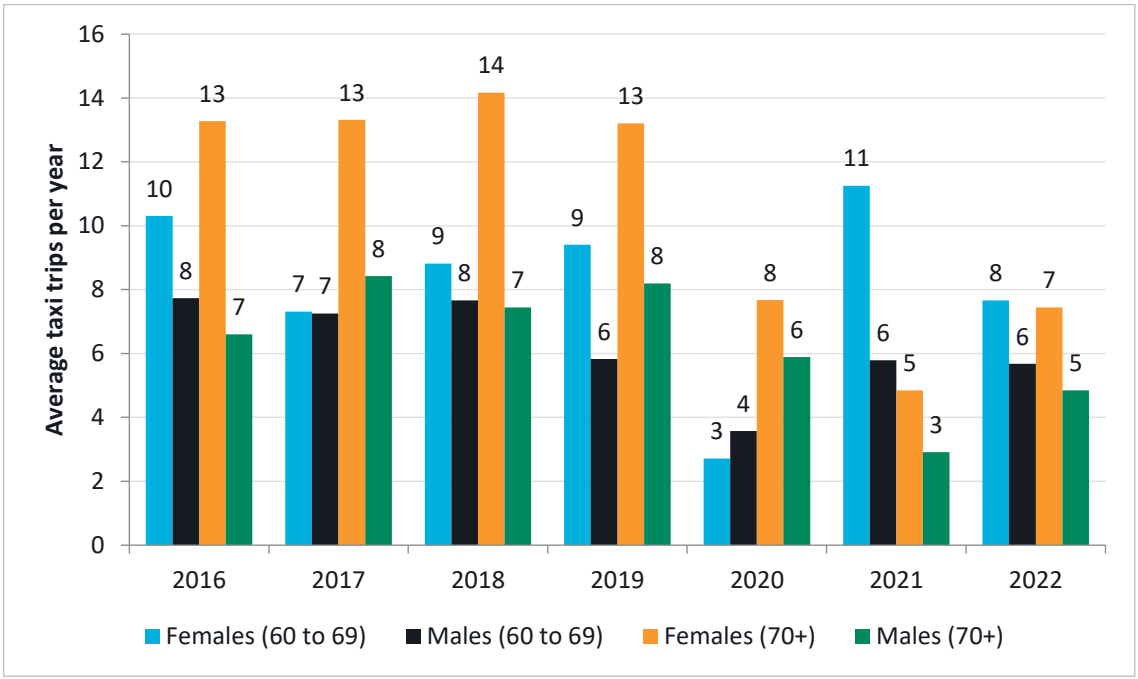


Source: National Travel Survey 2022

3.17 Similarly, for people aged 60 – 69, and 70+, women in England have historically made more trips by taxi per year than men in the same age categories. As shown in **Figure 3-4**, the average

number of taxi trips made per year by women aged 70+ has decreased since 2019. However, it should be considered that the overall average number of trips per year for both men and women are relatively small in comparison to the average number of overall trips a person may make per year. The subsequent effects of taxi-related restrictions could therefore be considered to be a minor impact.

Figure 3-4: Average taxi trips made by younger people, by older people, by age group and by sex (2016 – 2022)



4 Review of Bank Junction Availability Analysis Report

Introduction

4.1 WSP was commissioned by CoL of London (CoL) to undertake analysis regarding:

- Taxi availability in the Bank junction area, including taxi counts and taxi rank usage
- Wait and dwell times for taxis/PHVs.
- Variation in taxi journey times for passengers, when comparing routes via Bank Junction; Bishopsgate, and the fastest route on a travel planning app.

4.2 This chapter analyses the data and highlights the key findings that are relevant for equality impacts.

Taxi availability

4.3 30 ranks across CoL were surveyed to determine taxi availability. Seven ranks were within the Bank junction area, including Wood Street, Gresham Street, Cheapside, Princess Street, Cornhill, and Queen Victoria Street. The rest of CoL was divided into three sections (north, east, and west). Liverpool Street was assessed separately due to more concentrated taxi activity around the station.

4.4 A total of 2,002 taxis were recorded across the survey period. This included 135 taxi visits to the Bank junction area. The report indicated that the Bank junction area had fewer taxis. None of the Bank rank locations recorded more than 101 taxis: four recorded between 2-20 taxis, two recorded between 21-100 taxis and one recorded a single taxi visit. In comparison, all other sections recorded at least one site with 101+ taxis, suggesting that taxi rank usage is not concentrated at one rank within the Bank junction area.

4.5 The report also compared changes in taxi counts over time at comparative locations. These locations comprised Oxford Street and Regent Street (City of Westminster), alongside the “rest of the City”. This comparison illustrated that all locations had at least a 25 per cent decrease in taxi volumes from 2017 to 2022/23. Regent Street experienced the highest percentage change, with a 46 per cent reduction in taxi counts from 2017 to 2022/23. In contrast, the Bank area had a 41 per cent reduction in taxis. Furthermore, there has been a 30 per cent decrease in licensed taxis in London between 2016 and 2023; the average number of Licensed Taxis detected (April – June) was 11,396 in 2016 compared to 6,344 in 2023[7].

Implications for EqIA

4.6 Findings indicate that there has been a decrease in taxi availability in the Bank junction area, in comparison to previous years. However, the scale of the reduction is not unique to the Bank

[7] **CCLEZ Online Fact Sheet (tfl.gov.uk)**

junction area, as the wider City and comparative locations have experienced a similar scale of change.

4.7 The preceding literature review identified that it is more likely that disabled people – which may include older people with age-related mobility impairments - and young women are likely to make more trips via taxi or PHV. Subsequently, a decline in the number of taxis available could disproportionately impact these people who rely on taxis for essential mobility. This is because fewer taxis available could make accessing taxis more difficult for these passengers, due to fewer numbers of these vehicles being available.

4.8 However, the results of the taxi counts indicate that the number of taxis available in the Bank junction area is proportionate and comparable to the wider trends in taxi availability across CoL, and across London.

Wait Times

4.9 WSP reported that average wait times for PHVs in the Bank area (including Free Now, Uber and Bolt) was 3 minutes and 33 seconds. This was 13 seconds above the average wait time recorded across the whole of CoL (3 minutes and 20 seconds). This indicates that there is not significant variation in wait times for PHV passengers.

4.10 The survey results similarly recorded that there was also little variation in taxi wait times (Free Now, Addison Lee and Bolt) in the Bank area in comparison to rest of CoL. However, across all locations surveyed, wait times for a taxi were longer in comparison to the wait time for a PHV. The average wait time for a taxi at Bank was 4 minutes and 11 seconds, in comparison to an average of 4 minutes and 1 second for CoL. The north study location recorded the highest wait time for a taxi, at 4 minutes at 28 seconds.

4.11 Though there was little variation in taxi and PHV wait times across CoL, Poultry and Cornhill were within the top three locations with the highest average taxi wait times across all sites surveyed. These sites are within the Bank junction area. As these locations are situated within the Bank area, longer than average wait times may exacerbate passenger perception of longer wait times within the whole Bank junction area.

Implications for EqIA

4.12 Longer wait times for taxis might be associated with greater physical discomfort for disabled people, older people with mobility impairments due to ageing, or pregnant women with acute mobility impairments. Longer wait times may also be associated with perception of safety during late night or early morning hours, which may impact some people more than others; particularly women, LGBTQ+ individuals, and ethnic minorities who may experience higher rates of harassment.

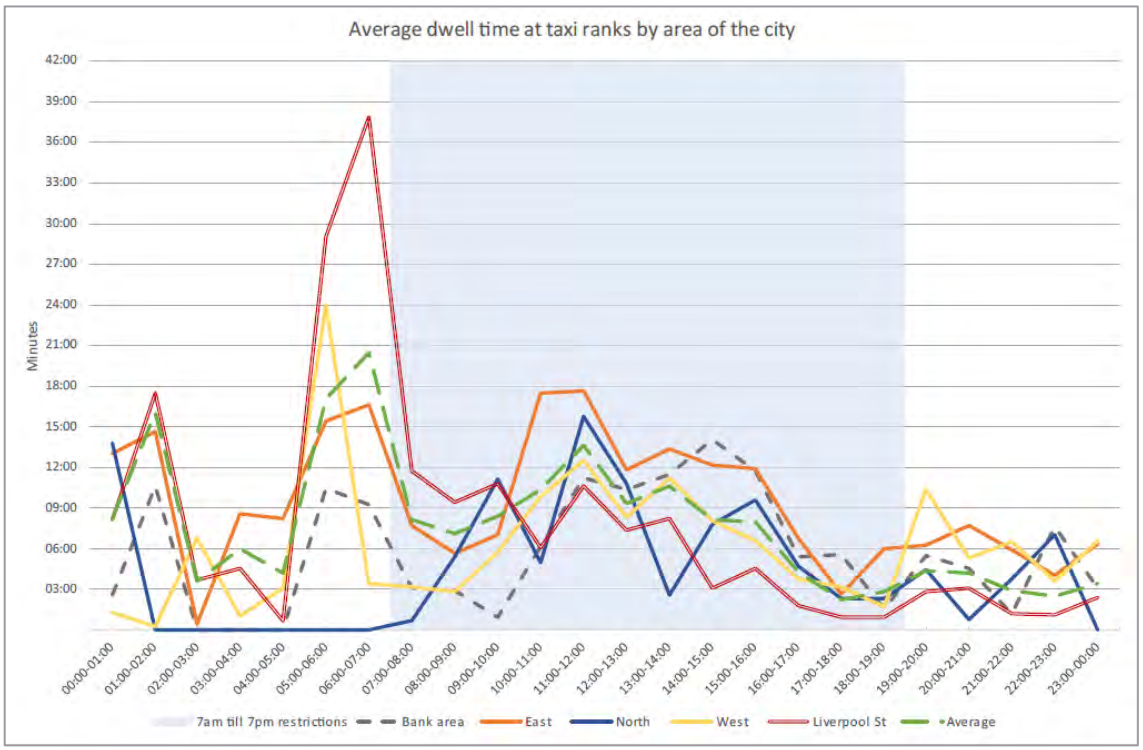
4.13 The analysis shows that the average wait time for taxis and PHVs in the Bank junction area is not significantly higher when compared to the rest of CoL (approximately +13 seconds for PHV users, and +10 seconds for taxi users). Overall, this difference in average wait time is not considered to disproportionately impact people with protected characteristics as identified above.

Dwell times

4.14 Dwell times for taxis is the time between taxis dropping off passengers and picking up passengers/moving on. The taxi ranks in the Bank area recorded an average dwell time of 7

minutes and 53 seconds. When compared with the other areas of CoL, the Bank area had, on average, less dwelling time (average of 1 minute and 7 seconds less) than these other areas.

Figure 4-1: Average dwell times at taxi ranks in CoL (2023)



Source: Bank Junction Taxi Availability Analysis, WSP, 2023

4.15 Across both the Bank area and CoL, dwell times were highest between:

- 01:00 to 2:00
- 05:00 to 07:00, and
- 11:00 to 12:00

4.16 Across both the Bank area and CoL, dwell times were lowest between:

- 02:00 and 05:00 and
- 19:00 and 22:00.

4.17 To note, the top three taxi ranks with shortest average dwell times across all locations surveyed were located in the Bank junction area. These ranks were located at Princes St, Gresham St, and Cornhill. Dwell times at these locations were under one minute, which is a notable decrease in comparison to the dwell time average across Bank, and across the wider CoL.

Implications for EqIA

4.18 Decreased dwell time might indicate that taxis are moving on at greater pace from taxi ranks. Waiting for a taxi late at night can be a safety concern, particularly for women. Decreased dwell time during late night and early morning hours (02:00 – 05:00) could make it more difficult for prospective passengers to hail a ride on-site. This may affect the perception of

safety, which may impact some people more than others; particularly women, LGBTQ+ individuals, and ethnic minorities who may experience higher rates of harassment.

4.19 The rates and times at which dwell time decreases in the Bank area aligns with the patterns shown across the wider City, suggesting that, on average, Bank junction is not disproportionately impacted by lower dwell times. In addition, overall, Bank taxi ranks did not record a significantly lower average dwell time, in comparison to the rest of CoL. This suggests that there is not a disproportionate difference in dwell time between Bank and other areas within CoL.

4.20 However, additional surveying to monitor taxi and kerbside activity could be undertaken to understand why three ranks in the Bank junction area experienced the shortest average dwell times of all locations surveyed. This could provide greater understanding of whether there is a corresponding impact on the length of time people at these ranks need to wait before being able to hail an available taxi.

Journey time and cost comparison

4.21 In order to assess the impact of the closure on journey times and related costs, four location pairs and the time it took to drive between them were assessed between 16:00 and 19:00, when motor vehicle restrictions are in place at Bank junction. The origin destination pairs were:

- Southwark Street to Silk Street (via London Bridge)
- Whitechapel High Street to Blackfriars Station
- Fenchurch Street Station to Giltspur Street
- Liverpool Street to Queen Street

4.22 All origin destination pairs were allocated at least two routes for journey time surveying, with two pairs given a third route via Bishopsgate for additional data collection. Route options were:

1. Take the vehicle through Bank Junction (with temporary dispensation)
2. Take the vehicle along Bishopsgate
3. Take the vehicle along the fastest route that observes all relevant traffic restrictions in place between 7am and 7pm using the Waze app.

Journey Times

4.23 The results showed that the Bank restrictions do not appear to have a significant impact on journey time. Out of eight journey time routes analysed, routes via Bank produced the quickest journey on two occasions. These were:

- Southwark Street to Silk Street (northbound), 6 minutes faster than the slowest route, and a minute and half faster than the second-fastest route.
- Whitechapel High Street to Blackfriars Station (eastbound), 6 minutes and 36 seconds quicker than the slowest route, and 2 minutes and 36 seconds quicker compared to the second-fastest route.

4.24 Travel via Bank was the second fastest route option for three other routes analysed. These were:

- Fenchurch Street Station to Giltspur Street (eastbound), one minute slower than route via Waze

- Fenchurch Street Station to Giltspur Street (westbound), four minutes slower than route via Waze
- Whitechapel High Street to Blackfriars Station (eastbound), approximately 10 seconds slower than the route via Waze.

4.25 Travel via Bank was the slowest route option for the remaining routes analysed. These were:

- Southwark Street to Silk Street (southbound), 2 minutes and 53 seconds slower than the fastest route via Waze
- Liverpool Street to Queen Street (westbound), 2 minutes and 45 seconds slower than the fastest route via Bishopsgate
- Liverpool Street to Queen Street (eastbound), slower than the fastest route by approximately 5.5 minutes.

Implications for EqIA

4.26 For some disabled people, older people with age-related mobility impairments, or pregnant women, increases to journey time could cause greater discomfort during travel. In instances that routes via Bank were the quickest, the second-fastest routes were comparable to journey times via Bank as they were not significantly slower. This indicates that these routes present alternative options that are not likely to present severe corresponding impacts for passengers as a result of increased journey time.

4.27 This analysis further shows that most frequently, the quickest routes were via Waze, which instructed vehicles to find the quickest routes that observe the Bank junction restrictions. For these origins and destinations, this data indicates a minor positive impact for people in the protected characteristic groups outlined above, as minor improvements to journey times could make journeys more comfortable for these passengers.

4.28 It is recommended that there is ongoing analysis and monitoring in relation to how wider transport schemes and plans interact with motor vehicle restrictions at Bank. This is because changes along alternative routes which observe the Bank junction restrictions could result in longer journey times for taxis, and subsequently a more disproportionate negative impact, in comparison to the relatively small journey time differences currently observed.

Journey Costs

4.29 WSP reported the corresponding journey costs associated with the routes taken for these journeys for the origin destination pairs listed above. The report presented evidence of increased costs on certain routes avoiding Bank junction.

4.30 Routes via Bank were cheapest for the following routes, when compared to the most expensive route option:

- Fenchurch Street Station to Giltspur Street (eastbound): £2.23 cheaper via Bank
- Whitechapel High Street to Blackfriars Station (eastbound): £0.48 cheaper via Bank
- Southwark Street to Silk Street (northbound): £1.73 cheaper via Bank

4.31 However, routes via Bank were also the most expensive for the following routes, when compared to the cheapest route option for:

- Southwark Street to Silk Street (southbound): £4.03 more expensive via Bank

- Fenchurch Street Station and Giltspur Street (westbound) £2.34 more expensive via Bank
- Liverpool Street to Queen Street (eastbound): £1.65 more expensive via Bank
- Liverpool Street to Queen Street (westbound): £3.21 more expensive via Bank

4.32 When all journeys were compared, and using the approximate journey costs presented in the WSP report, routes via Bank were £0.68 more expensive on average than those not via Bank.

Implications for EqIA

4.33 As identified in the literature review, disabled people are more likely to make journeys via taxi. In addition, Increased costs are particularly significant to disabled people who face extra financial barriers and a higher cost of living; the average disabled household faces £975 a month in extra costs[8]. Older people may also be affected by cost changes, as older people are more likely to be reliant on fixed incomes (such as pensions).

4.34 Cost savings were identified for some routes that avoid Bank. These savings are relatively low for a single journey, though the potential cumulative cost impact for people who regularly make this journey could be considered a positive impact for disabled people and older people on fixed incomes (such as pensions) that are more likely to make taxi journeys.

4.35 However, cost increases were also identified for some routes that avoid Bank. These savings are relatively low when considering a single journey, however the potential cumulative cost impact for people who regularly make this journey could be considered as a negative impact for disabled people and older people on fixed incomes (such as pensions) that are more likely to make taxi journeys.

4.36 Subsequently, we have further analysed the cost impact of routes that are more expensive when avoiding Bank, in relation to the Taxicard scheme. The Taxicard scheme provides subsidised taxi journeys for people with serious mobility impairments who experience difficulty using public transport. The scheme is funded by Transport for London and all the London boroughs and is administered by London Councils. It allows those with a Taxicard to make journeys in licensed London taxis and private hire vehicles at a reduced rate[9]. Using the findings of the WSP report, the cost implications for Taxicard users have been identified and summarised below.

Taxicard Review

4.37 Taxicard journeys have a maximum fare guarantee based on price per mile. For any journeys made where the metered fare is lower than this maximum fare, the individual's contribution is based on the metered fare with a fixed subsidy for journeys over 3 miles. These charges change dependent on the borough the Taxicard user lives in. For most boroughs (including CoL), the single subsidy is £10.00, and the minimum member fare is £3.80[10]

4.38 Using the journey time data from the WSP Report, the changing cost of taxis for Taxicard users (whose costs are calculated by mile) has been calculated in Table 4.1.

[8] https://www.scope.org.uk/campaigns/extra-costs/disability-price-tag-2023/

[9] **Taxicard - Transport for London (tfl.gov.uk)**

[10] **Payment | London Councils**

4.39 Using the Northbound case study, travelling from Southwark Street to Silk Street via Bank is 1.57 miles which would cost £3.80 with a Taxicard (£12.15 without one). With the same origin and destination, but avoiding the Bank restrictions, this 2.4 mile journey would cost £4.30 with a Taxicard (£13.88 without one).

Table 4.1: Taxicard Cost Analysis

Route	Via	Distance (miles)	Price (standard)	Price with Taxicard
Southwark to Silk Street - Northbound	Bank	1.57	£12.15	£3.80
Southwark to Silk Street - Northbound	Alternative route	2.4	£13.88	£4.30
Whitechapel High Street to Blackfriars Station - Eastbound	Bank	2.5	£13.42	£4.30
Whitechapel High Street to Blackfriars Station - Eastbound	Alternative route	1.8	£13.90	£3.80
Fenchurch Street Station to Giltspur Street - Westbound	Bank	1.5	£11.00	£3.80
Fenchurch Street Station to Giltspur Street - Westbound	Alternative route	1.7	£8.67	£3.80
Liverpool Street to Queen Street- Eastbound	Bank	1.6	£11.85	£3.80
Liverpool Street to Queen Street - Eastbound	Alternative route	1.0	£11.00	£3.80

4.40 This suggests that Taxicard users may experience both minor positive or negative cost impacts, depending on the passenger origin and destination.

4.41 For the Southwark to Silk Street route, there is a 13 per cent cost increase for Taxicard users, when using a route that avoids Bank, Meanwhile, travelling eastbound from Whitechapel High Street to Blackfriars Station via Bank presents a 13 per cent cost increase for Taxicard users in comparison to alternative routes. For both routes, this raw cost is a difference of £0.50, which may be considered to be a relatively small cost difference for a single journey. Subsequently, cost analysis indicates that Bank restrictions do not have a significant disproportionate negative or positive impact for disabled people who use Taxicard.

4.42 It is recommended that The City of London Corporation monitor fares of alternative taxi routes regularly and ensure that future plans and strategies which could further impact taxi fare costs are discussed in collaboration with taxi-users experiencing multiple and complex disadvantage.

5 Crime Data Analysis

Introduction

5.1 In response to concerns raised in relation to public safety as a result of the motor restrictions in place at Bank junction, data for the Bank junction area has been analysed. Data from 2016 to 2023, covering the period between September 1st and November 29th has been downloaded from data.police.uk, which provides open data about crime and policing in England, Wales, and Northern Ireland. This police data records 14 different categories of criminal activity at street-level. Given the concerns expressed by some stakeholders about the potential implications of the motor traffic restrictions on public safety, analysis was undertaken for following categories of crime:

- Anti-social behaviour
- Public order
- Theft from the person
- Violence and sexual offences
- Robbery

5.2 It should be noted that whilst this data can be used to analyse and illustrate trends in criminal activity, it is not possible to attribute a direct effect caused by the All Change at Bank scheme, or the Bank on Safety scheme.

5.3 In addition, the Office of National Statistics recommends that police recorded crimes should be interpreted with caution as trends may reflect improvements made by police forces in identifying and recording offences, as well as an increase in victims reporting incidents[11].

Methodology

5.4 The three months of September, October and November were selected for analysis to provide a 'snapshot' of activity to facilitate comparison between years. At the time of analysis, data from November 2023 was the most recent crime data available. Analysing the three most recent months available allowed for the analysis to align with the full extent of the All Change at Bank restrictions. A timeline of changes to highway layout, public realm, and motor restriction at Bank junction is presented in **Table 5.1** overleaf. A map indicating the location of the Bank junction area is presented in **Figure 5-1**.

5.5 Throughout analysis, this September – November period will be referenced as the year from which the data has been collected. 2016 was selected as the starting point for analysis, as this was the final year of the original layout of Bank junction, pre-dating the Bank on Safety[12]

[11] **Crime in England and Wales: year ending June 2023**

[12] The Bank on Safety scheme at Bank Junction in CoL focuses on restricting the number of vehicles that cross Bank Junction during the working day, primarily in order to significantly reduce the number of collisions occurring at this

scheme (the predecessor to the All Change at Bank scheme). 2020 has been excluded from this analysis due to the implications for policing and criminal activity associated with the impacts of the COVID-19 pandemic[13].

Table 5.1: Timeline of highway layout changes and motor traffic restrictions at Bank junction

Year	Highway layout and motor traffic restrictions at Bank junction
2016	Original layout, no interventions.
2017	'Bank on Safety' experimental scheme introduced in May 2017
2018	Bank on Safety scheme made permanent September 2018.
2020	Temporary improvements installed between January and September 2020, including wider pavements, wider and shorter pedestrian crossings, to relieve pedestrian crowding.
2021	Public consultation on 'All Change at Bank' scheme
2023	Traffic orders gradually introduced from February 2023 – November 2023 including the following restrictions to motor vehicle access: • Queen Victoria Street, at its junction with Mansion House Street, closed to all motor vehicles (February) • Threadneedle Street, between Bank Junction and Bartholomew Lane, closed to all motor vehicles (July). • No motor vehicles to enter from the north end of Princes Street heading southbound, except buses and for access (to Princes Street and Cornhill) (November)

Figure 5-1: Bank Junction Area

Basemap source: Bing Maps, 2024

location. Under the scheme only buses and pedal cyclists are allowed to cross Bank Junction or access Cornhill in a westbound direction from Monday – Friday 7am-7pm.

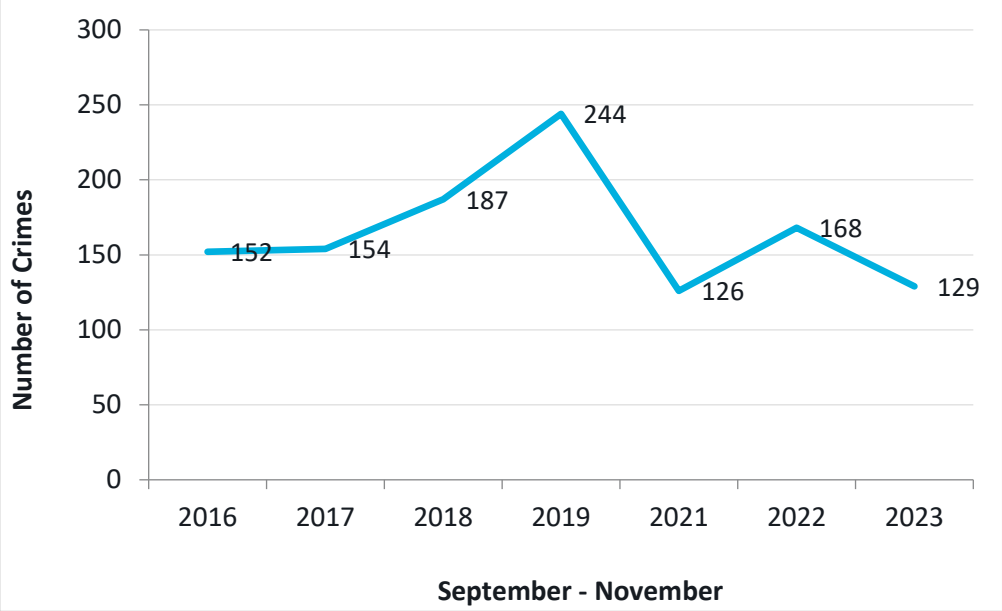
[13] Across the United Kingdom, most crime types experienced sharp, short-term declines during the COVID=19 lockdown restrictions, followed by a gradual resurgence as restrictions were relaxed (see **Kirchmaier and Villa-Llera, 2020**).

Analysis

Crime Rates

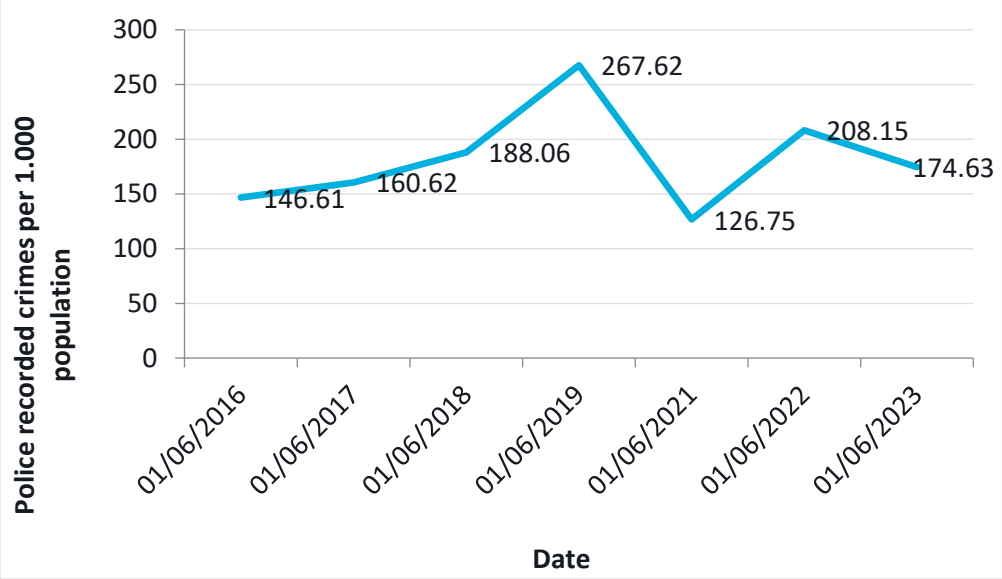
5.6 Between 2016 and 2023, the overall trend illustrates a decrease in the total number of crimes in the Bank Junction area, however, there are periodic changes within this overall trend.

Figure 5-2: Number of Crimes – Bank Junction (Sept-Nov) 2016 – 2023



Source: data.police.uk

Figure 5-3: Crime Rates – City of London, (Sept-Nov) 2016 – 2023



Source: www.police.uk

5.7 Between 2016 and 2019, the total number of crimes recorded in the Bank junction area rose by approximately 60 per cent. Between 2019 and 2021, the total number of crimes decreased by approximately 48 per cent. The total number of crimes rose again in 2022 and decreased again in 2023 (**Figure 5-2**). These patterns and overall trend of crime rates[14] align with the crime rates across CoL (**Figure 5-3**).

5.8 This broad trend also aligns with research findings[15] which indicate continuation of a long-term downward trend in crime since the beginning of the COVID-19 pandemic. The Crime Survey for England and Wales (CSEW) for the year ending June 2023 showed that total crime decreased by 10 per cent compared with the year ending June 2022, and 18 per cent lower than the year ending March 2020. This suggests that the rate at which crime is happening within the Bank junction area is aligned with wider patterns across CoL, and nationally, and does not present a positive or negative correlation with the introduction of restrictions at Bank junction.

Implications for EqIA

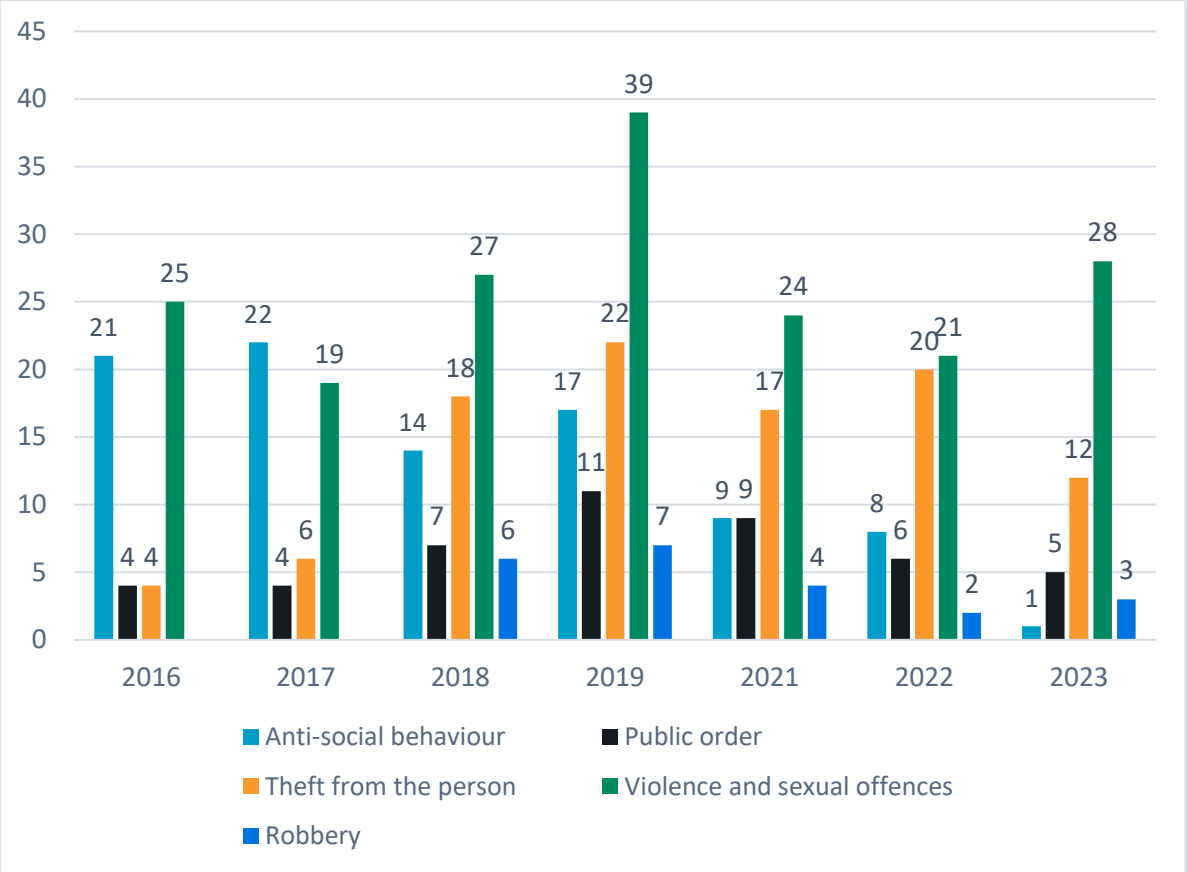
5.9 Overall, the fluctuations in number of crimes recorded in the Bank junction area have been proportional to crime rate trends across CoL. This indicates that overall crime level changes within the Bank junction area have not been disproportionate to the immediate surrounding area.

[14] **https://www.police.uk/pu/your-area/city-of-london-police/performance/compare-your-area/?tc=cp**

[15] Crime Survey for England and Wales (CSEW), 2023

Types of Crime

Figure 5-4: Relevant crimes, Bank junction area, 2016 – 2023



Source: data.police.uk

5.10 **Figure 5-4** shows that within the Bank junction scheme area, most violent crime types generally reached a peak in 2019, and have subsequently decreased, which aligns with the broader crime rate trends over this time (see **Figure 5-2**).

5.11 Exceptions to the trend include crimes recorded as anti-social behaviour. These crimes have decreased since 2017; one crime was recorded as anti-social behaviour between September – November 2023. Public order offences were also relatively low and indicated a relatively small decrease between 2022 and 2023.

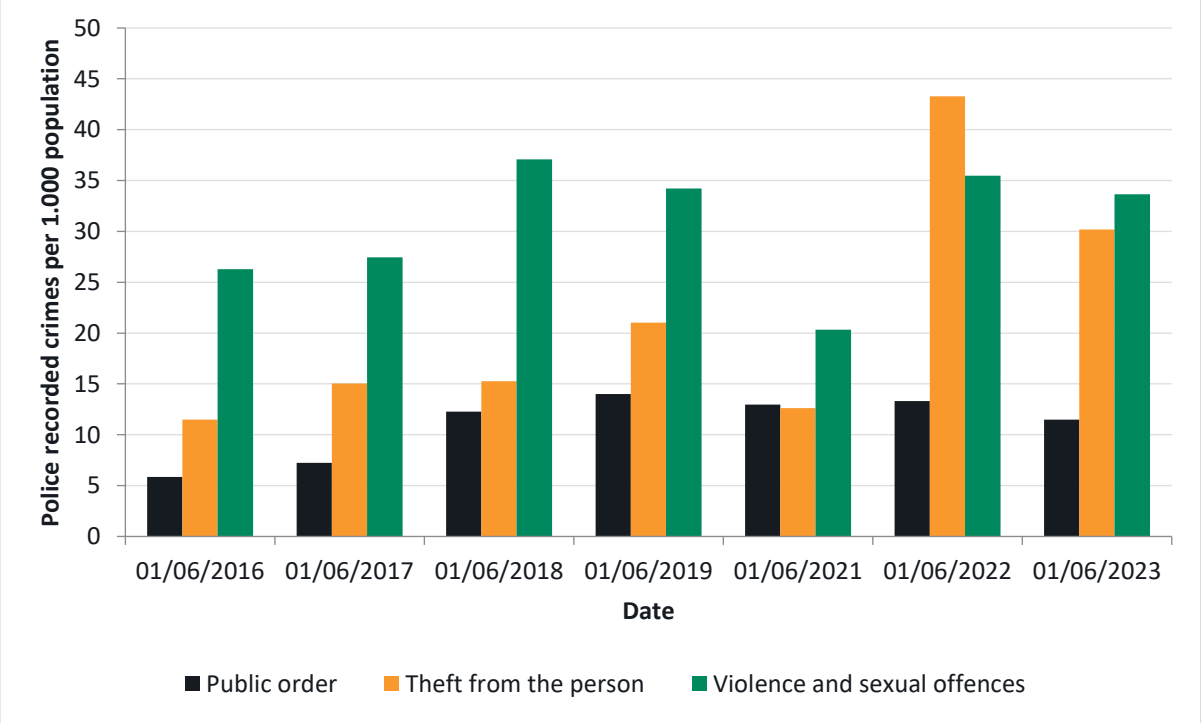
5.12 In addition, violence and sexual offences peaked in 2019, decreased until 2022, and increased again in the September – November 2023 period. This presents a moderate percentage increase of 33.3 per cent in comparison to September – November 2022. This finding contrasts with the broader crime rate trend for violence and sexual offences across CoL (**Although there** has been a small increase of violent and sexual offences in the Bank area between 2022 and 2023, it should be noted that this represents a small increase in terms of raw numbers (+7 additional violent and sexual offences). As such, this is too small of a change to be attributed directly with the All Change at Bank scheme. In addition, it is recommended that ongoing monitoring of this type of violent crime is undertaken to determine whether any future trends are disproportionate in comparison to historic trends, and trends displayed around CoL.

5.13 Figure 5-5), which increased in 2022, and decreased slightly in 2023.

5.14 In addition, between 2016 and 2023, rates of violence and sexual offences have been consistently recorded in relatively high proportions in comparison to other crime types. During this time, in both the Bank junction and wider City, violence and sexual offences comprised the highest or second highest rate or violent crimes. Subsequently, this does not indicate that there is a correlation between the introduction of restrictions at Bank junction with an increase in violence and sexual offences. This is because more violent and sexual offences have been recorded than other violent crime types between 2016 – 2023 (with the exception of 2017). Subsequently, the data from 2023 in relation to violent crimes suggests a continued trend of a higher proportion of violent and sexual offences in the Bank junction area, in comparison to other violent crimes.

5.15 Although there has been a small increase of violent and sexual offences in the Bank area between 2022 and 2023, it should be noted that this represents a small increase in terms of raw numbers (+7 additional violent and sexual offences). As such, this is too small of a change to be attributed directly with the All Change at Bank scheme. In addition, it is recommended that ongoing monitoring of this type of violent crime is undertaken to determine whether any future trends are disproportionate in comparison to historic trends, and trends displayed around CoL.

Figure 5-5: Crime rates of relevant crimes, City of London (Sept-Nov) 2016 - 2023



NB: Anti-social behaviour rates were not included in the crime-rate dataset

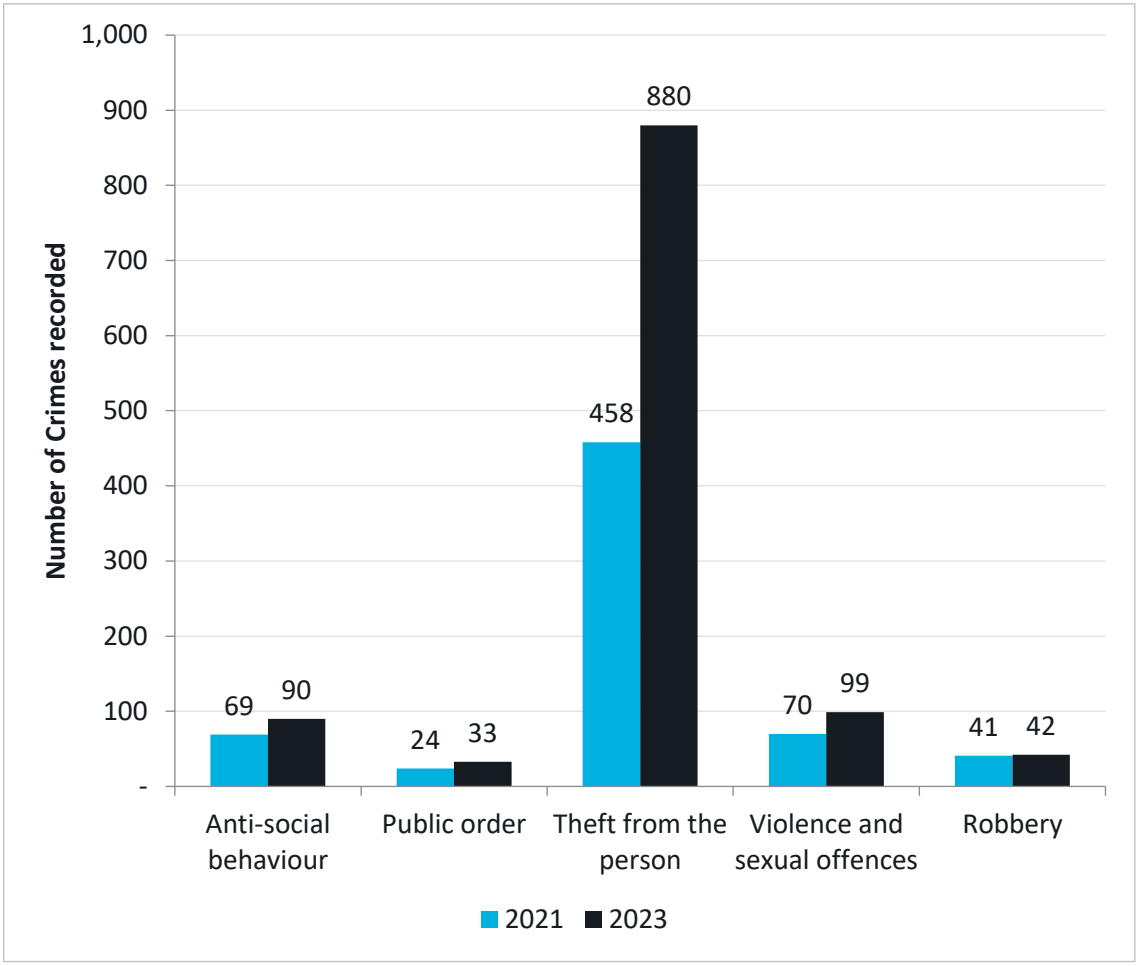
Source: www.police.uk

Comparison with a proxy area

5.16 Oxford Street has been chosen as a proxy area to compare trends in crime with the Bank junction scheme area. Both areas feature relatively high levels of street-level activity as they are prominent locations in central London. In general, Oxford Street recorded a higher quantum of criminal activities. In addition, crime analysis of Oxford Street indicates that between 2021 and 2023, there was a rise in violence and sexual offences (+41.43 per cent),

suggesting that the trend outlined in the Bank junction area (see **Figure 5-4**) is not disproportionate in comparison to wider London. In addition, this analysis indicates that Bank junction has experienced a smaller increase than that experienced at Oxford Street.

Figure 5-6: Oxford Street, changes in violent crime, 2021 - 2023



Source: data.police.uk

Implications for EqIA

5.17 Between 2022 and 2023, the number of violent and sexual offences rose within the Bank scheme area (7 additional crimes). Between 2022 and 2023, the crime rate for this offence fell within the wider City of London. Personal safety, (or perception of personal safety) may impact some people more than others[16], particularly women[17], LGBTQ+ individuals[18], and ethnic minorities who may experience higher rates of harassment.

[16] Office of National Statistics, 2022, Public Safety

[17] https://www.london.gov.uk/media/99003/download?attachment%20

[18] https://www.sustrans.org.uk/media/10527/sustrans-2021-walking-and-cycling-index-aggregated-report.pdf

Spatial Analysis

5.18 Coordinates linked to relevant crimes in the Bank junction area have been mapped to present changes in crime location over time. It should be noted that the preciseness of this spatial analysis is limited, as coordinates represent the approximate location of a crime, and not the exact place that it occurred. In addition, estimates of geocoding accuracy in different police forces range from 60 per cent to 97 per cent[19].

5.19 Nevertheless, the data presents an indication of crime location, which has been mapped from 2016 – 2023. This is presented in **Figure 5-7 to Figure 5-13.**

5.20 Results of this analysis indicate that over time, crime hotspots have become increasingly associated with the periphery of the Bank area. In addition, the types of violent crime that have been recorded across the Bank area are not consistently linked to any particular location. As such, this coordinate data indicates that there is no spatial correlation between location of violent crime, and the type of violent crime that was recorded.

Implications for EqIA

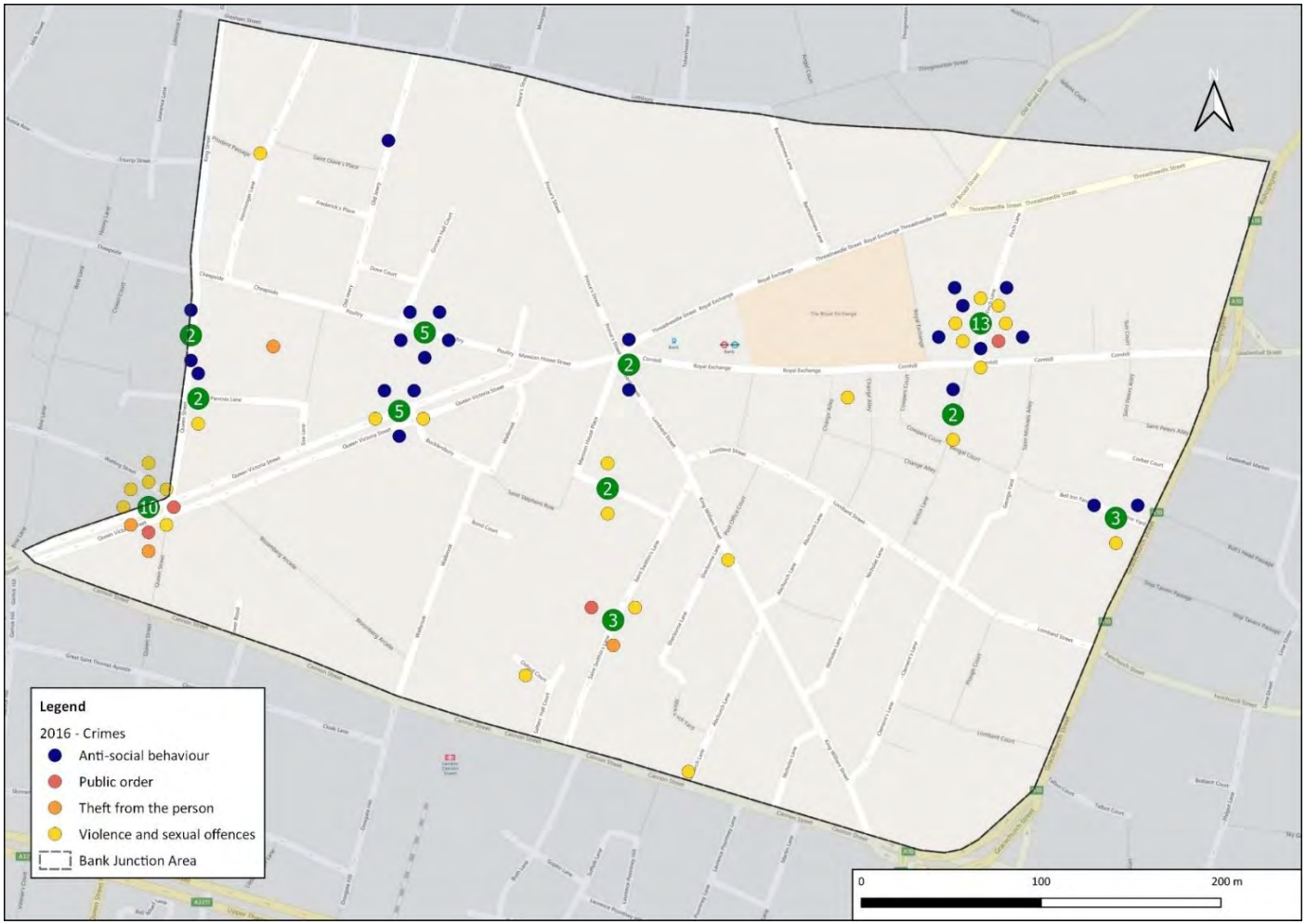
5.21 Personal safety, (or perception of personal safety) may impact some people more than others, particularly women, LGBTQ+ individuals, and ethnic minorities who may experience higher rates of harassment. Spatial analysis indicates that crime has shifted towards the periphery of the Bank junction area. Decreased crime recorded at the centre of the Bank junction area could present positive impacts for people with the protected characteristics identified. Whilst this indicates a potential spatial correlation with the introduction of the All Change at Bank motor restrictions and wider public realm improvements, greater location data accuracy for crimes recorded would be required to support this potential correlation.

5.22 In addition, this spatial analysis could suggest that there are more concentrated 'hotspots' of crime occurring at locations, which could decrease the perception of public safety for people with the protected characteristics identified above. Some locations have recently recorded higher concentrations of crime, such as Finch Lane and Lombard Street. It is recommended that there is ongoing dialogue between The City of London Corporation and The City of London Police to establish whether this spatial trend continues. In addition, public realm within these emerging hotspots could be reviewed to identify appropriate interventions that could support greater security and an increased sense of public safety.

5.23 It is recommended that there is ongoing dialogue between The City of London Corporation and The City of London Police to be able to respond appropriately to sudden or disproportionate changes to crime trends in the Bank junction area, in comparison to historic trends, or when compared to the wider CoL.

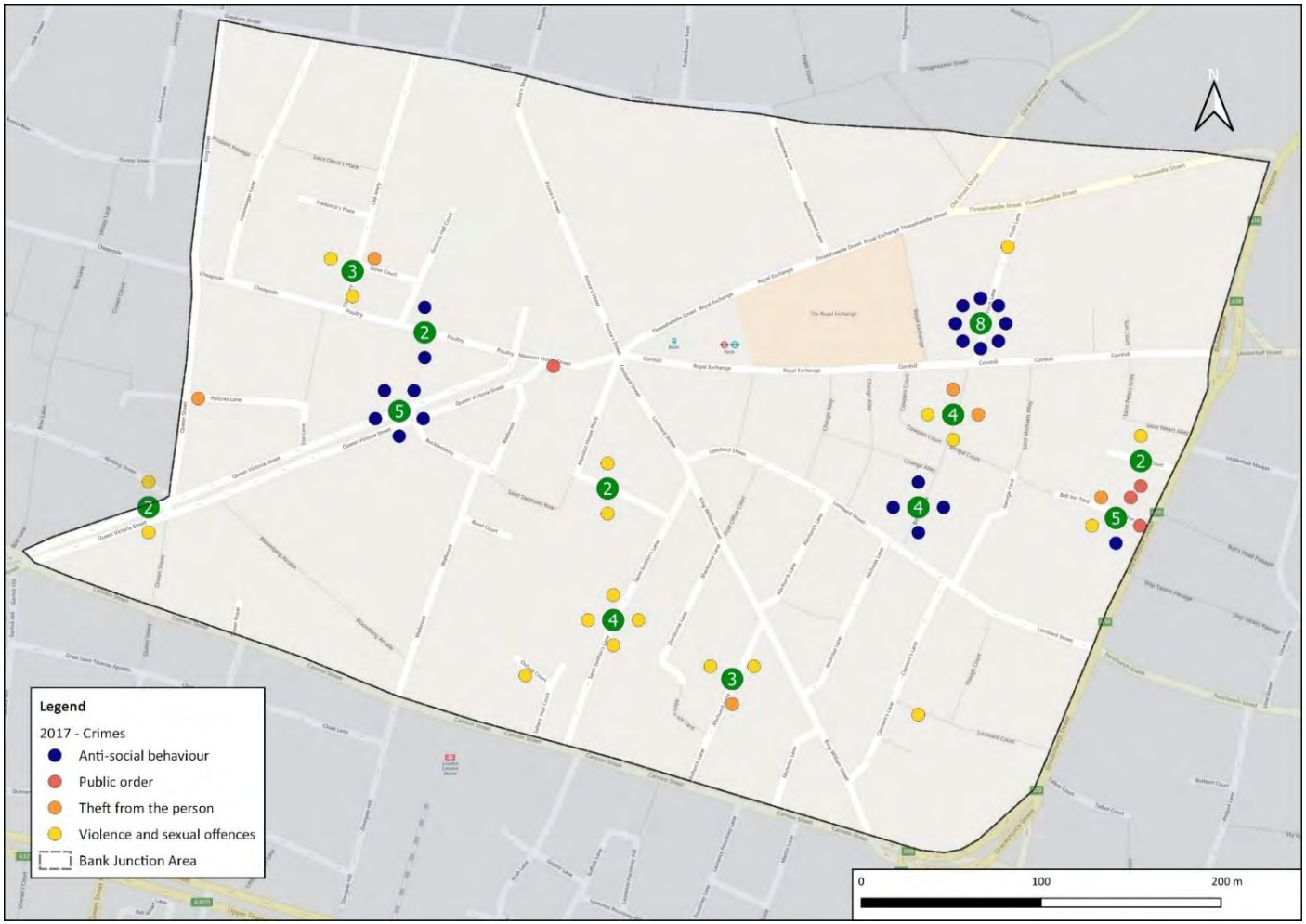
[19] https://data.police.uk/about/#location-anonymisation

Figure 5-7: Spatial distribution of relevant crimes, Bank junction, 2016



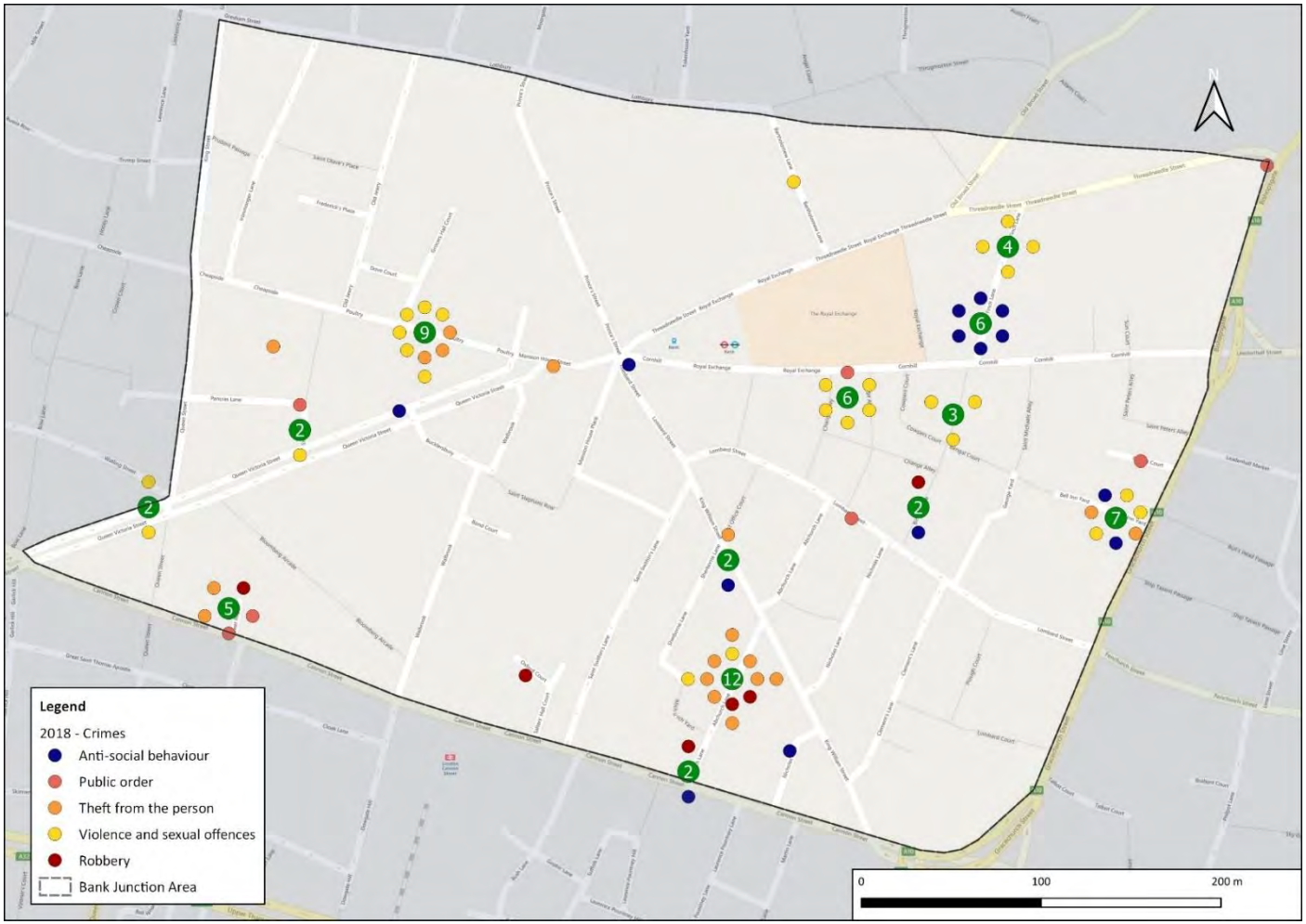
Basemap source: Bing Maps, 2024

Figure 5-8 Spatial distribution of relevant crimes, Bank junction, 2017



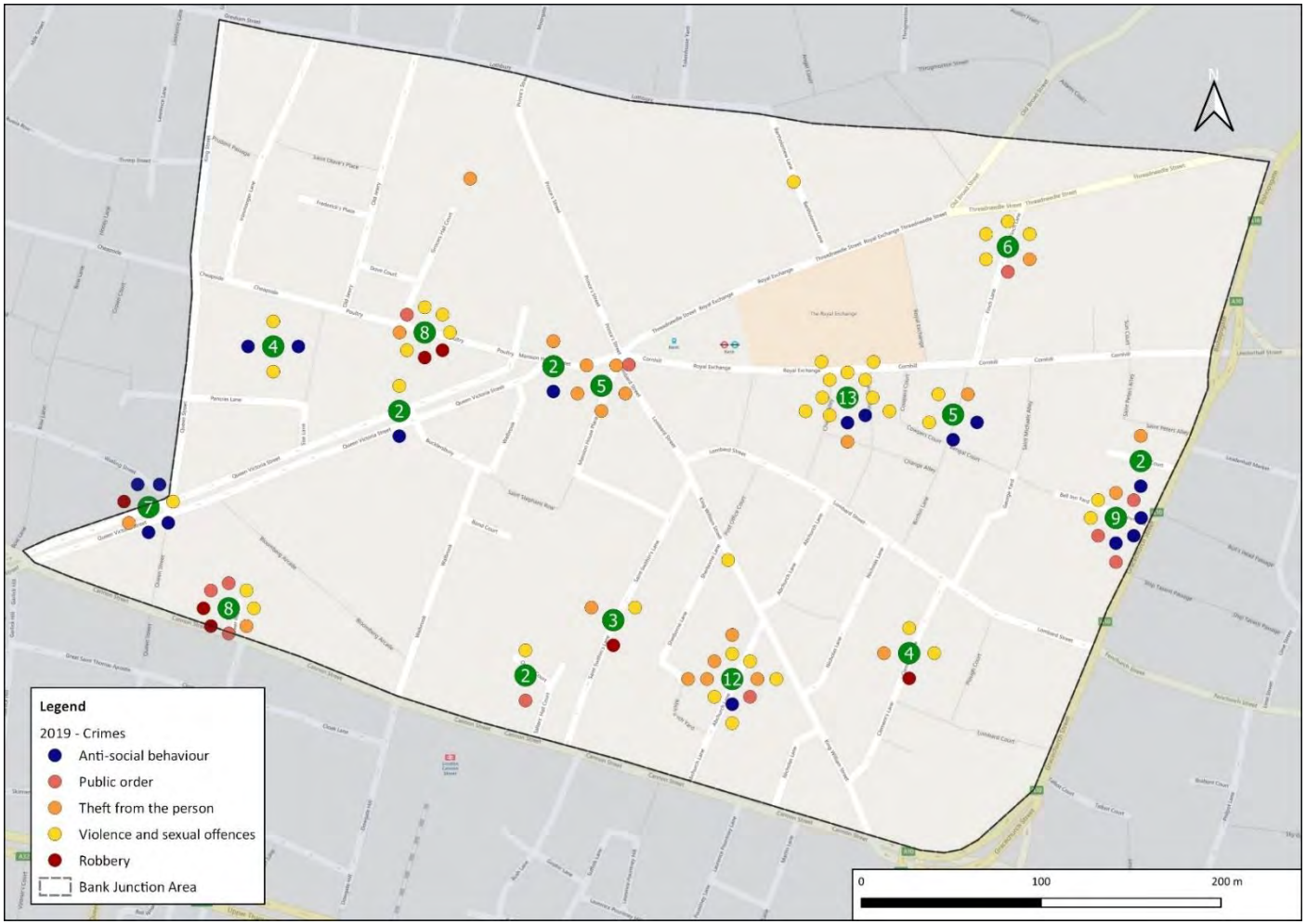
Bsaemap source: Bing Maps, 2024

Figure 5-9 Spatial distribution of relevant crimes, Bank junction, 2018



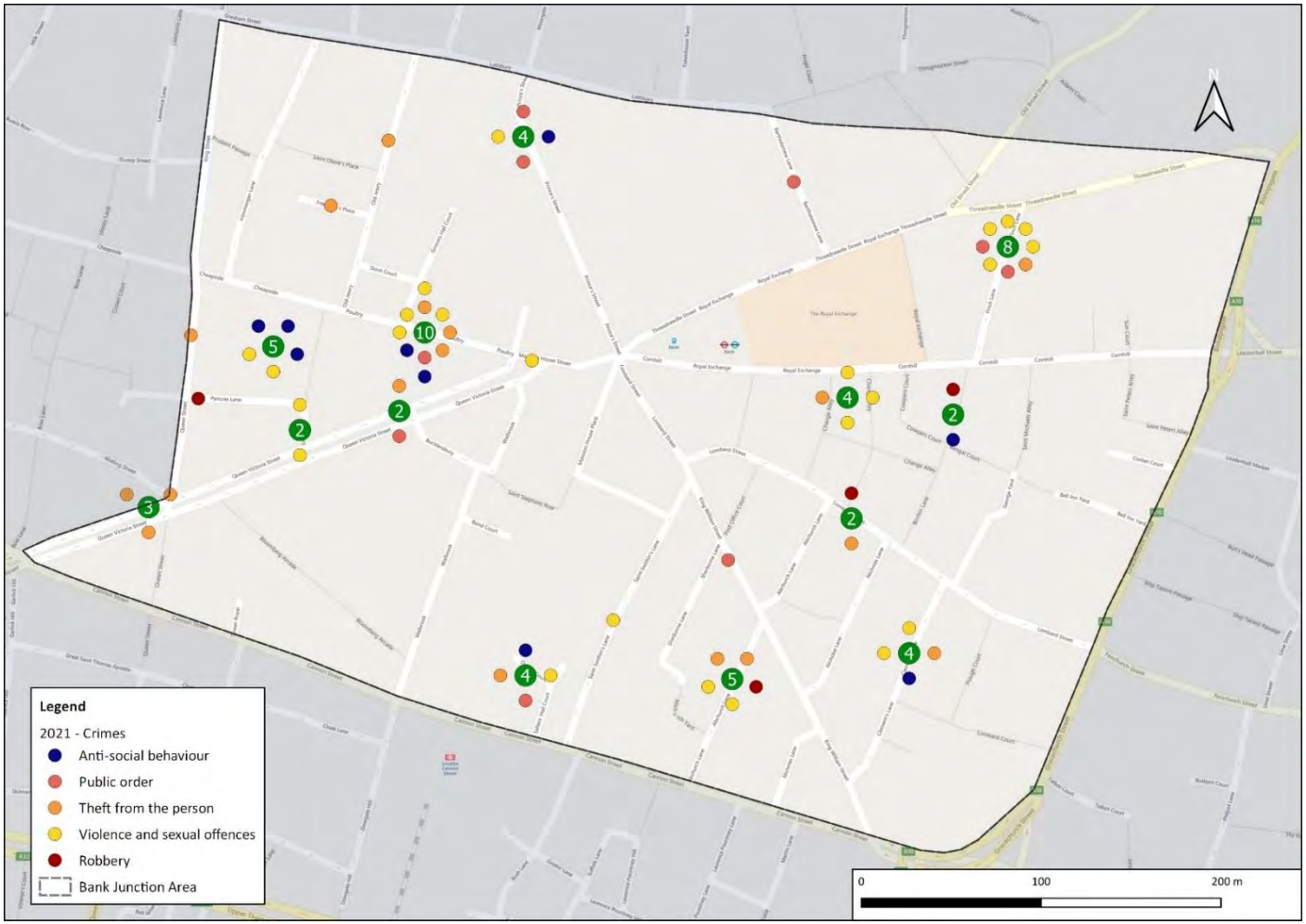
Bsaemap source: Bing Maps, 2024

Figure 5-10 Spatial distribution of relevant crimes, Bank junction, 2019



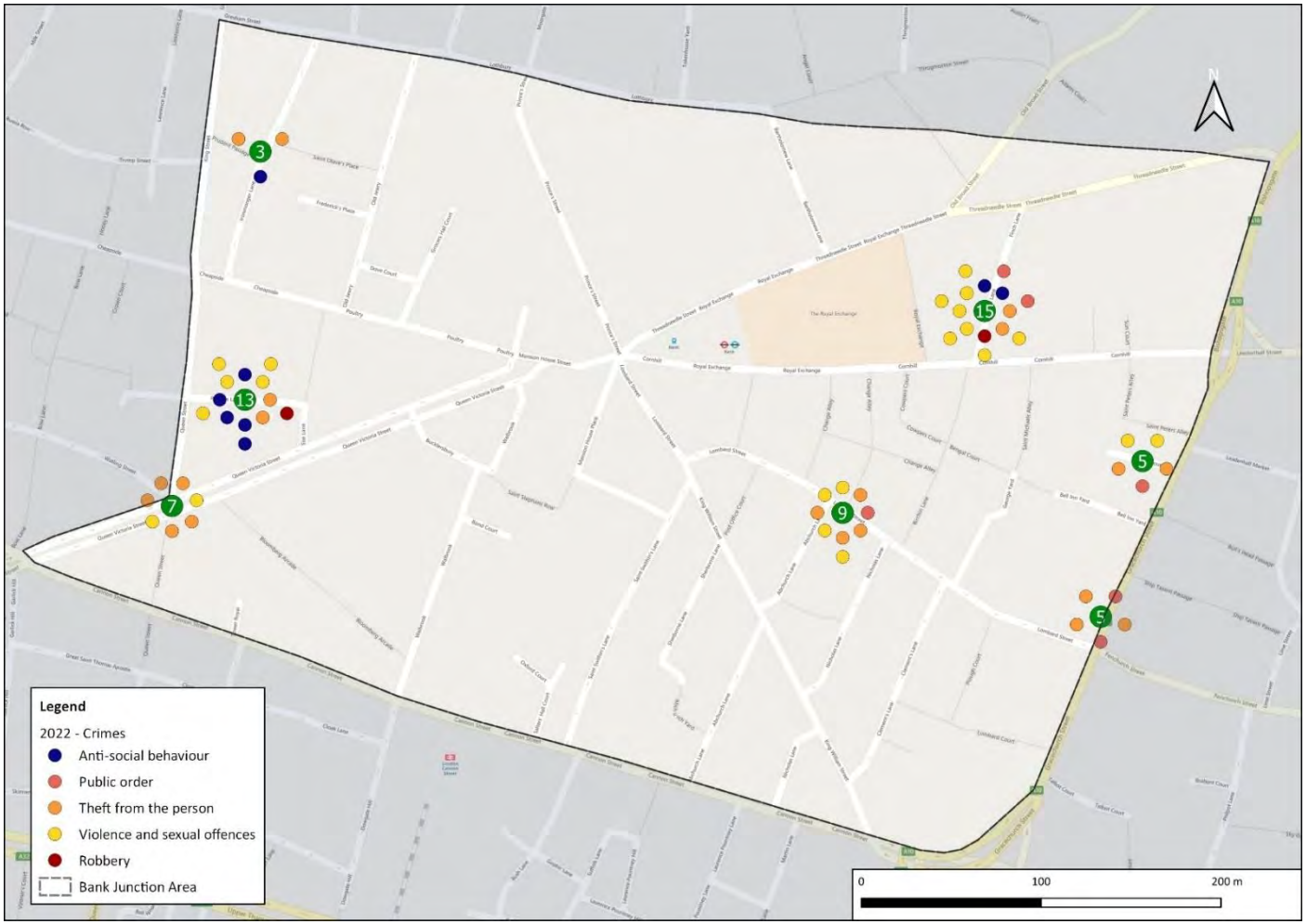
Bsaemap source: Bing Maps, 2024

Figure 5-11 Spatial distribution of relevant crimes, Bank junction, 2021



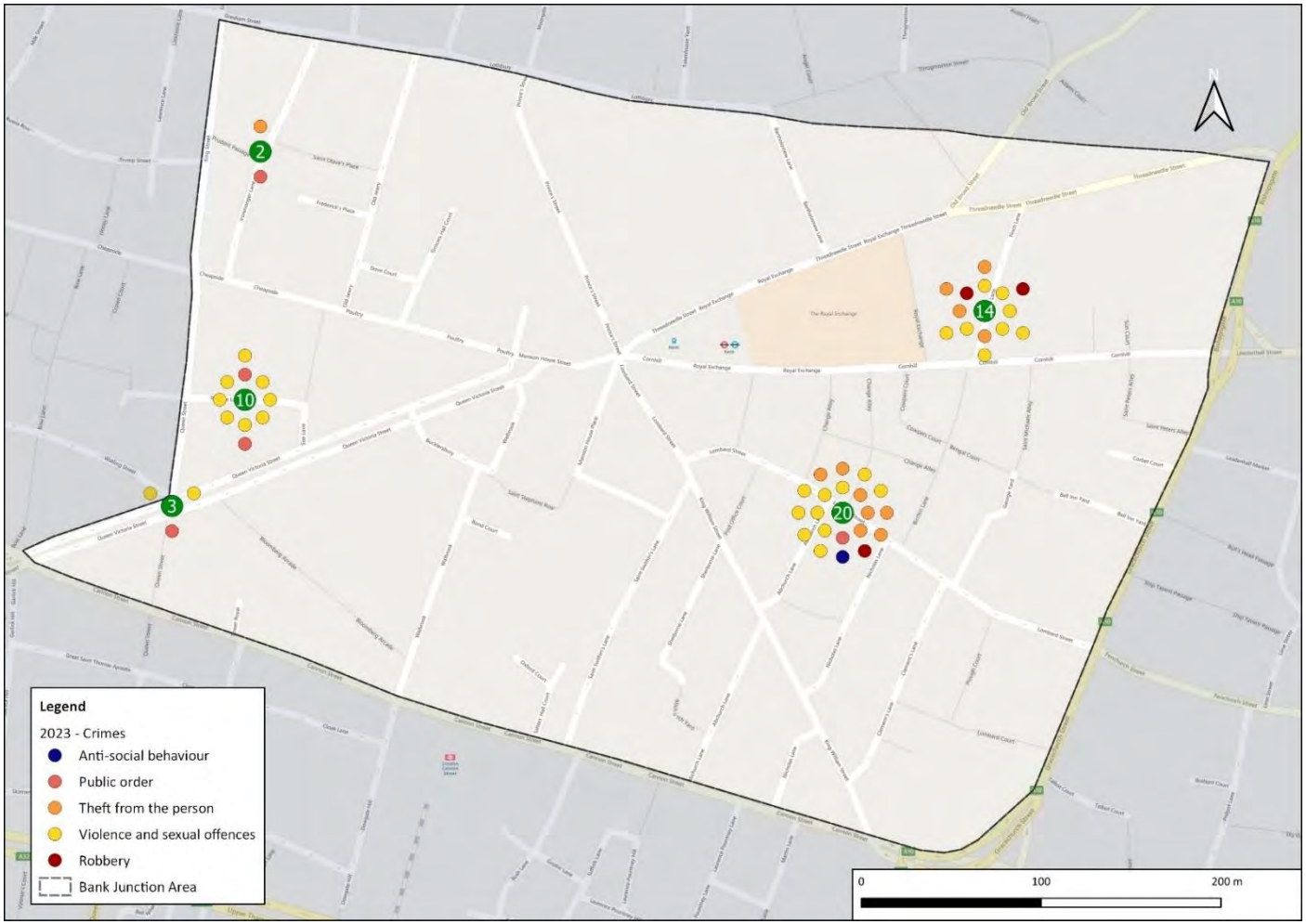
Bsaemap source: Bing Maps, 2024

Figure 5-12: Spatial distribution of relevant crimes, Bank junction, 2022



Bsaemap source: Bing Maps, 2024

Figure 5-13: Spatial distribution of relevant crimes, Bank junction, 2023



Bsaemap source: Bing Maps, 2024

6 Oyster Card Data

Introduction

6.1 The All Change at Bank scheme area includes the following bus stops, which serve the routes outlined in the table below. These bus routes connect Bank junction with north, east, central south-west and south London.

Table 6.1: Bus stops and routes serving the Bank junction area

Street Name	Stop Name	Route								
Princes Street	Bank Station/Princes Street (Stop A)	21	43	141						
Princes Street	Bank Station / Princes Street (Stop B)	21	43	141						
Cornhill	Bank Station / Cornhill (Stop E)	8	25	26	N8	N25	N26	N242	N550	N551
Cornhill	Bank Station / Cornhill (Stop D)	8	25	26	N8	N25	N26	N242	N550	N551
Cornhill	Bishopsgate City of London (Stop R)	8	25	26	N8	N25	N26	N242	N550	N551
King William Street	Bank Station / King William Street (Stop F)	21	43	133	141	N21				
King William Street	King William Street / Monument Stn (Stop G)	21	43	133	141	N21				
Poultry	Bank Station / Poultry (Stop K)	8	25	26	133	N8	N25	N26	N242	N550
Poultry	Bank Station (Stop L)	8	25	26	133	N8	N25	N26	N242	N550

Methodology

6.2 Oyster Card data, for passengers boarding the bus stops in **Table 6.1** above has been analysed, and the equality implications of these findings have been assessed.

6.3 This data is an average of passenger data, for the 20 weekdays from 18th September 2023 to 13th October 2023. Subsequently, this data reflects a recent profile of Oyster Card users within the Bank scheme areas, and of passengers using the routes outlined in **Table 6.1,** and does not include comparison before and after the introduction of the scheme.

6.4 To note, there is no ticket type disaggregation for departure load data, due to the way the occupancy data is scaled to account for non-inferred journeys. We do not have comparative

data for before / after the scheme so cannot compare the impact of the scheme compared to that prior implementation.

Analysis

Departure Loads

6.5 Analysis was undertaken to establish the average departure load of passengers for bus stops within the scheme area. On average, across the whole day, there is primarily a 'net loss' of passengers to bus stops within the Bank junction scheme area in comparison to the previous stop (see Figure 6-1 and Figure 6-2).

6.6 This indicates that more people alight buses than board buses within the Bank junction area. However, there are limitations to conclusions drawn from this analysis; whilst net departure load changes could appear low, this does not, for instance, necessarily relate to 'busyness' around a bus stop location. This is because a net gain/loss does not account for the potential exchange of passengers alighting and boarding the buses in equal proportion.

Figure 6-1 Average net change in passenger departure load from previous stop, for bus stops within the scheme area – Direction 1 (18th September 2023 – 13th October 2023)

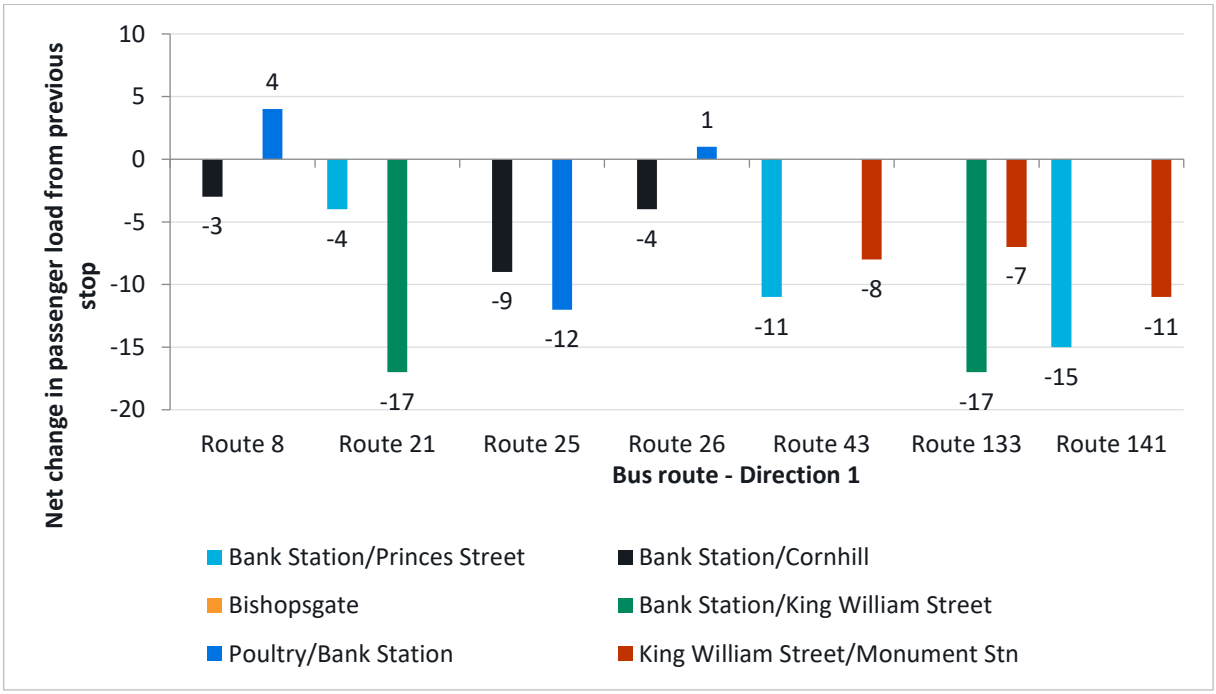
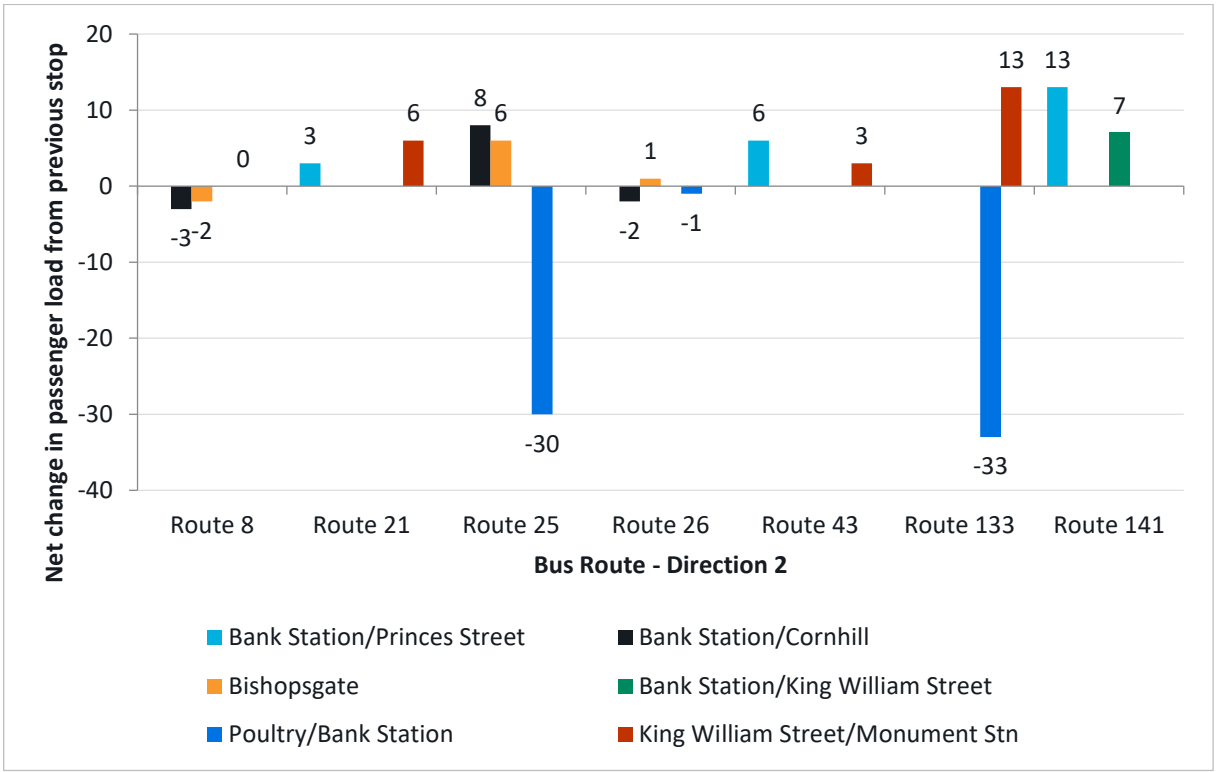


Figure 6-2: Average net change in passenger departure load from previous stop, for bus stops within the scheme area – Direction 2, (18th September 2023 – 13th October 2023)



Implications for EqIA

6.7 There are no specific implications that can be concluded by departure load analysis, as equalities data is not contained within the dataset. However, departure load analysis indicates that some bus routes have a greater 'net loss' and 'net gain' of passengers to the Bank area.

6.8 Greater pedestrian footfall in limited space can be less comfortable for disabled people, older people, pregnant women, or people travelling with young children, who may find navigating busier areas more physically challenging or stressful.

6.9 It is recommended that the public realm around these bus stop areas is reviewed to ensure that these spaces offer appropriate and comfortable space and amenities to facilitate boarding and alighting for all bus users.

Proportion of Oyster Card types used

6.10 Table 6.2 illustrates the proportions of the type of Oyster Card used to 'tap onto' buses within the scheme area. Oyster Card Types analysed include:

- Under 18 – Zip cards, Child Bus and Tram Passes and Young Visitor discounts on Oyster
- Freedom Pass Disabled
- Freedom Pass Elderly
- All Other Tickets – includes all other paper tickets, travelcards, 'Pay-as-you go' (PAYG) Oyster, Staff Passes and contactless payment cards (CPCs)

6.11 Where two bus stops have the same name, as they are on the same street, Oyster Card type use has been combined for these stops.

Table 6.2: Oyster Card type used at bus stops in Bank Junction area, (18th September 2023 – 13th October 2023)

Bus Stop	Freedom Pass Disabled	Freedom Pass Elderly	Under 18	All Other Tickets
Bank Station / Princes Street	0.7%	6.9%	1.4%	91.0%
Bank Station / Cornhill	0.4%	3.4%	1.9%	94.3%
Bishopsgate	0.4%	2.6%	3.2%	93.7%
Bank Station / King William Street	0.3%	5.5%	2.3%	92.0%
Poultry / Bank Station	0.4%	7.2%	0.8%	91.6%
Proportion for all Bank junction bus stops	**0.4%**	**5.4%**	**1.8%**	**92.4%**

6.12 **Table 6.3** presents the proportions of Oyster Card type that is used to 'tap onto' all bus stops that are included on the routes which serve the Bank junction scheme area (see **Table 6.1**). This includes 664 bus stops which are located across north, east, central, and south London, which can provide a sample that can be used to compare Oyster Card usage across Bank.

Table 6.3: Proportion of Oyster Card types used at all bus stops on the routes serving the Bank junction scheme area (18th September 2023 – 13th October 2023)

Freedom Pass Disabled	Freedom Pass Elderly	Under 18	All Other Tickets
2.7%	10.0%	7.3%	80.0%

6.13 'All Other Tickets' is associated with the highest Oyster Card usage within the Bank scheme area, comprising 91 per cent – 94.3 per cent of usage at each stop. This is over 10 per cent higher than the proportion indicated in **Table 6.3**. Subsequently, proportions of other types of Oyster Cards are generally significantly smaller than those outlined in **Table 6.3.**

6.14 In addition, except for the Bishopsgate bus stop, Oyster Card type usage for bus stops within the Bank area follow the same ranking as outlined in **Table 6.3**. 'Freedom Pass Elderly' is the second highest proportion of usage, followed by 'Under 18', and then 'Freedom Pass Disabled' Oyster Card types. For Bishopsgate, Under 18 usage is slightly higher than Freedom Pass Elderly usage.

6.15 Some bus stops indicate a higher use of certain card types in comparison to other bus stops within the Bank scheme area. For instance, Freedom Pass Elderly Oyster Card usage is higher at Bank Station/King William Street, Bank Station/Princes Street and Poultry/Bank Station. Under 18 Oyster Card usage is higher at Bank Station/Cornhill, Bishopsgate, and Bank Station/King William Street.

6.16 Across all bus stops in the Bank scheme area, use of 'Freedom Pass Disabled' Oyster Card types is relatively low, comprising less than 1 per cent of use. The highest proportion of use by this type of Oyster Card was at Bank Station/Princes Street.

Proportion of Oyster Cards used, by time of day

6.17 The following analysis assesses the usage of different Oyster Card types across bus stops in the Bank scheme area by the following time periods:

- **AM Peak**: 07:00 to 10:00
- **Interpeak**: from 10:00 to 16:00

- **PM Peak**: from 16:00 to 19:00
- **Off Peak**: all other times

Table 6.4: Proportion of Oyster Card types used at all bus stops in the Bank junction scheme area, by time of day (18th September 2023 – 13th October 2023)

Time	Freedom Pass Disabled	Freedom Pass Elderly	Under 18	All Other Tickets
AM Peak	0.3%	1.8%	1.1%	96.7%
Interpeak	0.7%	9.9%	2.2%	87.3%
Off Peak	0.4%	3.4%	1.6%	94.7%
PM Peak	0.4%	5.6%	1.9%	92.1%

6.18 The following illustrates the proportions of Oyster Card type that is used to 'tap onto' all bus stops that are included on the routes which serve the Bank junction scheme area, by time of day. This again provides a sample that can be used as benchmark for comparing Oyster Card usage in Bank, by time of day.

Table 6.5: Proportion of Oyster Card types used at all bus stops on the routes serving the Bank junction scheme area, by time of day (18th September 2023 – 13th October 2023)

Time	Freedom Pass Disabled	Freedom Pass Elderly	Under 18	All Other Tickets
AM Peak	1.9%	4.0%	11.8%	82.3%
Interpeak	4.4%	17.5%	7.9%	70.2%
Off-Peak	1.7%	5.0%	2.6%	90.7%
PM Peak	2.4%	10.0%	8.2%	79.5%

6.19 Comparison between **Table 6.4** and **Table 6.5** indicates that 'all other tickets' usage comprises the highest proportion of Oyster Card usage, throughout the day. Use of Freedom Pass Elderly and Freedom Pass Disabled Oyster Card types is highest at the interpeak period, but this is still lower than the proportions outlined by all bus stops on the routes serving the Bank junction scheme area.

6.20 The following Bank junction bus stops indicate notable increases (>+3% from **Table 6.4**) in the proportion of Oyster Card type usage during the following time periods, in comparison to the Bank junction average. For this analysis, bus stop direction has been considered as notable changes were evidenced by route direction.

Table 6.6: for Bus stops within the Bank junction area, that have a higher than average proportion of concessionary travel, by time of day, and bus route direction (18th September 2023 – 13th October 2023)

Stop Name	Direction	Time	Card Type	Percentage
Bank Station / Princes Street	1	Interpeak	Freedom Pass Elderly	18.8%
Bank Station / Princes Street	1	Off-Peak	Freedom Pass Elderly	6.5%
Bank Station / Princes Street	2	Interpeak	Freedom Pass Elderly	12.8%
Bishopsgate	2	Interpeak	Under 18	7.2%

6.21 To note, Bank Station/Princes Street, Direction 1 in the AM Peak recorded the highest proportion of Freedom Pass Disabled bus users in the Bank junction area. 2.3 per cent of users were recorded using this Oyster Card type, which is higher than the average recorded across Bank junction bus stops.

Implications for EqIA

6.22 Overall, in comparison to the comparative sample of Oyster Card usage across London, there is a lower use of concessionary Oyster Card types by people boarding bus services within the Bank junction area. This is likely due to factors that are not linked to the All Change at Bank scheme. For instance, as outlined in the Baseline evidence of the February 2023 EqIA report, there is a significant working population across the CoL, which is estimated to be approximately 68 times the usual CoL resident population. The most common age group of the Bank junction Workplace Zone is 30 -34. As such, it could be expected that there is a smaller proportion of concessionary travel to and from the area during weekdays by people with Under 18 and Freedom Pass Elderly Oyster Cards in comparison to people using 'All Other Tickets'.

6.23 However, at locations where higher proportions of concessionary travel has been identified, the public realm around these bus stop areas could be reviewed to ensure that these spaces offer appropriate and comfortable space and amenities to facilitate boarding and alighting for all bus users.

6.24 In addition, analysis indicates that use of Freedom Pass Elderly (9.9 per cent), Freedom Pass Disabled (0.7 per cent) and Under 18 (2.2 per cent) Oyster Card types is the highest during the interpeak period. This indicates that these users may experience positive impacts as a result of 7am – 7pm motor restrictions. Reduced road congestion can improve bus journey time and reliability, and passenger experience[20]. At a national scale, higher bus use is reported amongst older people; in particular, by older women[21]. As such, measures which support bus priority within the Bank junction area could presents a positive impact for these user groups, which may benefit as a result of the restrictions.

6.25 It is recommended that bus journey times within the Bank junction area are regularly monitored to evaluate whether the restrictions enable more reliable journey times as a result of reduced road congestion.

[20] https://www.cpt-uk.org/media/fe0ebaaj/bus-priority.pdf

[21] https://www.gov.uk/government/statistics/annual-bus-statistics-year-ending-march-2023/annual-bus-statistics-year-ending-march-2023

7 Recommended Further Actions

7.1 Based upon the analysis undertaken in this Technical Note, the following actions are recommended:

- **Monitoring:** If any change is made to the existing traffic restrictions at Bank junction, it is recommended this change is implemented on an experimental basis, and that the CoL continues to monitor the scheme's impact through their existing monitoring and evaluation framework. This will provide scope to review the impact of the restrictions on equality, and potentially make amendments to the scheme if the impacts are deemed to be extensive and disproportionate.
- **Engagement with affected taxi users:** Where possible, engagement with affected taxi users (who rely on taxis as an essential mobility option) through existing channels of communication would allow CoL to gain a deeper understanding of the specific challenges taxi users face and tailor any potential amendments to better address their needs.
- **Ongoing dialogue with City of London Police**: It is recommended that there is ongoing dialogue between The City of London Corporation and The City of London Police so that the Police can respond appropriately to sudden or disproportionate changes to crime trends in the Bank junction area, when compared to historic trends, or when compared to the wider CoL.

Control Information

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1.0 Final	16 April 2024

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Appendix 4

Next steps and indicative programme.

Date	Action/task
June 2024	Court of Common Council Decides to retain the current traffic restrictions at Bank. Review ends and no further action taken

OR

The following outlines the indicative timetable for an experimental traffic order to be implemented.

Date	Action/task
June 2024	Court of Common Council decides that a change to the traffic restrictions at Bank is required. This will start the detailed design process for a change to the traffic orders.
June/July 2024	Officers undertake the relevant commissions to continue the traffic modelling process to the next stage and agree programme with TfL.
June to November 2024	City and TfL continue working together on the Base and Future Base traffic modelling submissions and audits. Consultants run scenario tests for consideration setting out likely implications for traffic signal timing, journey time impacts and benefits of different routing options. Engagement with local stakeholders on the progress of the scenarios and likely recommendations to committee with any feedback incorporated into the committee report
November 2024	Progress report to Streets and Walkways Sub committee for consideration of the scenarios tested

	and a decision on the preferred routing for the restrictions to be 'relaxed'. This routing will then be progressed through the last stages of traffic modelling approvals.
November 2024 to January 2025	Submission of the proposed traffic model for TfL audit and sign off. Discussion of agreeable success criteria and likely monitoring strategy for the traffic experiment between the City and TfL. Continued engagement with local stakeholders
January 2025	Streets and Walkways consider final 'design' (what changes to the traffic signal timings would need to be undertaken, likely impact on journey times, updated Equalities analysis and the success criteria and monitoring strategy etc.) and authority to progress to the implementation of the experiment (subject to the successful sign off from TfL)
February 2025	TfL prepare internal Scheme impact assessment Report for final sign off of the Traffic Modelling process.
March 2025	If required, scheme presented at TfL Roads Space Performance Group (RSPG) ahead of City formally submitting its Traffic management (TMAN) application.
April to May 2025	Lead up to the experiment going live, new signage ordered, Traffic Order notice processed, stakeholder engagement and communications campaign launched.
May 2025	Experimental scheme goes live. Monitoring and statutory and public consultation begins. The experiment will run for up to 18 months before a final decision is taken based on meeting the success criteria and consideration of the monitoring information.

Appendix 5

Proportion of Londoners using modes of transport at least once a week (2016/17) [11}

%	All	Men	Women	White	BAME	Aged 24 and under	65+	Earn less than £20,000	Disabled	Non-disabled
Base	**(17,560)**	**(8,450)**	**(9,110)**	**(11,173)**	**(6,099)**	**(4,437)**	**(2,691)**	**(4,966)**	**(1,729)**	**(15,831)**
Walking	95	95	95	95	96	97	87	93	81	96
Bus	59	56	63	56	65	66	65	69	58	60
Car as a passenger	44	37	51	43	46	62	41	38	42	45
Car as a driver	38	42	33	41	32	7	43	23	24	39
Tube	41	43	38	43	37	32	28	32	21	43
National Rail	17	18	15	19	13	12	12	11	9	17
Overground	12	13	11	12	12	10	6	11	7	12
Other taxi/minicab (PHV)	10	10	10	11	8	9	6	9	10	10
London taxi/black cab	3	3	2	3	1	1	2	2	3	2
DLR	5	6	4	5	7	5	2	5	3	5
Tram	2	2	2	2	2	3	2	2	2	2
Motorcycle	1	2	0	1	0	0	-	1	0	1
Bicycle	8	11	5	10	4	12	2	5	3	9

LTDS data in this report excludes children under five

Source page 19 of TfL report: [Travel in London: Understanding our diverse communities 2019 (tfl.gov.uk)]

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Appendix 6
Comparison of taxi volumes to other Local Access Streets

Introduction

The WSP Bank Junction Taxi availability analysis report (March 2024) suggested:

"In general, the Bank area exhibits lower taxi availability, which is to be expected as many of these streets are no longer through routes by car or taxi during the day. Additional data is required to assess how this compares to other local access streets that are not through routes to destinations."

In response to this suggestion Officers looked at undertaking the same 'Lights on light off' survey as used for the WSP analysis on a further five local access streets but the cost was prohibitive.

Instead, data from traffic counts undertaken in 2022 has been used to compare the volume of taxis. The 2022 counts are from July and November, and an average of the two counts has been used in the analysis below.

Comparative streets

The choice of streets in the 2022 data is limited but three comparable local access streets were identified: Mark Lane, Old Broad Street and Old Bailey.

Mark Lane has a restriction preventing movement north towards Fenchurch Street. It provides a route to other side streets and premises. Mark Lane is one way and has some office and retail frontages. This is comparable to Queen Victoria Street (between Queen Street and Bank) where there is no through route possible for motor vehicles. Access to Bucklersbury and Walbrook (providing access to The Mansion House, the Magistrates Court, and the main Bloomberg office entrance) in addition to offices and leisure services in One Poultry are available, but frontage is relative inactive. Poultry is also similar but to a lesser degree as there are no other streets to access between Queen Street and Bank. There is a access to a service area on Grocers Hall Court and there is also access to one of the entrances to the Ned Hotel.

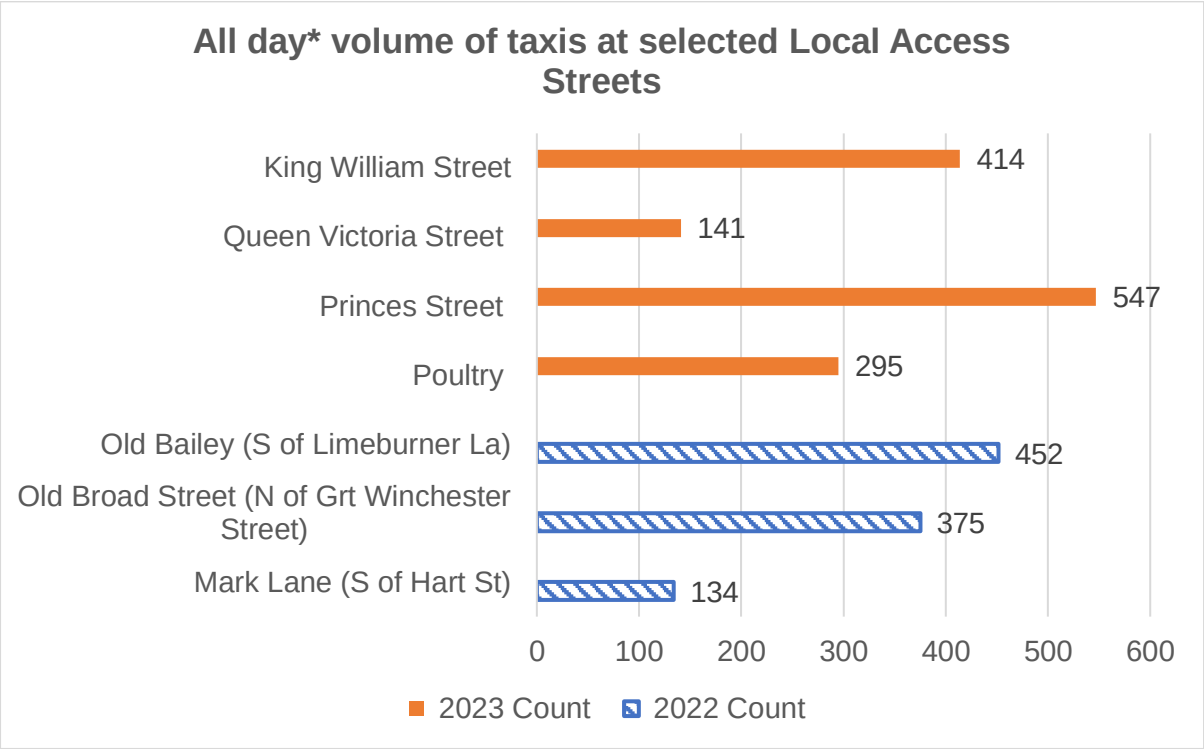
Old Broad Street is considered similar to King William Street. They both have a long stretch of office and retail frontages. Old Broad Street is operating one way northbound while King William Street is effectively one-way for access during the Bank restriction hours as taxis and other vehicles can only enter from the south.

Old Bailey has similarities with Princes Street. Old Bailey has a restriction by Limeburner Lane preventing vehicles from continuing southbound. Northbound vehicles do have a 'through route' with access to Giltspur Street, High Holborn and Newgate Street as well the Old Bailey. There are several office entrances and retail/services at ground level. Princes Street has little active frontage along its entire length but runs alongside the Bank of England. The accessible entrance for the Ned hotel and the entrance to Grocers Hall are also located along it. Princes Street provides an access route to Cornhill during restricted hours.

All day volumes

The 2023 surveys undertaken by WSP looked at availability of taxis did not undertake the survey for a full 24 hours, so the total day numbers are entirely not like for like. The 2023 survey was between 07:00 and 01.00 (the following morning). The 2022 data was midnight to midnight.

*Graph 1: Showing total number of taxis counted on a selection of Local Access Streets in 2022 and 2023. *2023 counts are only for 18 hours)*



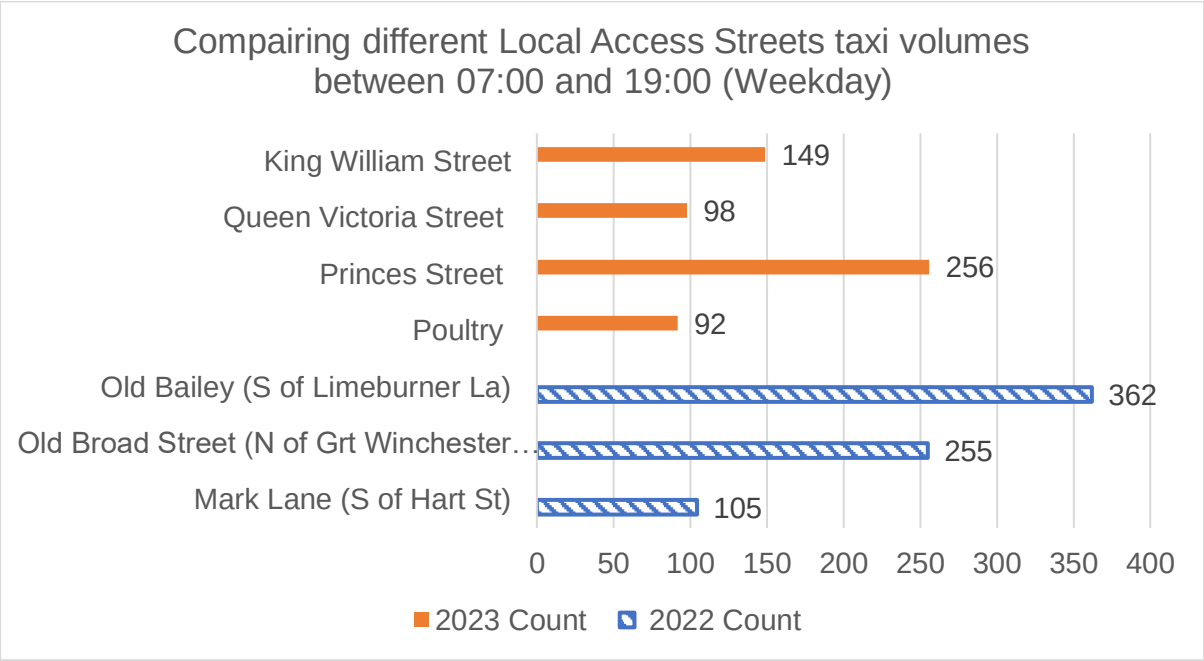
Recognising this disparity in the number of hours recorded, but also recognising that taxi volumes are generally low between 0100 and 07:00. Comparing the two data sets suggests there are similarities in the volume of taxis on Mark Lane and Queen Victoria Street and on Old Broad Street and King William Street.

Princes Street has a larger volume of taxis across the day in comparison to Old Bailey, with Princes Street having an additional 95 taxis recorded. Poultry compared to Mark Lane has 161 more taxis across the day.

<u>Taxis between 07:00 and 19:00</u>

Looking at the same streets again but within the restricted hours of 07:00 to 19:00

Graph 2: Showing total number of taxis counted on a selection of Local Access Streets in 2022 and 2023 between 07:00 and 19:00 hours on a weekday



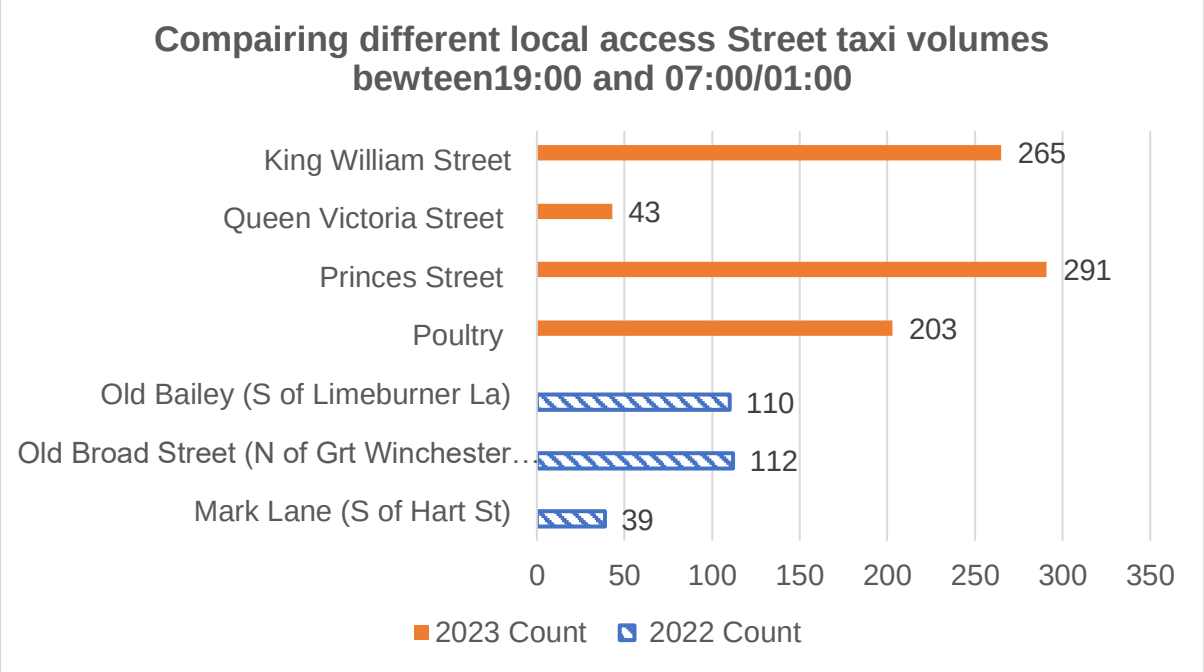
The volume of taxis on Mark Lane is very similar to Queen Victoria Street and Poultry. It should be noted that when the WSP survey work was undertaken before taxis were permitted (on an experimental basis) to travel through the Cheapside bus gate restrictions and before the taxi rank on Poultry outside the Ned hotel was installed. Both of these interventions are expected to lead to an increase in taxis on Poultry during the restricted times.

The data suggests that Old Bailey is used by more taxis than Princes Street between 07:00 and 19:00. 106 more taxis were counted on Old Bailey over the twelve-hour period, on average this is equivalent to nine additional taxis an hour.

Old Broad Street is also used by more taxis thank King William Street between 07:00 and 19:00. 106 more taxis were counted on Old Broad Street over the twelve-hour period, on average this is equivalent to nine additional taxis an hour.

<u>After 19:00</u>

As some of the arms of Bank are open to traffic after 19:00 it is worth looking at the last 6 hours of the 2023 data and the last 12 hours of the 2022 data.



Queen Victoria Street, which is closed to motor traffic 24 hours a day (at Bank), and Mark Lane have very similar volumes as they have the same typology throughout the day.

Both Old Bailey and Old Broad Street, have a much lower volume of taxis when compared with King William Street, Poultry and Princes Street. Even if we were to assume that all of these taxis on Old Broad Street and Old Bailey occurred before 0100, these volumes are nearer the volumes of taxis on Poultry and King William Street during the day.

Conclusion

Although based on a small sample of streets, the data suggests that taxi volumes on the approaches to Bank are comparable with similar local access streets.

The most significant differences during 07:00 and 19:00, when the Bank restrictions are in effect, are an average of an additional nine taxis an hour on Old Bailey, compared to Princes Street, and Old Broad Street, compared to King William Street. This situation reverses after 19:00 when there are more taxis using Princes Street and King Wiliam Street compared with Old Bailey and Old Broad Street.

Appendix 7

Casualty/Collision information

The area considered as Bank Junction when looking at collision information for the project

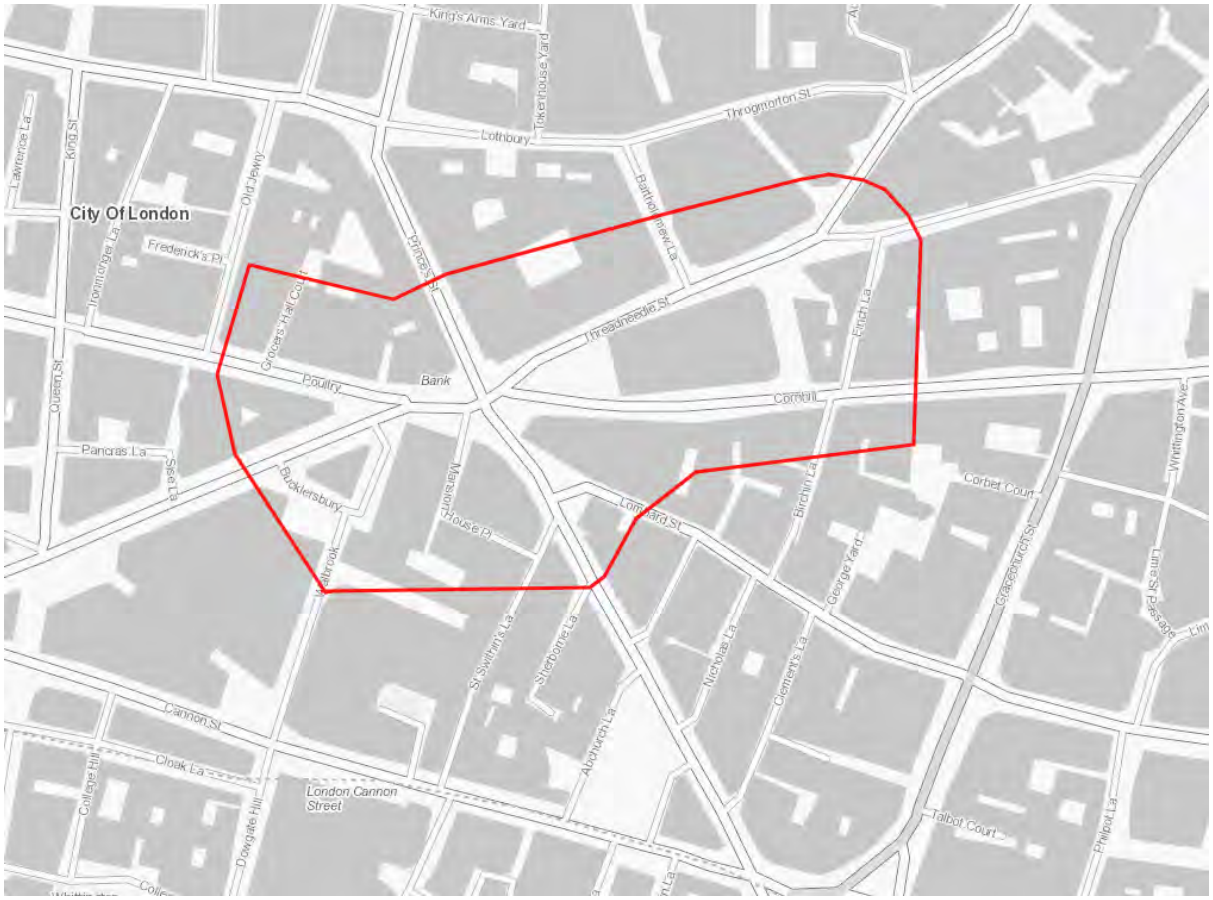


Table 1: the number of Collisions and casualties at Bank Junction each year from 2014 to the end of 2022

	Collisions			Casualties	
	At All times	M-F: 7am to7pm only		At All times	M-F: 7am to7pm only
2014	23	15		29	19
2015	14	9		15	10
2016	20	10		22	12
2017	17	12		20	13
2018	18	8		19	8
2019	17	8		19	9
2020	2	2		2	1
2021	12	9		13	10
2022	7	3		7	3

Table 2 – casualties vs time and day in 2021

Casualties	**Monday**	**Tuesday**	**Wednesday**	**Thursday**	**Friday**	**Saturday**	**Sunday**
7am to 7pm (during restriction times only)	3	3	1	2*	1	0	0
at all other times (excluding the restricted times)	0	1	0	1		1	0
Total	**3**	**4**	**1**	**3**	**1**	**1**	**0**

Total of 13 casualties of which 2 were *serious.

Table 3- casualties vs time and day in 2022

Casualties	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
7am to 7pm (during restriction times only)	0	0	0	1	2*	0	0
at all other times (excluding the restricted times)	1	1	1	1	0	0	0
Total	**1**	**1**	**1**	**2**	**2**	**0**	**0**

Total of 7 casualties of which 1 was *serious

Data for 2023 is only available until 30 November 2023

Information to date:

Table 4 – The number of collisions and casualties at Bank Junction so far in 2023

	Collisions to date			Casualties to date	
	At All times	M-F: 7am to7pm only		At All times	M-F: 7am to7pm only
2023	1	1		1	1

Table 5 casualties vs time of day so far in 2023

Casualties	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday
7am to 7pm (during restriction times only)	0	0	1	0	0	0	0
at all other times (excluding the restricted times)	0	0	0	0	0	0	0
Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**

Total of 1 casualty of which 0 were serious.

Casualty by Involved Vehicle Types

Select date range

01/01/2019 30/11/2023

Select borough(s) of collision

City Of London

Select casualty mode of travel

All

Select vehicle type involved

All

Select casualty age band

All

Select casualty sex

- [x] Select all
- [x] Unknown
- [x] Male
- [x] Female

Select street speed limit

All

Click to view explanation

Select one or more casualty severity

Select all | Fatal | Serious | Slight

Vehicle involved casualty count: casualty mode of travel (rows), vehicles involved in collision (columns)

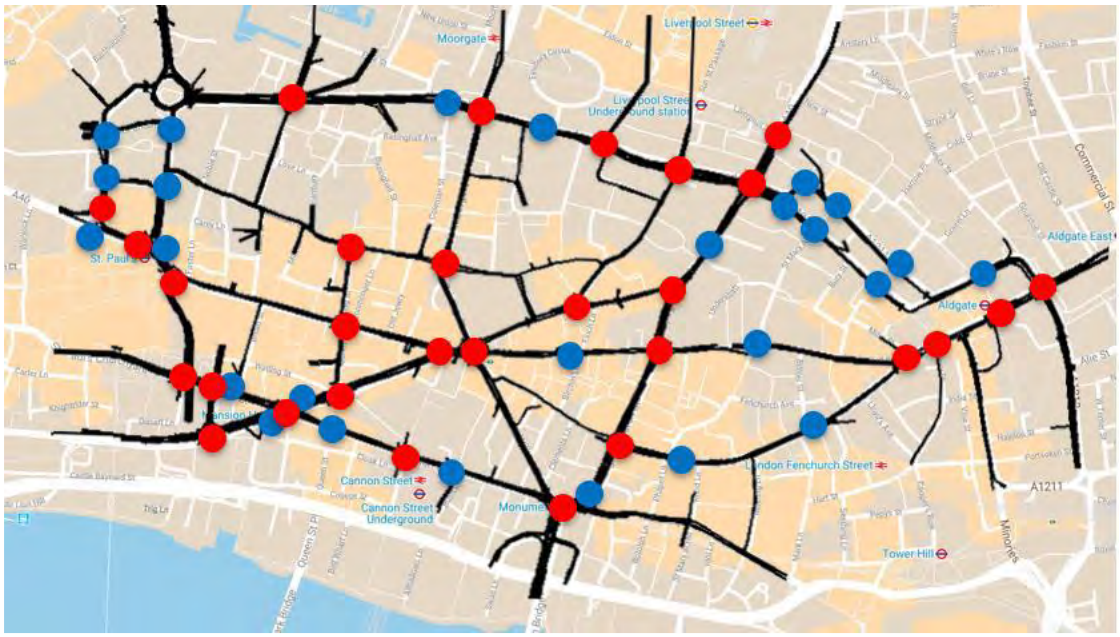
Casualty Mode of Travel	Pedal Cycle	Powered 2 Wheeler	Car	Taxi	Private Hire	Bus Or Coach	Goods Vehicle	Other Vehicle
Pedestrian	62	34	56	34		27	36	7
Pedal Cycle	43	21	[illegible]	96	1	17	78	6
Powered 2 Wheeler	9	9	50	39		5	28	2
Car		1	42	9		2	10	
Taxi	1		24	12		4	1	
Bus Or Coach	1		3	1		1	1	
Goods Vehicle			2			1	3	
Other Vehicle	1	1	8	1		1	2	
Private Hire			1				2	

Selected collision details

_Collision Id	Date	Time	Borough Name	Casualty Mode of Travel	Casualty Severity	Vehicle Involved	Speed Limit (Banded)	Highway Authority	Junction Control	Junction Detail	We
48190928016	09/01/2019	12:07	City Of London	Pedestrian	Slight	Powered 2 Wheeler	<= 20 MPH	TLRN	Give Way/Uncontrolled	T/Stag Jun	Fine
48190821031	10/01/2019	16:45	City Of London	Pedestrian	Slight	Powered 2 Wheeler	<= 20 MPH	TLRN	Give Way/Uncontrolled	T/Stag Jun	Fine
48190827447	10/01/2019	19:05	City Of London	Pedal Cycle	Slight	Pedal Cycle	<= 20 MPH	TLRN	Auto Sig	Crossroads	Fine
48190827447	10/01/2019	19:05	City Of London	Pedal Cycle	Slight	Taxi	<= 20 MPH	TLRN	Auto Sig	Crossroads	Fine
48190827417	11/01/2019	15:30	City Of London	Pedal Cycle	Slight	Pedal Cycle	<= 20 MPH	TLRN	Auto Sig	Crossroads	Fine
48190827417	11/01/2019	15:30	City Of London	Pedal Cycle	Slight	Goods Vehicle	<= 20 MPH	TLRN	Auto Sig	Crossroads	Fine

Appendix 8

Figure 1: Area included in the Bank junction traffic model



The red dots represent signalised junctions and the blue dots show priority junctions that have been included in the traffic model.

The size of the model is a consequence of it being developed to test, both individually and in combination, the City Cluster schemes and All change at Bank schemes during the design development of All Change at Bank in 2020/2021.

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From: Janet Leatherland [redacted]
Sent: Monday, April 15, 2024 2:27 PM
To: Policy & Projects <Policy.Projects@cityoflondon.gov.uk>
Cc: Pete Wood [redacted]
Subject: BANK JUNCTION TAXI ACCESS
Importance: High

THIS IS AN EXTERNAL EMAIL

Hi

I write on behalf of the Owners and Managers of The Royal Exchange, a luxury retail destination in the heart of the City with a number of food and drink operators open until 11pm as well as events such as weddings and parties over the weekend, it is vital for our customers to be able to book and hail taxi's to pick them up from outside The Royal Exchange.

Our customers report that getting a taxi at Bank Junction is incredibly challenging, which puts them off visiting or hosting events with us.

The safety of our guests, particularly those travelling alone who want to travel home in a taxi is also incredibly important to us and we want to offer all ranges of transport to our guests.

Allowing taxi's through Bank Junction would alleviate that issue and ensure the continued success of The Royal Exchange and others around it.

Many thanks

Janet

Janet Leatherland
Centre Director
The Royal Exchange

Management Suite, 3 Royal Court, London, EC3V 3LN
T : 0203 861 6500
M : [redacted]
E : [redacted]

From: Charles Begley [redacted]
Sent: Monday, April 22, 2024 3:34 PM
To: Magliocco, Luciana [redacted]; Gareth Roberts [redacted]; Ross Sayers [redacted]
Cc: Howard, Gillian [redacted]; Poulter, Kate [redacted]; Depala, Bhakti [redacted]; Andrea.Williams [redacted]
Subject: CPA: Bank Junction plans - submit your business view

THIS IS AN EXTERNAL EMAIL

Dear Luciana,

Thank you for your email below. We are grateful for the opportunity to resubmit the CPA's views regarding *All Change at Bank* as part of your review into the project, which will be considered by the Streets & Walkways Sub Committee and Planning & Transportation Committee on 14 and 16 May respectively.

As Gareth indicated in his previous response (taken out of the chain to reduce long chains), we set out our position in the attached letter on 5 January in response to the Transport Strategy. The points made are still relevant and helpfully link **All Change at Bank** to the wider objectives of the strategy, so we are content this is used to help inform your review. I have copied the most relevant text below for ease, highlighting the direct reference to the project itself. In a nutshell, we remain supportive of the project and have been since its inception. If anything, as you can see from our response, we would urge even more ambition.

I hope that helps, but please do not hesitate to contact me or my colleague Andrea if you or any of the team managing this wish to discuss further or have any questions. I'm also looping in our incoming Chair Ross Sayers who will be picking up the mantle from Gareth at our AGM on 30 April. You, Gillian and Kate would be most welcome to attend (alongside Bhakti who has already registered) our AGM evening reception that day if you are available. The details can be found here.

Kind regards
Charles

The appeal of the City as a destination and an attractive place to visit is fundamental to its ongoing success and is at the heart of 'Destination City'. As we set out in our *Visualising Destination City* report in October 2023, transformative public realm has a key role to play in delivering the City Corporation's Destination City ambitions. We specifically wish to draw your attention to the map contained in our Vision document as we believe it shows the opportunity to be even more ambitious in transforming the City.

By activating the City's streets and public spaces and ensuring they are attractive, welcoming and pleasurable places to dwell and travel, the City will be able to fully realise its vision of becoming a thriving cultural, commercial and leisure hub. On this, the City of London Corporation has the CPA's emphatic support.

Given that the City of London's workforce is expected to grow by 85,000 by 2040 according to estimates based on GLA data and office attendance may also continue to 'move upwards' (*City of London Corporation Future of Office Use* report, Knight Frank & Arup), it is right that ensuring there is sufficient space available to accommodate additional people moving around the Square Mile remains a key priority of the Strategy. As 90% of on-street journeys originating or finishing within the City are entirely or partially walked, we welcome the continued focus on improving the pedestrian experience for people who work, visit and live in the area.

New and enhanced public realm

For reasons stated above, we are enthusiastic about proposal 7 to provide more public space in the City. Traffic reductions seen over the last few years provide the ideal opportunity to free up and reallocate space once used for car parking and traffic to create new and vibrant public spaces. CPA would like to see the City Corporation go further, including pedestrianising streets with low traffic volumes where appropriate – making them more accessible for those walking and wheeling, as well as providing greater opportunities for a wide range of leisure uses, such as alfresco dining. This will help the City Corporation achieve its Destination City vision.

To this end we strongly welcome suggestions to explore restrictions on vehicular traffic, including taxis, on a case by case basis. We urge the continuation of these restrictions at Bank Junction which has only very recently seen the completion of its long planned public realm works. Whilst we understand a very small number of people feel this is inconvenient, we would urge the City to take into consideration wider views and give the newly delivered scheme more time to bed in. Whilst it is not as ambitious as we would have liked to have seen delivered, it is still transformative for the area and rowing back now the junction is operational would be a retrograde step after 6+ years of the current restrictions.

People value working, visiting and living in the City for its public amenities, and additional public space will be needed to respond to the City's planned growth and Destination City ambitions. Where funding isn't readily available for a long term transformation of the City's streets. CPA fully supports the creation of new public spaces through temporary means to highlight the benefits that could be achieved if a long-term scheme were implemented.

Charles Begley | **Chief Executive**

London Property Alliance
City Property Association | Westminster Property Association
Mob. [redacted] **Office.** 020 7630 1782

@LdnPropAlliance | @CPA_London | @TheWPA | London Property Alliance
citypropertyassociation.com | westminsterpropertyassociation.com | londonpropertyalliance.com

From: Gareth Banner [redacted]
Sent: Thursday, April 25, 2024 6:41 PM
To: Policy & Projects <Policy.Projects@cityoflondon.gov.uk>
Cc: Howard, Gillian [redacted]; Poulter, Kate [redacted]; Depala, Bhakti [redacted]; Magliocco, Luciana [redacted]
Subject: RE: Bank Junction plans - submit your business view

To whom it may concern,

I am delighted to know that the City Corporation is reviewing the traffic restrictions at Bank Junction. As a business which occupies a unique footprint on both Poultry and Princes Street (the western end of our building sits outside of the restriction zone, whilst the eastern end is located beyond the restricted area), I would hope that my considerations will be debated at the Streets & Walkways Sub Committee on 14 May and the Planning & Transportation Committee on 16 May.

I would also be very happy to elaborate on any of the points summarised below in greater detail should it be deemed necessary or helpful. For the purposes of conciseness, I summarise as follows:

- As explained in 2017, the premise for restricting vehicle access was on the grounds of (1) air quality and (2) safety. My response to these arguments is as follows:
    - I fully support restricted access for lorries and other commercial / logistic vehicles in addition to personal vehicles, during the hours of 7am – 7pm, Monday to Friday.
    - I **do not** support, nor do I understand the rationale for restricting registered London taxis (Black Cabs) during these hours. As the records show, there has never been a fatality recorded on Bank Junction as a result of a collision with a taxi and therefore it is hard to justify that these vehicles pose a high safety risk.
    - As we have all witnessed, electric vehicles have become far more common around London and this is also true of Black Cabs. In fact, it is many years since anything other than EV taxis have even been available to purchase and it will not be long before only EV taxis exist on the streets of London. To this end, taxis barely impact on air quality today and any impact from those vehicles that are still powered by an internal combustion engine are diminishing by the week.

There are also much broader arguments about making the City accessible and welcoming to all that choose to visit, but I know that Luciana Magliocco of Destination City will be able to make this point far more elequently than me.

With kind regards,

Gareth

Gareth Banner | Group Managing Director

The Ned
27 Poultry
London, EC2R 8AJ

T: + 44 (0)20 3828 2000

https://www.thened.com/

27 February 2024

Mr Shravan Joshi
Chairman
F[redacted]ittee
C
M
C
L
EC2P 2EJ

Dear Shravan,

BLACK CABS ACCESS

On behalf of the City of London Chamber of Commerce, may I please request your consideration to fast track the proposals for a pilot so that the City can have access to black cabs.

We welcome your decision that a proposal for black cabs to have access to Bank Junction would be presented in June.

However, the City of London Chamber Committee has expressed severe concerns that under this timetable, a pilot will not occur until late 2025 or even 2026.

The Committee considers that such a delay is hampering the ambitions of the Corporation to be internationally recognised as a Destination City.

Unlike other global financial hubs, the City - under the current timetable - will remain the only global business centre without full access to all public transport modes until late 2025 or 2026. This problem continues to damage the international perception of our City as a welcoming and accessible business and tourism centre.

The Committee highlighted another pivotal issue as to why this matter needs to be fast tracked. Black cabs are critical for people who have various disabilities.

The Committee heard example after example of people with disabilities struggling to get around the City of London due to the lack of black cab access. I recognise you are aware of this issue. Nonetheless, if it is helpful, we can provide these case studies so that urgent action is taken on this matter.

Your officers had previously told an officer of this Chamber that delays at Transport for London (TfL) could hold up the pilot until late 2025. We have gained assurances from TfL since then that any request from the Corporation for this pilot to progress will be efficiently processed by them. To date, no application for a pilot has been submitted to TfL by the Corporation.

I and the City of London Chamber of Commerce Committee appreciate your consideration of this matter and we look forward to your response.

Yours sincerely,

[redacted]

Alderman Prem Goyal
Chairman
City of London Chamber of Commerce

33 Queen Street, London EC4R 1AP T: +44 (0)20 7248 4444 E: lc@londonchamber.co.uk W: londonchamber.co.uk
A Company Limited by Guarantee. Registered in Engla[illegible]3. Re[illegible]ed Office: 33 Queen Street, London EC4R 1AP

Committee(s): Planning & Transportation Committee	**Dated:** 16 May 2024
Subject: Utility Infrastructure Strategy	**Public**
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	**Communities have the facilities they need** **Support to a thriving economy** **Digitally & physically well connected**
Does this proposal require extra revenue and/or capital spending?	**N**
If so, how much?	**N/A**
What is the source of Funding?	**N/A**
Has this Funding Source been agreed with the Chamberlain's Department?	**N/A**
Report of: Executive Director, Environment	**For Decision**
Report author: Ian Hughes, Environment Department	

Summary

The success and effectiveness of Square Mile of London as a place to live, work and visit fundamentally relies upon the delivery and maintenance of high quality and effective utility services, with the City enjoying the benefits of past improvement, investment and innovation by the utility sector.

The future is expected to be no less challenging, as the City evolves its requirement for digital infrastructure, addresses climate change and ensures network capacities can facilitate the City's plan for substantial growth in office workers and floorspace.

With more renewable energy requirements, a shift to zero emission vehicles and the creation of local energy markets, the future of energy provision will require nothing less than a green revolution to meet these demands, whilst fast & reliable telecommunications have become a basic standard of living in today's modern world.

By working collaboratively and in partnership with all sectors of industry, government and our stakeholders, this strategy seeks to ensure the City's utility infrastructure remains fit for purpose today as well as future proofed for tomorrow.

Recommendation(s)

Following recent public consultation, it is proposed that Members recommend the final strategy to the Court of Common Council for adoption.

Main Report

Background

1. The success of the Square Mile and the way in which it supports the needs of its residents, workers and visitors is fundamentally reliant upon the provision of high quality utility services. Such services require the necessary gas, water, electricity and telecommunications infrastructure to be constructed, installed and maintained by the respective statutory utilities, with the City of London Corporation playing a key role in facilitating and supporting their delivery.

2. Today's modern City still enjoys the benefits of past investment in utility infrastructure, such as Victorian-era underground utility pipe subways and Bazalgette's 19th Century sewer network, alongside modern innovations such as the recently installed Wifi and 5G networks and Thames Water's Thames Tideway super-sewer.

3. However, to this point, the City Corporation has lacked an overarching utility infrastructure strategy to help focus attention on the maintenance and development of these services, to help drive the respective utilities forward to meet the needs of the future City and to respond to the emerging challenges of Climate Action and sustainability through service improvement, investment & innovation.

4. In large part, the City itself is not directly responsible for delivering these services but our stakeholders certainly expect the City Corporation to be at the forefront of innovation, working with the utilities to plan for the future and creating the right environment to plan ahead & invest with confidence in order to support the City's long-term priorities.

Current Position

5. The Utility Infrastructure Strategy seeks to bring together a raft of current and future activities being planned and delivered by the utility sector in the Square Mile. In terms of City departmental responsibilities, the majority of these aspects lie within the Environment Department to coordinate and manage, with the City Surveyors leading on the interface with Citigen.

6. The full strategy can be found at Appendix 1, but for the purposes of this covering report, the strategy is grouped into five themes:

   <u>Performance</u>

7. The first section focuses on the performance of the respective utilities in terms of their current operations, particularly their service response standards & communications with City stakeholders and the safety of their highway activities under the umbrella of the Considerate Contractor Streetworks Scheme (CCSS).

Demand & Connectivity

8. This seeks to promote the initiatives being taken to ensure the City has the requisite amount of connectivity in terms of superfast broadband and public Wifi / 5G coverage. It also explains the key role that underground infrastructure plays in enabling that connectivity, either through the use of pipe subways or the City's support to the Citigen heating & cooling network. It also notes the importance of removing redundant plant such as BT's copper network to create capacity for new networks that take up much less physical space.

Planning & Innovation

9. In this section, understanding the City's future requirements through the development process is highlighted as a key action, alongside establishing a better understanding of the constraints in meeting that need and promoting the City as a test bed of innovation for utilities to improve their services.

Climate Action

10. Given the City's own commitment towards Climate Action, this is a key area of focus for both the City Corporation and utilities, with the strategy outlining initiatives in terms of the Local Area Energy Plan (being brought forward as a separate but connected policy initiative by Environment's Planning Policy team), future heat zoning regulations and open energy networks for managing peaks & troughs in the energy supply grid. It also considers the need to support green infrastructure for electric vehicle charging in the context of the City's Transport Strategy.

Future Proofing

11. The strategy in intended to promote and intensify the City's active engagement with the utility sector in order to identify and address the Square Mile's longer term challenges. These include the need for more investment to meet the increasing demand for green energy, the transition from methene-based natural gas to zero-carbon hydrogen & biomethane, and the withdrawal by OpenReach of all copper-based voice telephone lines in the next two years.

Public Consultation

12. Following the agreement of the Planning & Transportation Committee to undertake public consultation, officers have engaged with key stakeholders on three fronts.

13. In terms of the major utilities themselves, feedback has been supportive and their respective comments and future plans have been incorporated. If adopted, the strategy will serve to underpin the long term liaison and dialogue between the City, those suppliers and other key parties such as Government and the respective industry regulators.

14. In terms of public consultation, officers utilised its regular consultation provider (Commonplace) to help publicise the strategy, and then gather & analyse responses. Given the somewhat niche subject matter, it was thought that the level of public interest could be limited, but nevertheless over 3000 individual website visits were recorded suggesting the consultation's reach was quite extensive.

15. Although specific comments on the strategy were limited, there was broad support for the strategy's objectives, with several well informed & insightful comments. These included:
    - A desire to look at the generation of electricity, not just managing its consumption
    - Concerns as to whether the cost of decarbonising the utility sector would be passed onto consumers
    - Could e-scooters be used more effectively and safely to reduce car usage
    - Increasing interest in solar panels & heat pumps
    - The need for early innovation & future planning to be seen as key drivers for the strategy

16. There was also positive engagement with Members on the detail behind the strategy, with a briefing for the Planning & Transportation Committee discussing some key priorities & objectives. These comments included:
    - The need to coordinate works by different utilities to minimise the risk of the same area being repeatedly excavated
    - Better engagement and advance notice of works by utilities, including the importance of retaining access to adjacent premises & businesses
    - Continued engagement with OpenReach over the impacts of the 'copper switch off' initiative, including the need to remove redundant copper plant when completed
    - Pushing for complete superfast broadband coverage across the Square Mile, particular for residents away from the main estate areas
    - Enhanced publicity & promotion of the City's public access wifi network
    - An endorsement of the need for utility infrastructure to support economic growth and development activity
    - Establishing a better understanding of the role hydrogen could play for different sectors within the City's long-term economy
    - The impact of external heat pumps on buildings in conservation areas
    - Developing the case for a strategic energy partner for the City
    - Understanding the impact of future heat zoning legislation if that seeks to mandate for buildings to connect to a heat network in the next 20-30 years

Proposals

17. The Utility Infrastructure Strategy has been updated to incorporate those views expressed during the consultation, so it is proposed that Members of your committee now recommend the final strategy to the Court of Common Council for adoption.

Strategic & Risk Implications

18. This strategy will help support the delivery of various key strategic priorities within the City's Corporate Plan (i.e. contribute to a flourishing society, support a thriving economy and ensuring the City is digitally and physically well connected). It also connects to various important policy initiatives such as Climate Action, the Transport Strategy and the Local Area Energy Plan.

19. In terms of risk, not adopting such a strategy would mean a less coordinated and forward looking approach, leading to less than optimal outcomes in the delivery of these services now and in the future.

Financial Implications

20. It is not anticipated that this strategy, in and of itself, will require funding from City Corporation sources. Where investment and expenditure is required (e.g. maintenance of the pipe subway network, support to Citigen or ground penetration radar surveys), these will be subject to 'business as usual' governance and approval processes for capital and revenue expenditure.

Legal Implications

21. Some aspects of the strategy relate to upcoming primary legislation regarding energy and heat zoning, and as such the City Corporation will monitor and (if necessary) seek to influence such powers as they evolve through the parliamentary process.

22. Utilities themselves already make use of extensive statutory powers to excavate highways to install and maintain their equipment, albeit the City continues to support that activity in its role as Highway Authority and Planning Authority, as well as holding its own statutory powers in relation to requiring utilities to use underground pipe subways where such infrastructure exists.

Climate Implications

23. Aspects of this strategy will directly align with the City's Climate Action commitments to reach net zero across the Square Mile by 2040. This includes the Local Area Energy Plan which aims to improve understanding of the nature, scale, rate and timings of the changes necessary to transition to a net zero energy system.

Equalities, Resource & Security Implications

24. None

Conclusion

25. This strategy intends to better align the utility sector with the future needs of the Square Mile, drawing in key aspects of the City's activities that relate to utility infrastructure. By working collaboratively and in partnership with all sectors of

industry, government and our stakeholders, this strategy seeks to ensure the City's utility infrastructure remains fit for purpose today as well as future proofed for tomorrow.

Appendices

- Appendix 1 – Utility Infrastructure Strategy

Ian Hughes
Director, City Operations,
Environment Department

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The City of London Corporation

Environment Department

Utility Infrastructure Strategy

Contents

Infrastructure Strategy Five Point Plan

Introduction

The City has a history of responding to the challenges of delivering the infrastructure necessary to facilitate the growth of the Square Mile and maintain its relevance at the heart of the UK economy.

The last 150 years has seen vast progress in utility infrastructure, from Bazalgette's sewers and Victorian-era pipe subways, through rebuilding after WWII, the deregulation of the telecommunications sector into today's digital e-enabled environment.

The future will be no less challenging for the utility sector as it must account for the rapidly evolving requirements of digital infrastructure, the need to address climate change and to ensure that capacity is sufficient to facilitate the City's plans for substantial growth in office workers and floorspace.

The City's commitment to Net Zero emissions by 2040, alongside its innovative Transport Strategy and the high expectations of its residents, workers and visitors set the bar high, making it essential that all parties work together to meet these goals.

With more renewable energy requirements, a shift to zero emission vehicles and the creation of local energy markets, the future of energy provision will require nothing less than a green revolution.

Innovation and change in telecommunications will be no less demanding, with fast, efficient and reliable connectivity a basic standard of living in today's modern world, whilst the City's water and sewer networks provide new opportunities to address the capacity constraints found underground.

By working collaboratively across all sectors of industry, government and in partnership with our stakeholders, this strategy seeks to ensure the City's utility infrastructure remains fit for purpose today and future proofed for tomorrow, enabling it to underpin the City's position as a sustainable, effective environment in which to live, work and visit.

Service Standards, Communications and Engagement

Given the City's various commercial, residential and visitor communities, the requirements for power, water, gas and telecommunications can vary quite markedly.

However, the City gathers information direct from a wide range of stakeholders, including individuals, residential working groups, Business Improvement Districts, developers and wider commercial interests, to enable it to challenge the major utility providers to deliver high quality levels of connectivity, service response standards and communications.

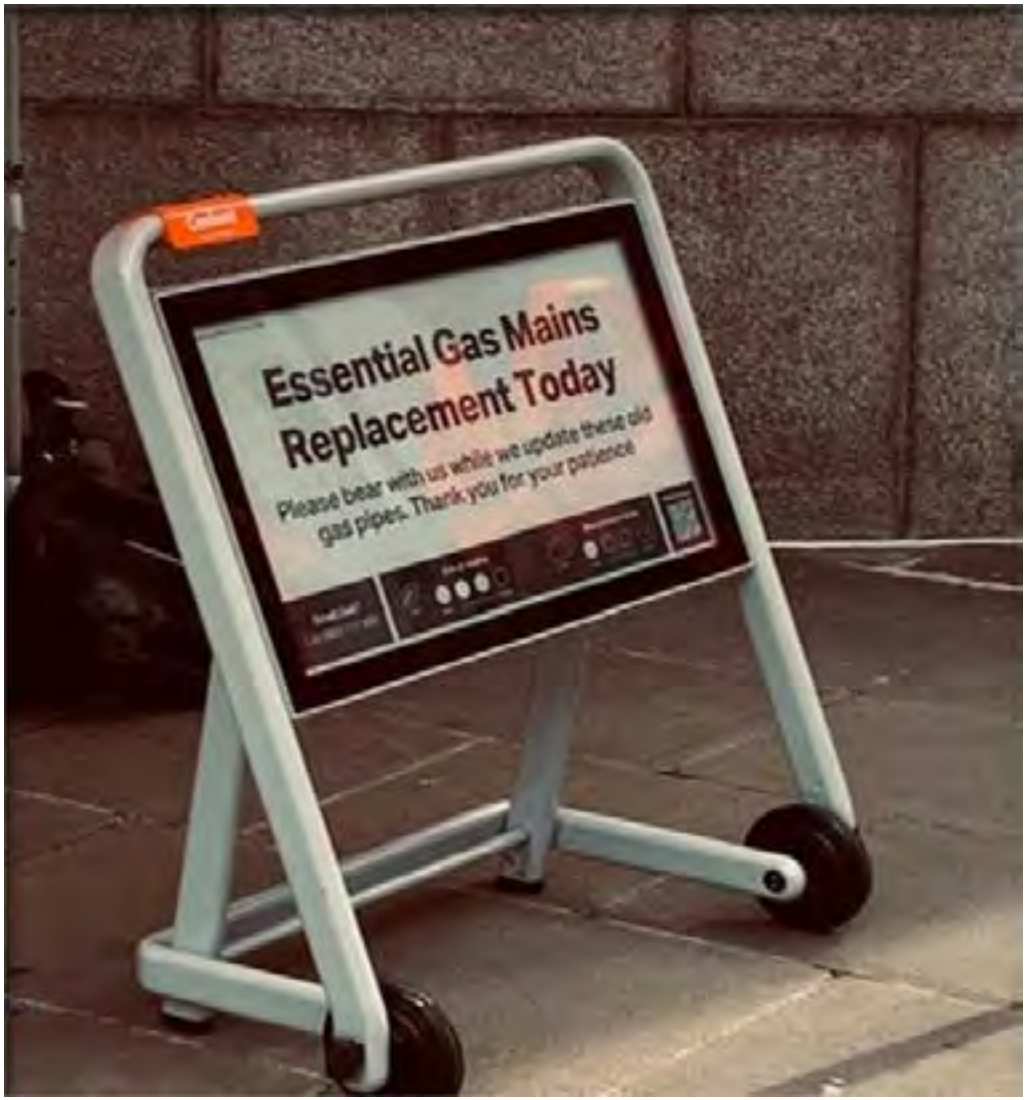
Highly effective working relationships have been established with utilities and their contractors, from senior levels down to operational supervisors who manage works on the ground, enabling City officers to address issues quickly and effectively for the benefit of our stakeholders.

One of the City's key initiatives in this area is the Digital Infrastructure Toolkit, developed with the support of developers, landlords, broadband operators, property managers, government, legal firms and key trade associations.

This national award winning concept sets out a series of tools to make it easier and faster to agree digital connections, including a common standard for wayleave agreements to quicken the process of agreeing consents to cable broadband through buildings.

Alongside close working relationships with the Department for Transport, GLA, TfL and London Councils, officers remain closely involved in shaping industry guidance and driving best practice through JAG (the Joint Authorities Group representing all highway authorities in the UK) and HAUC (Highway Authorities and Utilities Committee).

This includes preparing for new inspection codes of practice for street works before the end of 2023 and the development of Streetmanager, the industry IT tool for permitting and coordinating all utility works.



Considerate Contractor Streetworks Scheme

The Considerate Contractor Streetworks Scheme (CCSS) was pioneered by the City in 1990 and was the first scheme of its kind to be introduced in the UK.

The Scheme aims specifically to tackle the problems associated with street works on our highly congested streets, and its objective remains to encourage and promote the highest of standards for utilities and their contractors working in the Square Mile.

It looks to instil a spirit of pride and excellence in those who work on the highway, create a safer and cleaner environment for everyone who uses our streets and enhance the perception of the street works industry and those who work in it.

The scheme comprises:

- A Code of Conduct that aims to reduce work durations, minimise disruption, improve signage, enhance communication and ensure continuous improvement
- Regular inspection and monitoring by City officers
- A formal awards ceremony recognising high performing utilities and their contractors

The scheme remains highly prestigious and drives improvement, creating competition between participants and a mindset to ensure works are safe, well managed and expeditious.

Throughout its long history, the scheme has evolved to include the introduction of an Innovation Award for utilities and the use of sponsorship to make the awards self-funding.

It remains highly effective in encouraging and enabling collaborative working (such as trench sharing) and the coordination of infrastructure works with City projects and highway maintenance, minimising disruption to the public, improving accessibility and driving safety.

The CCSS also promotes good communications and advance warning, and supports the coordination of works by different utilities, minimising the risk of re-excavating the same street multiple times.

Demand & Connectivity

Superfast Broadband

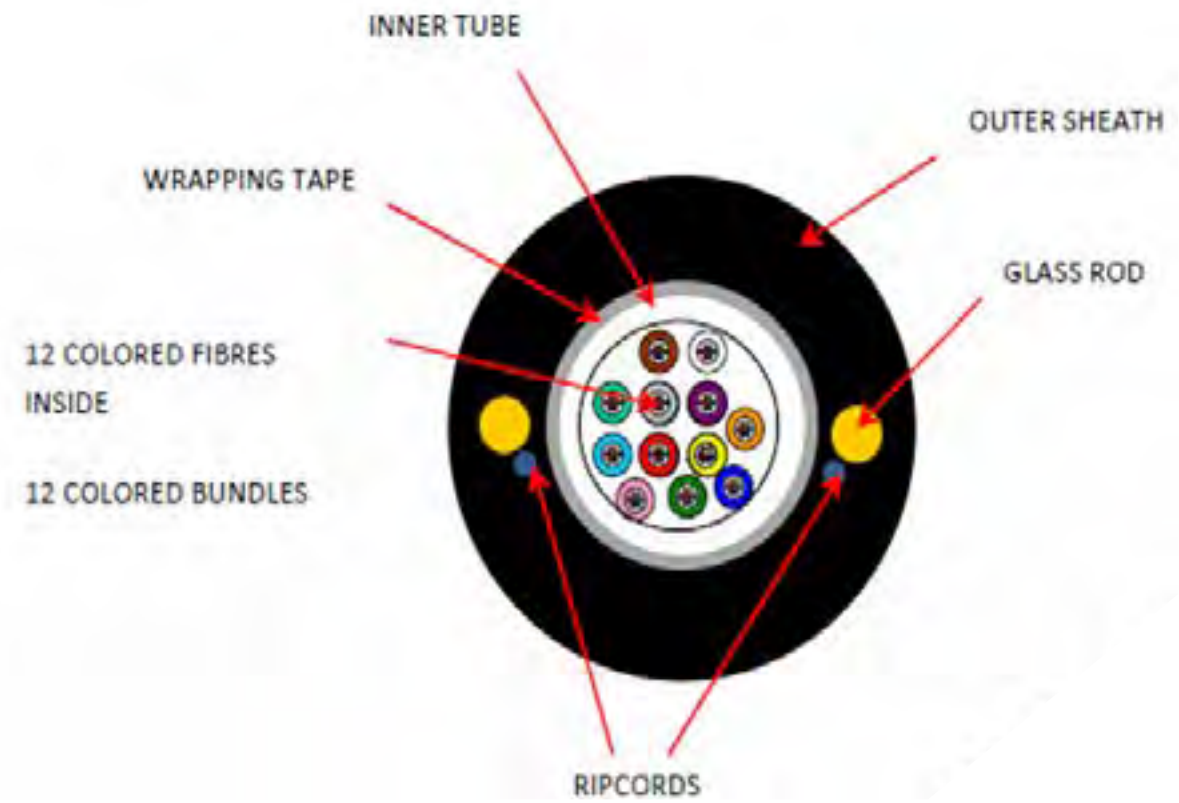
The City's unusual social mix of major financial services and residential properties has historically led to some unique challenges in connecting the City with effective broadband, particularly for our SMEs, residential estates and residential buildings spread across the Square Mile.

With the City's largest commercial enterprises able to procure their own direct requirements from multiple suppliers across diverse routes, the remaining market has typically fallen short of Openreach's business case test for proactively connecting the City to superfast broadband.

Given the status of the Square Mile, this has been consistently raised at a senior level with Openreach and has been addressed through a series of initiatives to enable everyone in the City to have access to an essential part of modern life.

By 2020 90% of the City had superfast broadband enabled by various initiatives including:

- Working with Openreach to improve capacity and their fibre to the premises network
- Facilitating wayleave agreements to bring additional fibre providers to the City's major residential estates
- Identifying and addressing 'not-spot' areas within the Square Mile where network connectivity is not sufficient
- Supporting new fibre providers such as Vorboss to increase network capacity



Wireless Concession

Alongside the steps being taken to address broadband requirements, the City also set itself the challenge of creating a world leading public access Wi-fi network as well as facilitating the requirements of the mobile telecommunications companies to deliver comprehensive and effective 4G (and now 5G) coverage across the Square Mile.

The first step towards this was the installation of free public Wi-Fi infrastructure, delivered in conjunction with partner Cornerstone and their contractor Freshwave. This award-winning connectivity delivered download speeds of up to 100mbs, with installations typically utilising existing street furniture, extended in height to reach the optimum 'broadcast' point.

However, to deliver the requisite 4G/5G connectivity, a solution was needed that avoided the potential for each of the four main mobile network providers deploying their own columns, cabinets and equipment that would otherwise fill the City's congested streets.

The City's innovative concession contract with Cornerstone facilitated the rollout of over 200 4G cells, with Cornerstone and Freshwave promoting, developing and maintaining common user technology at no cost to the City.

Suitable sites are now being trialed that help deliver high capacity, highly reliable 5G mobile networks that the telecommunications sector need to keep the City connected. Full 5G coverage is expected by 2025 with an appropriate communications campaign working alongside to raise public awareness and promote its use.

Pipe Subway Capacity

The City has over 6km of pipe subway built underneath its roads, designed and constructed specifically to hold utility infrastructure of all shapes and sizes.

Mostly built by the forward thinking Victorians, utilities are required to use these subways to carry their plant rather than dig up the road, reducing the disruption above ground whilst allowing their equipment to be installed, managed and repaired by physical inspection.

The cost of expanding the network today into new streets can be prohibitively expensive given the disruption required to relocate existing infrastructure, but the City has been able to amend and add to the network in recent times as part of major infrastructure projects such as Thameslink, Crossrail and Tideway.

Safe access to these facilities is managed by the City given their confined space nature, and future initiatives to ensure these unique facilities remain fit for purpose include major structural maintenance work, measures to ensure they are resilient to climate change and smoke sensors to check for safety issues.

Moving forward, the City is seeking to work with the utilities to remove redundant plant such as BT's copper cabling, ensuring sufficient space is available to accommodate the City's future requirements.

Citigen

By working with the utility e.on, the City leads the way in low carbon decentralised energy networks by making use of the Citigen decentralised power plant based within the City that produces enough power to heat the equivalent of 11,300 homes.

Hidden behind the Port of London Authority facade at Smithfield, Citigen not only generates power but also heating and cooling, delivered via 10.5km of underground piping to business and residential properties across the Square Mile.

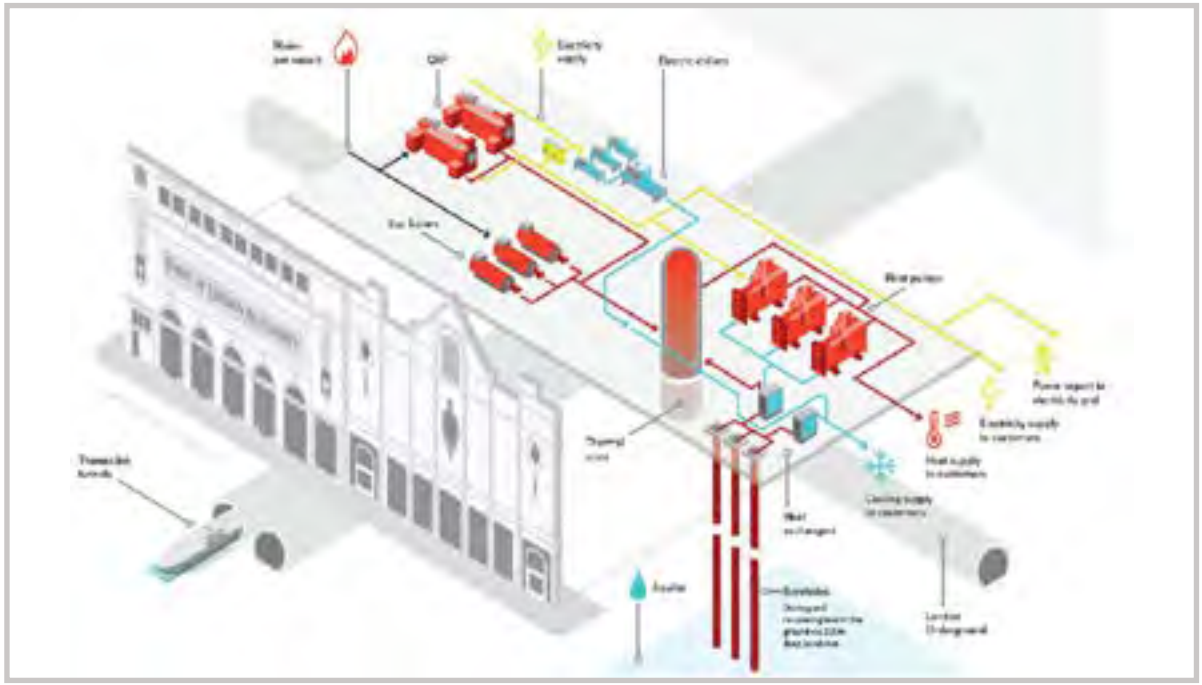
Whilst seeking opportunities to expand its capacity and network, Citigen also makes a significant contribution to the City's environmental goals through its decentralised district heating approach.

Its large thermal store allows the system to hold excess renewable energy before reusing it at peak times, and by drawing on the natural warmth from the London Aquifer 200m below the City, Citigen are now able to commission a new 4MW heat pump that will reduce carbon emissions by 30%.

This infrastructure will allow the City to build on the future decarbonisation of the electricity network as the proportion of renewable energy sources on the grid increases, further reducing heating and cooling associated carbon emissions.

The City's supply agreements with Citigen currently run to 2027, with Citigen obliged to deliver a 20% reduction in carbon during that period.

The challenge for Citigen is to develop and deliver a sustainable and attractive long term energy solution for both its existing and potential new customers within the Square Mile.



Innovation Test Bed

All utilities remain focused on finding ways to improve the resilience of their respective networks, increase the efficiency of their operations, minimise disruption and improve the service to their customers.

The last 10 years has seen major capital investment from both Thames Water and Cadent Gas to upgrade their aging networks using new materials to address what were significant levels of leakage from their pipelines. Thames Water in particular had to address failing pipes which in some places had almost completely eroded away.

We continue to see investment and innovation from all quarters, such as:

- robots to survey and repair pipelines from the inside
- use of the existing sewer network to carry new telecommunications cabling
- vacuum technology to increase the speed of removing materials from excavations
- utility covers that safely vent gas leaks without closing footways
- deployment of denser fibre cables to increase capacity

The degree of innovation is not confined to the commercial sector, with the City itself having just completed its rollout of an innovative street lighting system that enables direct control of individual lighting units in real time via a low frequency mesh network.

Combined with an investment in LED technology and aligned to an industry leading Lighting Strategy, this has resulted in a reduction in energy for street lighting of over 50%.

This mesh network is also capable of carrying other Smart City data, enabling the potential for further development of e-enabled smart technology. As an example, the City is using the same network to generate warnings when lifebelts are removed from the riverside, making the Thames safer by ensuring that those that are removed are quickly replaced.

It is this strategy's ambition for the City to be seen as an effective test bed for new technology, allowing utilities the opportunity to trial new ways of working that make operations quicker, easier and more effective for everyone involved.

Underground Capacity

The space beneath our feet plays host to all number of utility cables, pipes and operating plant, but given these networks have grown over time without a statutory requirement for strategic coordination, successive utilities have installed their own plant wherever space is available.

The first networks to be laid related to sewerage, water and gas, meaning these large pipe networks are typically the deepest underground, with power cables next in line above them. The highest sets of services are usually telecommunications cables which sit just below the surface.

Telecommunications saw a massive expansion in the 1990s and 2000s as a result of government deregulation, meaning the space under most of our footways and roads is now reaching capacity.

That means when new networks are required, significant amounts of time, cost and disruption are incurred just to establish viable routes over, under and around existing networks.

To address this issue, the City is currently working with the GLA and the utility sector to consider how GIS record keeping can help, and for the City in particular, it is proposed to undertake ground penetrating radar surveys to comprehensively map the Square Mile, enabling the City to identify which streets are still available for network expansion.

Meanwhile, the Physical Infrastructure Access scheme enables third party utility companies to rent the Openreach network in order to build their own networks without taking up more space underground, saving time, effort and cost. This is being actively progressed by seven telecom utilities in the City and more are expected to follow, driving competition and improving connectivity

Planning Process

Much of the City's expanding utility need is driven by major development, particularly when it is clustered together and requires a step change in supply that exceeds current capacity.

In the recent past, this has been most noticeable in the Eastern Cluster, where successive large developments have required expansions to the power supply load for that area. Such uplifts are fed from UK Power Network's major City-based substation near Ludgate Hill, the last time being around 10 years ago when many of the City's key streets had to be excavated for new power cables over a two year period.

The City can best address these issues by proactively working with the utility sector and developers to identify specific requirements ahead of time, facilitate advance planning to reduce disruption to the general public, and ensuring long term plans are in place to ensure sufficient capacity is available to meet future demand.

Other initiatives linked to the planning process include a planning condition that major developments must share with the City their utility requirements at an early stage to enable advance discussions around available supplies, customer connections and potential network expansion.

One particular issue can also arise when the needs of a new building occupier only emerge at the very end of the development, significantly adding to the number of connections and utility chambers required, sometimes well after the City's public realm construction works have finished.

To address this, the City promotes a communal entry chamber scheme whereby one utility chamber is constructed to facilitate the requirements of multiple utilities and their respective connections into the new building, allowing last minute supplies to be installed without the need for further major excavations.

Climate Action

Local Area Energy Plan

The City of London has recently developed and adopted a Climate Action Strategy aimed at setting a pathway to net zero, building climate resilience and championing sustainable growth.

The Strategy outlines the City's commitment to reaching net zero carbon emissions within its own operations by 2027, and net zero across the Square Mile and the City Corporation's supply chain by 2040.

To support this Strategy, the City is developing a Local Area Energy Plan for the Square Mile to improve understanding of the nature, scale, rate and timings of the changes necessary to transition to a net zero energy system.

The LAEP process combines robust technical analysis with comprehensive stakeholder engagement to create a route map for delivering decarbonisation as effectively as possible.

It will identify the actions required by local and national government, energy providers, regulators, industry and residents to achieve this,

increase local stakeholder awareness in the Square Mile, and inform credible commitments and better buy-in for these changes.

Priority intervention areas include:

- Maximising the energy efficiency of buildings
- Exploring waste heat capture and sharing opportunities
- Prioritising decarbonisation of heat networks
- Rolling out renewable energy systems
- Driving rooftop solar energy

The pathway to an LAEP is currently under development in conjunction with public bodies (GLA, London Councils, Transport for London), key utilities (UKPN, Cadent, e.on), Ofgem and Arup , with a wider stakeholder engagement stage about to commence.

Heat Zoning Regulations

The Government's proposed Energy Security Bill (intended to become law by 2024) seeks to introduce a new regulatory framework for heating, intended to define and designate zones where heat networks can provide the lowest cost low carbon solutions.

As Citigen has shown, local district heating networks can be a cost-effective way of providing reliable, efficient, low carbon heat, even though heat networks themselves do not enjoy the same statutory powers as other forms of utilities such as gas, water and power.

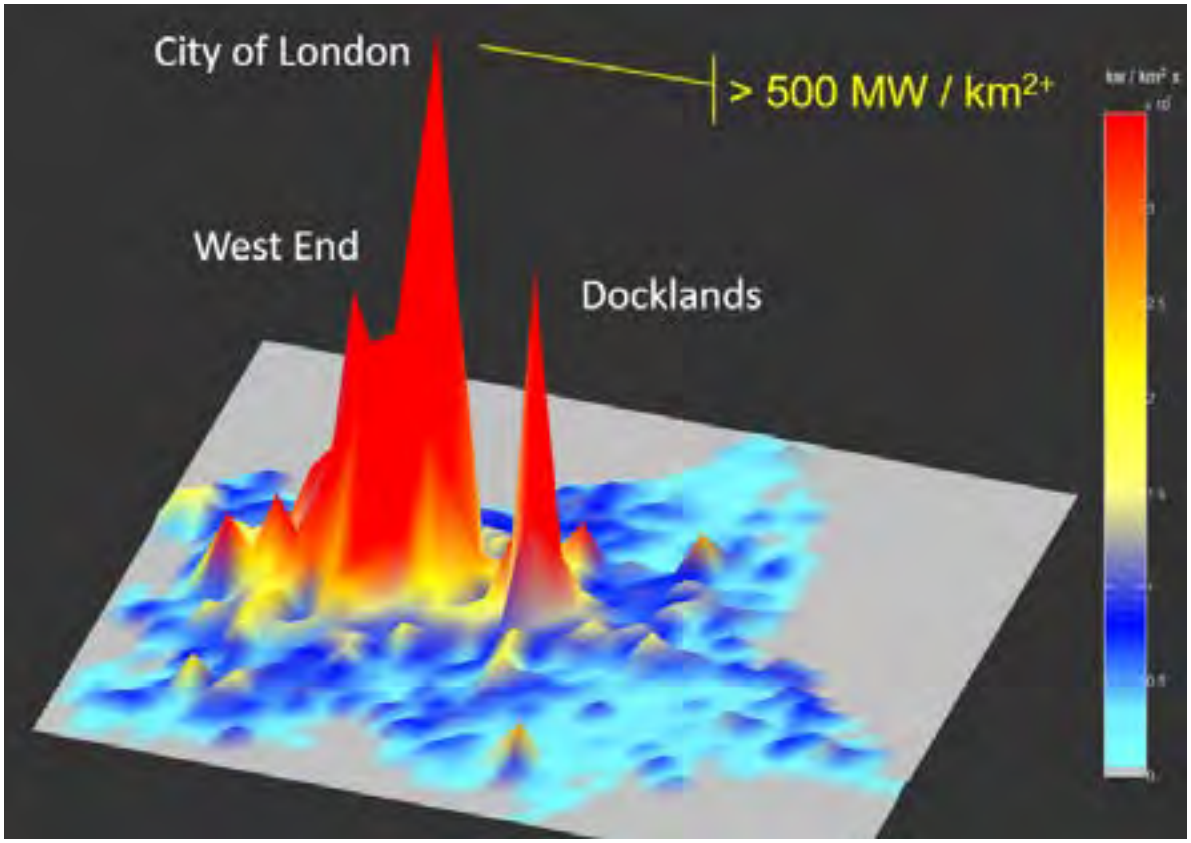
The Bill intends to resolve this by granting heat networks statutory powers, bringing local heat networks under the Ofgem umbrella, regulating prices, promoting technical standards and introducing limits on carbon emissions.

Heat zoning regulations are expected to support the growth and decarbonisation of existing networks such as Citigen and are intended to accelerate the transition towards net zero heat, enabling cities to adopt a common energy strategy.

Local heat networks are particularly suited to locations such as the Square Mile with its building density and available heat sources.

In such areas, the potential for Heat Network Zoning will be considered where certain buildings would be required to connect to such networks as the lowest cost solution for decarbonised heat.

As part of these initiatives, the City may also be able to benefit from the Green Heat Networks Fund, a three year (2022-2025) £288m capital grant fund intended to support (amongst other things) the expansion of existing heat networks.



Open Energy Networks for the Smart Grid

With new smart technologies challenging the traditional way we generate, consume and manage electricity, the Open Networks programme has brought together the nine electricity grid operators in the UK and Ireland to work together to align processes to make connecting these networks as easy as possible and to bring renewable energy resources, including wind and solar panels, to the local electricity grid.

One of their initiatives is the concept of flexible technology that can store energy using periods of low demand, releasing it back to the grid during peak periods. This will become increasingly important in order to address local peaks and troughs of demand given that local supply grids are typically designed to meet average loads.

Working with the industry regulator and the distribution network operators, UK Power Networks are currently facilitating this marketplace by paying flexible energy suppliers (typically at this point large commercial buildings) both an availability fee and a utilisation fee to store energy and push it back into the grid at peak times through their building energy management system.

All the grid providers have committed to offer quicker connections to properties making this commitment, and given the City's demographic, there are clear opportunities where the City and the Energy Networks Association can work together with the City Business Improvement Districts, large commercial properties and residential estates to explore these opportunities.

In the future, it may be possible to consolidate infrastructure installations and harness synergies between developments, enabling both heat and cooling to be provided in a more efficient way to residents and other stakeholders. This will likely drive innovation in terms of energy storage facilities and cooperation between adjacent properties to create a local eco-system for heating and cooling.

Transport Strategy: Electric Vehicle Charging

Under the direction of its innovative Transport Strategy and the need to support the transition to zero emission capable vehicles, the City has recently increased the amount of electric vehicle charging infrastructure available for use in the Square Mile, delivering facilities sufficient to meet the current needs of residents and vehicles serving the City.

There are publicly accessible electric vehicle charging points in all the City's public car parks, one rapid charging point on-street for taxis and a rapid charging hub in Baynard House car park with six rapid charge points and space for a further four in the future.

This number of facilities needs to balance potential demand with the need to avoid drawing unnecessary traffic into the City just to recharge, potentially adding congestion to our streets, whilst changes in battery and recharging technology will also change these requirements over time.

Alongside this, the City has delivered on its own commitment to zero-emission vehicles by making its Cleansing fleet fully electric, installing the necessary infrastructure at its Walbrook Wharf depot and working with contractor Veolia to transition its fleet of vehicles.

Progress has also be made through the Planning process, whereby new developments with off-street loading can be required to install rapid charge points, whilst we can also encourage the owners, managers and occupiers of existing buildings with loading bays to install rapid charge points.

It's clear that demand for top up charging for vehicles servicing the City, alongside reliable and available recharging facilities for our residents, remains a growing requirement, and as such we are currently working with colleagues in Community and Children's Services to expand recharging facilities in our residential estates, promoting the newly opened recharging hub and looking to increase the number of top up rapid recharging units.

Future Proofing

Future Proofing

The City has to continue to work with its stakeholders, the utility sector, government and the industry regulator to ensure its utility infrastructure remains fit for purpose, meeting the needs of today as well as addressing the challenges of the future.

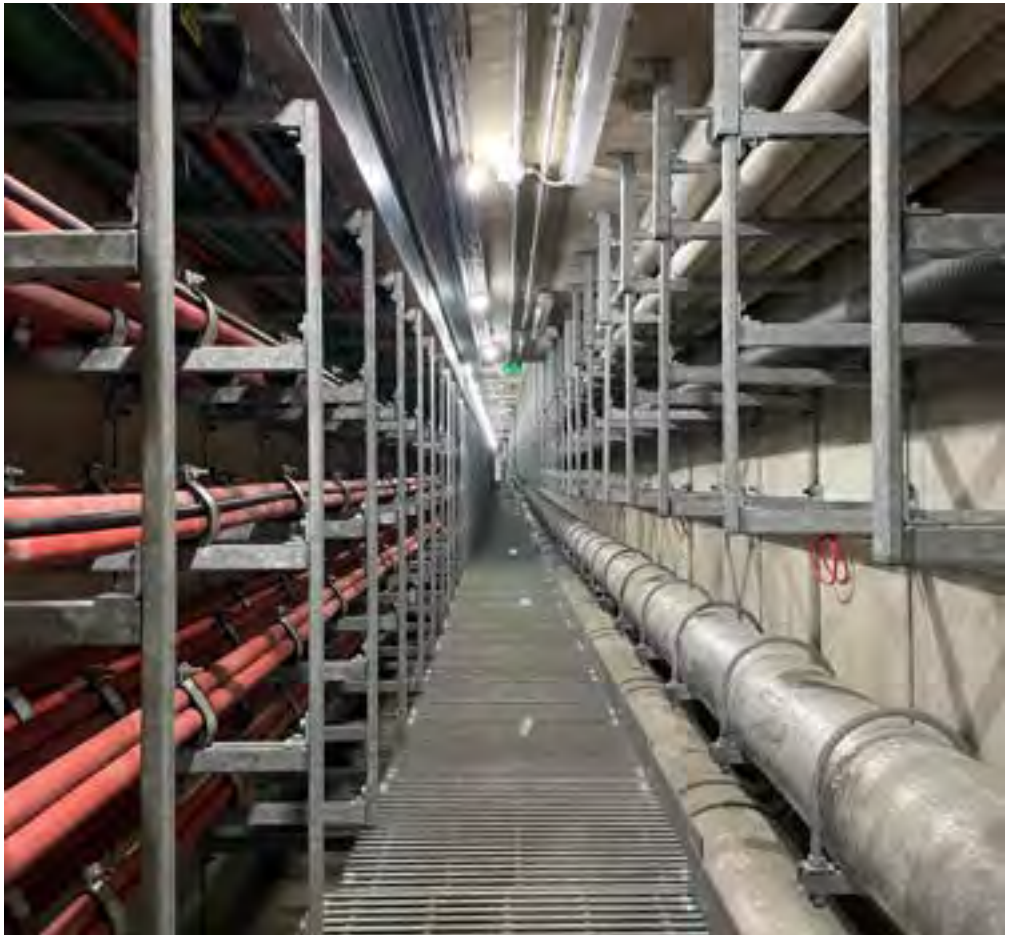
With that in mind, future proofing the City already has some specific early challenges:

- Given deregulation of the supplier market, companies such as UK Power Networks are prevented from investing ahead of need. However, longterm expansions in demand will undoubtedly require an uplift in capacity, needing the City to work with UKPN and others in the electricity sector to consider strategic investment opportunities to grow supply capacity.
- Development activity in the Square Mile continues apace, so it is essential that the City engage with the development community to understand

Despite the complexity and cost of expanding the City's underground pipe subway network, it must look to maximise the opportunities when they arise to connect or lengthen existing parts of this essential infrastructure network future demand.

In one of the biggest changes in telecommunications history, Openreach intend withdrawing all copper-based voice telephone lines from the UK's network at the end of 2025. This will enable Openreach to focus on maintaining and enhancing its fibre network and consider opportunities from decommissioning but this will impact anyone still using copper based lines.

- Changes are planned to the UK's 284km of gas pipeline network to transition it from methane-based natural gas to zero-carbon hydrogen and biomethane. Cadent has upgraded 92% of the City's low pressure network to distribute natural gas to hydrogen in the future, and other green gas projects would be expected should Government decide in 2026 to allow hydrogen for domestic use.
- As part of the opportunities opened up by forthcoming legislative changes promoting heat networks, the City could be in position to work with a strategic energy partner to take a leading role in creating such a network across much of the Square Mile.



Stakeholder Engagement

Stakeholder Engagement

To consult on this strategy and raise awareness of the issues and challenges it seeks to address, it's intended to undertake a series of engagement sessions and publicity activities, from face to face meetings and public forums to on-line promotion.

The key groups to be engaged with will include:

- Senior level utility representatives
- Business Improvement Districts
- City businesses & SMEs
- Resident groups
- Industry Regulators
- Energy Networks Association
- Greater London Authority
- Transport for London
- Adjacent Local Authorities
- HAUC (Highway Authority and Utilities Committee)
- Members and appropriate City Corporation Committees

To ensure this strategy remains a live document, it is intended the dialogue established through its creation remains in place to drive forward the essential changes it seeks to make.

Route Map

Performance Actions:

- Ensure effective relationships are maintained within each utility sector and work with stakeholders across the City to bring issues to their attention
- Promote the Digital Infrastructure Toolkit and standard wayleave agreement
- To maintain the commitment embodied by the Considerate Contractor Streetworks Scheme for safe, considerate and cooperative working practices
- Establish performance measure for this strategy

Connectivity Actions:

- Supporting Openreach in achieving their target to deliver fibre broadband to 25 million premises, including both businesses and residents, by end of 2026.
- Highlighting 'not-spot' areas within the Square Mile where there is greater demand for faster fibre connectivity.
- Supporting new fibre providers such as Vorboss to increase network capacity
- Complete the 5G network rollout in conjunction with Cornerstone & Freshwave
- Ensure effective maintenance and resilience for the existing Wi-Fi and 4G networks
    - Capital investment in repairs to Snow Hiill and Holborn Viaduct pipe subways
    - Trial smoke sensors to ensure the subways remain safe for both utility plant and workers
- Review opportunities for the removal of redundant plant, making space for new cabling
    - Identify further opportunities to invest in & expand Citigen network
    - Consider opportunities from Govt heat zoning regulations and consider requirements to connect to heat networks

Route Map

Planning & Innovation Actions:

- Promote the opportunity for the City to be seen as a test bed for new ideas and innovations
- Explore the opportunities provided by the City-wide mesh network to carry smart data
- Undertake ground penetration radar mapping of the City's streets
- Work with the GLA and key utilities to establish the potential to map utility networks as part of the National Underground Asset Register initiative

Climate Actions:

- Work with the City's consultants and key stakeholders to identify the route towards implementing a Local Area Energy Plan for the Square Mile
- Continue to work with e.on to identify opportunities to expand the Citigen network
- Seek to make further progress in decarbonising Citigen's operation
- Work with Govt and Ofgem to review implications & options from heat network zoning and the Green Heat Networks Fund
- Engage with the Energy Networks Association to develop opportunities for flexible energy networks
- Review requirements for on-street and off-street charging points, including within our public car parks and residential estates
- Promote and publicise access to the recharging hub at Baynard House car park
- Work within the Planning process and with the BID engagement team to require & promote the installation of recharging facilities within commercial premises for servicing vehicles

Future Proofing Actions:

- Identify long term energy and telecom requirements and supply constraints for future development
- Consider opportunities for future pipe subway expansion
- Address the impact of the withdrawal off copper-based telecoms
- Assess the challenge represented by the transition of gas networks to hydrogen & biomethane

Route Map

Route Map

Contacts

Ian Hughes – City Operations Director

Ian is the City Operations Director. He has strategic responsibility for all the operational activities on the City's streets, including the key front line services of street cleansing, highway maintenance, domestic waste collection and parking enforcement. Ian also has overarching responsibility for road safety, transportation & public realm schemes, maintaining the Square Mile's trees & green spaces and supporting the City's major on-street events such as the Lord Mayor's Show.
He is Deputy Senior Responsible Officer for the Secure City programme with the City Police.

Sye Thevathas – Strategic Infrastructure and Asset Manager

Sye Thevathas is the Strategic Infrastructure & Highways Asset Manager. He is the key contact within the Corporation for all matters relating to network infrastructure, supporting elected Members, City of London departments, City businesses, property owners, developers, utility and fibre broadband providers, to ensure that the Square Mile is provided with world leading utility network infrastructure.

Michelle Ross – Traffic Manager

Michelle leads, manages and directs the three specialist teams responsible for coordination of Street works (permitting), Special Events (on the highway) & Traffic Management (road closures, hoarding licences & major projects)

Darran Gowdy - Streetworks Manager

Darran has over 35 years of experience in engineering, technical services, utility works, highways activities, streetworks permitting and inspections, compliance and highway management, Darran manages the Streetworks Team for the City of London.

Giles Radford – Assistant Director Highways

Giles is the Assistant Director for Highways. He is responsible for managing highway maintenance and construction, street lighting, drainage and the City's pipe subway network.
Giles is also responsible for highway licensing, temporary road closures, special events, utility works, the City's 4G infrastructure and the Considerate Contractor Scheme.

Graeme Low – Assistant Director of Energy and Sustanability

Graeme is Assistant Director, Head of Energy and Sustainability for the City Surveyors Department. His team leads on the supply of energy to our buildings including electricity, gas and heat and coolth supplied via Heat Networks such as Citigen. He is responsible for ensuring our buildings energy and operational carbon performance improves to meet the challenge of our Climate Action Targets for 2027.

Mark Donaldson - Senior Energy Engineer

Mark leads the City Corporation's support for the development of heat networks within the Square Mile. This includes working with E.On to support the growth and decarbonisation of the existing Citigen heat network, developing opportunities for new low carbon heat networks in the Square Mile, and preparing the City Corporation for the forthcoming Heat Zoning regulations.

Rob McNicol - Head of Policy and Strategy

Rob is the Assistant Director for policy and strategy in the planning division. His team is responsible for delivering the City Plan, Supplementary Planning Documents and other planning guidance; monitoring and data relating to the Built Environment; and delivering a number of Climate Action Strategy projects that will embed sustainable approaches to development in the Square Mile.

Committee(s): Planning and Transportation Committee For Information	**Dated:** 16 May 2024
Subject: Infrastructure Funding Statement CIL/S106 2022-23	**Public**
Report of: Gwyn Richards, Planning and Development Director – Environment Department	**For Decision**
Report author: Chhaya Patel, City Development, and Investment Unit - Environment Department	

Summary

The report presents the City's Community Infrastructure Levy (CIL) and Section 106 (S106) planning obligations infrastructure funding statement at the end of the financial year 2022/23. The report summarises the City's CIL and S106 balances, allocations and spend at the end of the financial year and updates the list of infrastructure projects or types of infrastructure the city will be wholly or partly funding by CIL. The CIL regulations require collecting authorities to produce an annual Infrastructure Funding Statement (IFS) for publication on the City's website.

CIL highlights for 2022/23:
• £ 28.33m receipts in Mayoral CIL
• £ 16.72m receipts for City CIL
• £ 8.63m potential City CIL (CIL liable planning permissions granted in 2022/23)
• £14.96m allocated to projects
• £5.64m spend
• £11.07m remaining City CIL balance in 2022/23

S106 Highlights for 2022/23:
• £ 10.29m S106 receipts
• £ 2.55m S106 spend
• £ 12.20m potential S106 contributions secured from ten agreements signed but where development has not commenced in the reporting year
• £ 93.2m remaining S106 balance at the end of 2022/23 allocated to site specific mitigation measures necessary to make the development acceptable as per the agreement

Recommendation(s)

Members are asked to note the content of this report and approve the infrastructure list at paragraph 19, repeated at section 4 of Appendix 1, for publication on the City's web site.

Main Report

Background

1. All local planning authorities have a duty to publish an Infrastructure Funding Statement (IFS) at least annually in accordance with the Community Infrastructure Regulations 2010 (as amended). The report must include the total CIL receipts for the reported year, CIL expenditure and receipts retained at the end of the reporting year as set out in the regulations. The IFS is to include a section 106 report for each year providing information on contributions to be provided under any planning obligation entered into in the year, contributions received, allocated and spent on relevant infrastructure projects in the financial year 2022/23.

2. This report provides information on the Community Infrastructure Levy and developer contributions which have been secured in section 106 agreements, received, allocated and spent in the financial year 2022/23 (01 April 2022 - 31 March 2023).

Key Data - Community Infrastructure Levy

3. The compact nature of the City, intense development activity and employment place considerable demands on City services, our infrastructure and environment. The City Corporation utilises the Community Infrastructure Levy (CIL), attaches planning conditions and negotiates section 106 agreements (also known as planning obligations) with developers, to secure the best and most sustainable use of land and to mitigate the impact of these demands.

4. The City of London Local Plan 2015, Core Strategic Policy CS4: Planning Contributions sets out the policy and background for securing contributions and setting the CIL Levy for the delivery of the infrastructure necessary to enable development in the area. The policy is set out below in Figure 1.

Figure 1: Core Strategic Policy CS4: Planning Contributions

To manage the impact of development, seeking appropriate developer contributions:

1. Requiring contributions through the Community Infrastructure Levy to assist in the delivery of the infrastructure necessary to support implementation of the Local Plan.
2. Requiring s106 planning obligations, having regard to the impact of the obligation on the viability of development, for:
   (i) site specific mitigation meeting statutory tests;
   (ii) affordable housing;
   (iii) local training, skills and job brokerage;
   (iv) local procurement in the City and City Fringe.
3. Requiring qualifying development to make an additional contribution to meeting the costs of Crossrail construction in accordance with the provisions of the London Plan.

5. CIL helps fund the infrastructure needed to deliver the City's Local Plan and address the cumulative impact of development across the City of London. A development is liable for CIL if it is creating one or more dwellings, or new floorspace of 100sqm or more.

6. The levy is payable either within 60 days of the commencement of a development, or within the terms of an instalment policy set by the CIL charging authority. The City Corporation has an Instalment Policy in place set out below:

    - Where the payable amount of CIL is £100,000 or less, the whole amount shall be paid in a single instalment not more than 60 days after commencement of the development.
    - Where the payable amount is more than £100,001, developers have the option to pay two instalments:
    - The greater of £100,001 or half the value of the total payable amount is due within 60 days after commencement, and
    - The remainder is due within 240 days after commencement.

7. As a result of the Instalment Policy, CIL Demand Notices issued during the year do not necessarily equate to the CIL sums likely to be received that year. In addition, developments can be altered through further applications for planning permissions, often resulting in revised demand notices.

8. Re-issued notices are not double counted in this report. If a demand notice is issued and re-issued in the same reporting year, only the re-issued notice is relevant. Figure 2 below sets out the CIL highlights for financial year 2022/23.

Figure 2 2022/23 CIL highlights

City CIL Highlights	2022/23
City CIL Receipts	£16,724,439
Outstanding Demand Notices (City CIL) at 31 March 2023	£10,932,135.38
Potential City CIL Receipts (CIL Liability for planning permissions granted in 2022/23)	£8,629,864.71
CIL allocated to identified agreed projects	£14,963,598
CIL Spend	£5,647,421

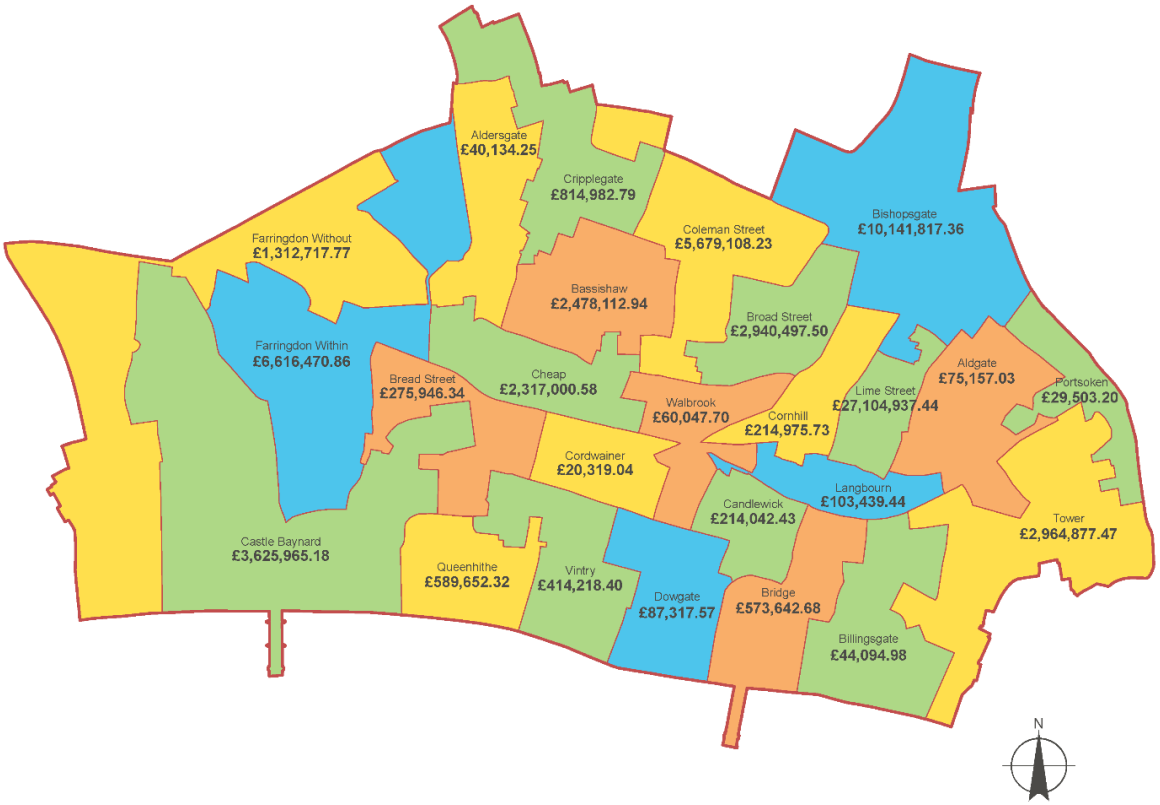
9. CIL receipts in 2022/23 for both City (££16,724,439) and Mayoral CIL (£28,332,224) were collected from twenty-five developments.

Outstanding CIL

10. At the end of March 2023, a total £10,932,135 in City CIL is outstanding from several developments which commenced in 2022/23. These liabilities are due within 2-8 months of commencement of the development (if the instalments policy is applied) and therefore due to be received in 2023/24.

11. Figure 3 below provides details of the £68,738,979.23 in City CIL receipts banked cumulatively by ward as at 31/03/2023.

Figure 3 CIL Receipts by Ward



Potential CIL

12. CIL Liability Notices with a total value of £20.9m were issued to twenty-two chargeable developments in 2022/23. Of this, £8.6m was for City CIL and £12.3m for Mayoral CIL. Ten of these developments commenced in 2022/23.

CIL Allocations

13. National Planning Practice Guidance states that CIL is required to be spent on infrastructure projects to support the delivery of the growth envisaged in the Local Plan. The City will spend the levy on infrastructure needed to support the development of the area. The priorities board consider infrastructure projects necessary to deliver growth envisioned by the policies in the City Plan and Infrastructure Delivery Plan. Recommendations for allocation of CIL is made on this basis to the relevant Committees.

14. In 2022/23 a total of £14,963,598 allocated to projects, Neighbourhood CIL grants and CIL Administration as set out in Figure 4 below.

Figure 4 CIL Allocations and Expenditure up to 31 March 2023

Infrastructure Project	Total CIL Allocations to 31/03/2023	Total CIL Spent to 31/03/2023	Unspent CIL Allocations
General City CIL Project Totals	**£23,768,940**	**£10,685,985**	**£13,082,954**
Bloomberg Place Highway Works	£182,324	£182,324	£0
Churchyards Enhancement Programme	£85,000	£84,061	£939
Hostile Vehicle Mitigation Security Programme	£3,369,130	£1,109,848	£2,259,282
Beech Street Transport & Public Realm Improvements.	£2,022,432	£1,660,600	£361,832
Golden Lane Community Centre	£632,625	£632,625	£0
Relocation of Adult Skills & Education Services to the Guildhall Business Library	£25,000	£11,237	£13,763
City Mental Health Centre	£521,000	£502,534	£18,466
Citigen Energy Network Feasibility	£16,500	£0	£16,500
Secure City Programme - CCTV & Telecommunications	£4,094,857	£2,324,499	£1,770,358
Secure City Programme	£9,394,072	£3,421,973	£5,972,099
Secure City Programme – VMS	£3,060,000	£700,224	£2,359,776
Barbican and Golden Lane Healthy Streets Plan	£141,000	£56,060	£84,940
Public Realm Security Programme	£225,000	£0	£225,000
St Paul's Cathedral External Lighting	£1,160,000	£0	£1,160,000
Finsbury Park Reinstatement	£2,558,000	£0	£2,558,000
Neighbourhood CIL Project Totals	**£5,694,213**	**£2,369,189**	**£3,325,025**
Becket Pageant for London / The Skinners' Malmesbury Foundation	£24,500	£24,499	£1
Maggie Keswick Jencks Cancer Caring Centres Trust	£254,827	£101,609	£153,218
St Vedast-alias-Foster	£25,000	£25,000	£0
Bevis Marks Synagogue Heritage Foundation	£240,000	£152,500	£87,500
Age UK City of London	£48,171	£48,171	£0
Fleet Street Sundial CIC	£31,250	£28,850	£2,400
Barbican Centre Trust Limited	£504,100	£435,758	£68,342
Globe Studios Limited	£198,633	£134,974	£63,659
Learning Through The Arts	£49,984	£43,736	£6,248
Repowering Limited	£33,660	£26,877	£6,783
City Property Association Limited	£100,000	£75,000	£25,000
Golden Lane Estate Residents' Association	£50,000	£6,000	£44,000
Parochial Church Council of the Ecclesiastical Parish of St Mary-le-Bow	£18,274	£18,274	£0

The Worshipful Company of Chartered Architects	£24,600	£24,600	£0
New Diorama	£335,640	£199,840	£135,800
The World Reimagined Limited	£100,000	£100,000	£0
Temple Bar Trust	£250,000	£50,000	£200,000
Royal Society for Blind Children	£48,646	£48,646	£0
Outset Contemporary Art Fund	£110,932	£110,932	£0
Historical Royal Palaces	£300,000	£300,000	£0
Pollinating London Together	£230,000	£112,500	£117,500
Curving Road	£24,000	£24,000	£0
XLP	£46,824	£15,000	£31,824
St. Michael Cornhill	£7,855	£7,855	£0
The Temple Church	£408,500	£187,297	£221,203
Barts Heritage	£774,000	£0	£774,000
St Botolph without Aldgate	£50,000	£0	£50,000
St Stephen Walbrook	£25,067	£25,067	£0
The Parochial Church Council of The Ecclesiastical Parish of St Andrew by the Wardrobe, London	£250,000	£0	£250,000
LIFT	£240,870	£35,970	£204,900
The Worshipful Company of Carmen St Dunstan Heritage Trust	£49,791	£0	£49,791
Tempo Time Credits Ltd	£24,934	£6,234	£18,701
Museum of London	£650,605	£0	£650,605
London Diocesan Fund	£150,000	£0	£150,000
Ramadan Tent Project Limited	£13,550	£0	£13,550
City CIL Administration Totals	**£559,937**	**£559,937**	**£0**
Grand Totals	**£30,023,089**	**£13,615,111**	**£16,407,979**

CIL Expenditure

15. A total of £5,647,421 of City CIL was spent in 2022/23 comprising of £2,977,815 of general CIL funds, £2,546,180 of Neighbourhood CIL funds, and £123,426 of the City CIL administration.

16. At the end of March 2023, a total of £13,615,111 City CIL had been spent since the City introduced its charging schedule (consisting of: £10,685,985 8,001,548.21 of General CIL Funds; £2,369,189of Neighbourhood CIL Funds and £559,937of City CIL Administration Funds).

17. Spend on infrastructure projects (General CIL Fund) usually spans more than one financial year, therefore the allocations reported in this financial year can be spent in the next financial years.

Infrastructure Projects

18. CIL Regulations require the authority to publish a statement of the infrastructure projects or types of infrastructure which the charging authority intends will be, or may be, wholly or partly funded by CIL.

19. The City of London Infrastructure List consists of the following projects to deliver the vision of the adopted City Plan, Emerging City Plan and the Infrastructure Delivery Plan (IDP) 2020. The IDP is utilised for prioritising and determining bids for allocation of Community Infrastructure Levy funds.

    Public Realm and Streets

    - Eastern Cluster Public Realm
    - Secure City Programme
    - Barbican and Golden Lane Healthy Streets Plan
    - Public Realm Security
    - St Paul's Gyratory
    - Sculpture in the City
    - Transforming Fleet Street

    Parks, Open Spaces and Recreation

    - Finsbury Circus Reinstatement
    - Museum of London - buildings and highway Infrastructure project

    Community Services

    - Golden Lane Community Centre
    - Barbican Library Refresh

    Infrastructure and Utilities

    - Citigen Energy Network Feasibility
    - Walbrook Wharf – Waste transfer station

Key data - S106 Financial Obligations

20. The City's Planning Obligations Supplementary Planning Document (SPD) sets out how S106 planning obligations in the City of London will be applied and explains how planning obligations are operated, within the context of the City of London Local Plan. Some Section 106 agreements secure wider obligations that achieve site specific mitigation measures, which cannot be bound by condition, such as Wind Mitigation Surveys and Security/Counter Terrorism Measures to make the development acceptable in planning terms.

21. Financial contributions for Affordable Housing and Local Training Skills & Job Brokerage contributions are pooled to fund City-wide programmes of works and initiatives, including development on City Corporation housing estates outside of the City. Other obligations are site specific and can only be used for the measures

set out in each legal agreement. Many of these relate to highways, public realm, and environmental improvements. These are listed under the title Local Community, Environment and Transport Improvements in the table below and include sums secured on the behalf of TfL for cycle hire and network improvements, and other transport infrastructure improvements. The S106 Highlights for 2022/23 are listed below in Figure 5.

Figure 5: 2022/2023 S106 Highlights

S106 Highlights	2022/23
Total Agreements Completed 2022/23	23*
Value of Contributions secured	£21.9m
Receipts in the year	£10.3m
Allocation in the year	£19.2m
Spend in the year	£2.6m

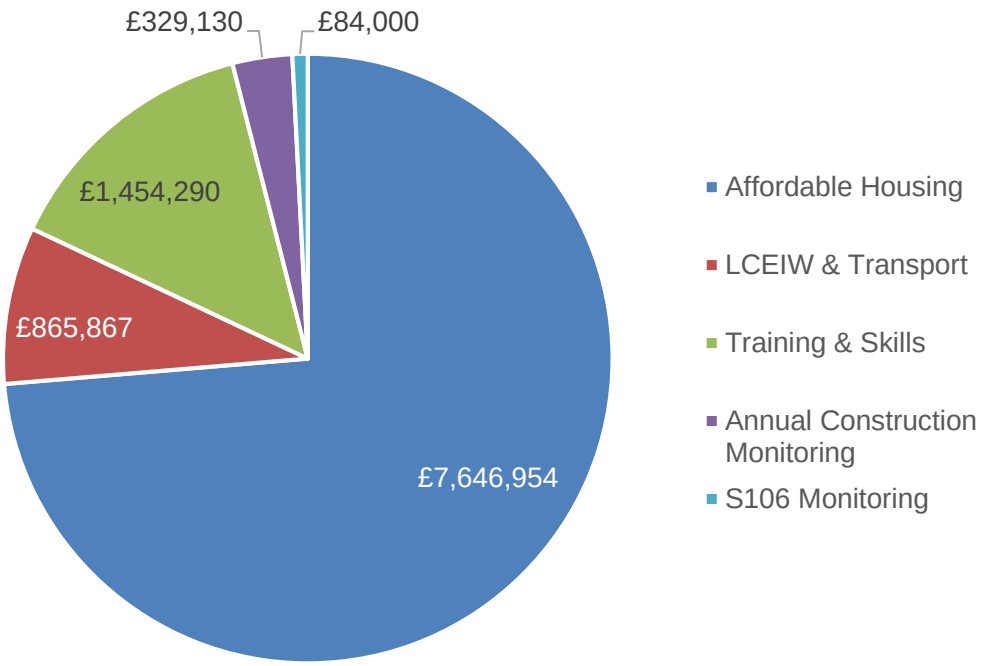
* - Includes variations to deeds

S106 Spend

22. A total of £2,551,407 was spent towards S106 funded projects in 2022/23. This is a decrease over the previous financial year total spend of £20,944,086.

23. Figures 6a and 6b provide an illustration of receipts and spend for 2022/23 by covenant type and includes interest. Figure 6a provides an analysis of the contributions received in the financial year by covenant type, including interest and Figure 6b provides an illustration of S106 expenditure.

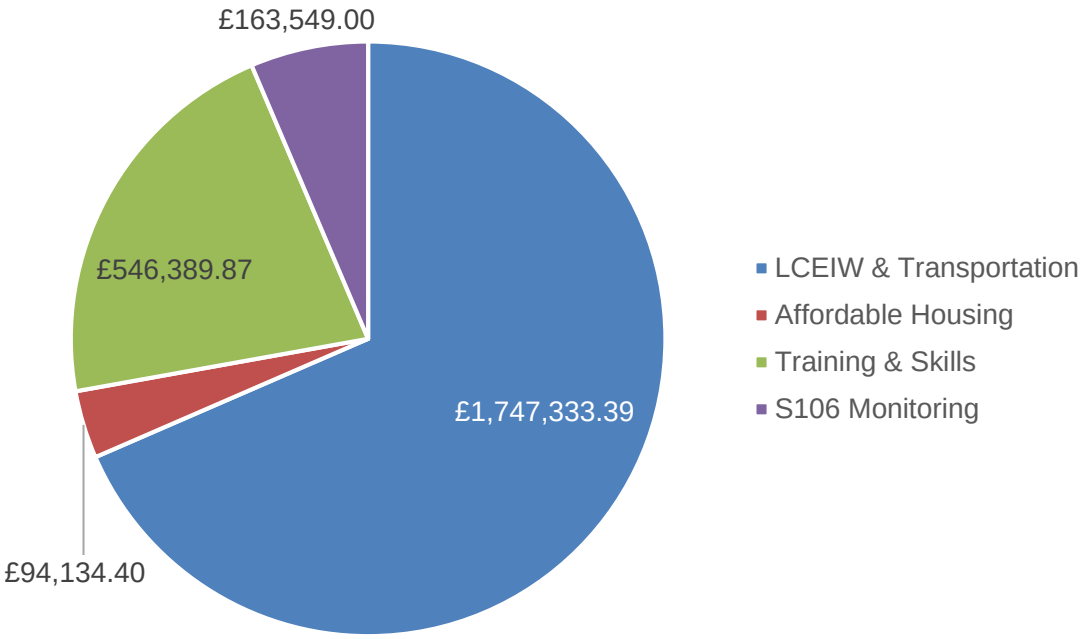
Figure 6a Contributions received 2022/23



24. Of the twenty-three agreements signed in 2022/23, eight commenced in the reporting year resulting in contributions received totalling £2.9m. Other contributions received in this financial year were received from agreements signed in previous years. Nine of the twenty-three agreements were variations of previously made agreements.

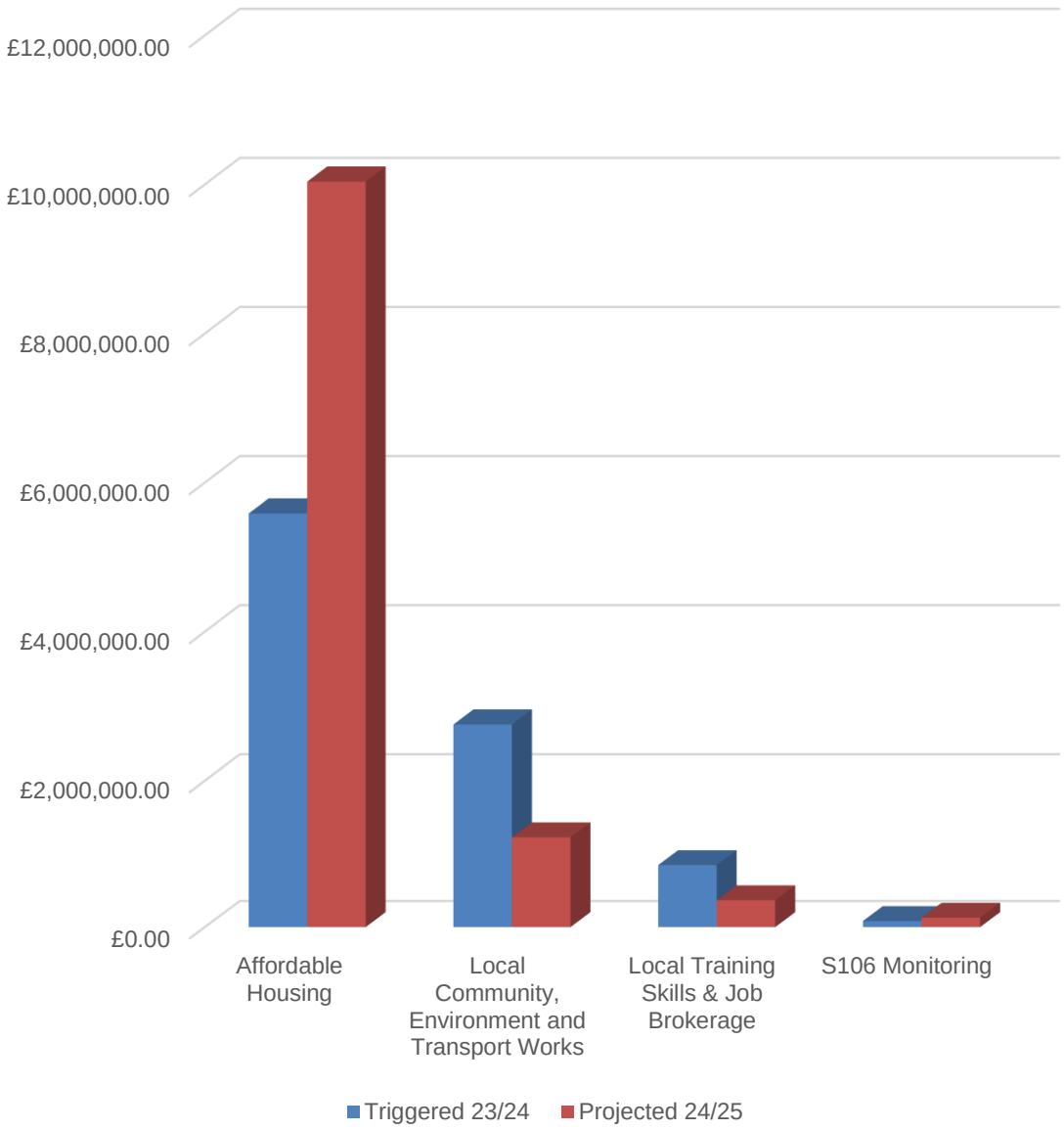
25. Spend on projects usually span more than one financial year. Therefore, allocations reported in this financial year may be spent in the next financial year. For example, the total allocations in this reporting year are £19.2m and total spend stands at £2.4m. This is because of projects which may have been commenced in previous years but are ongoing in this financial year.

Figure 6b S106 Spend 2022/23



26. Potential contributions from the further ten development agreements completed but not triggered in the year are £12.2m. However, we cannot be certain whether these developments will commence in the next financial year, and we will likely see developments commence from this and previous financial years. Figure 7 below illustrates the potential contributions secured from the eight agreements signed and triggered in the reporting year and a forecast of potential receipts in the next financial year based on agreements signed but not triggered in this reporting year.

Figure 7 Contributions from agreements signed and triggered in 2022/23, and potential receipts for 2023/24



Remaining Balance

27. The remaining balance of S106 contributions held by the City currently totals £94.8m at the end of 2022/23 and relates to contributions allocated but not spent in the financial year. Planning obligations are secured for site specific mitigation measures therefore, all money received under planning obligations as identified in the legal agreement can only be used for those purposes and are considered allocated for those purposes. Many of these projects will begin once the development is near completion. A detailed breakdown along with allocations to infrastructure projects in the pipeline can be seen in Appendix 1.

Financial Implications

28. There are no direct financial implications to the Authority from this report. However, it should be noted that references in this report to receipts relate to actual monies received between the period April 2022 and March 2023. These amounts will differ from the invoiced amounts appearing on the general ledger for this same period as a customer may be invoiced in one period and the monies received in the subsequent period.

Conclusion

29. Regulation 62 of the CIL Regulations 2010 as amended requires the charging authority to report on CIL receipts and expenditure on infrastructure projects at the end of a financial year. The detailed Infrastructure Funding Statement (CIL/S106 Report) for 2022/23 is set out in Appendix 1 and will be published on the City's website in accordance with the regulations.

Appendices

Appendix 1 - Local Plan Monitoring - Planning Obligations: Infrastructure Funding Statement 2022/23

Background Papers
None

Local Plan Monitoring – Planning Obligations: Infrastructure Funding Statement

City of London
Local Plan Core Strategic Policy CS4 Planning Contributions
Period: 2022/23 (1st April 2022 to 31st March 2023)

Published by the Environment Department
May 2024

Contents

1. Introduction

The compact nature of the City and the intensification of development and employment place demands on the City's services, infrastructure and environment. The City Corporation utilises the Community Infrastructure Levy (CIL), attaches planning conditions and negotiates planning obligations (also known as S106 agreements) with developers, to secure the best and most sustainable use of land and to mitigate the impact of these demands.

The policy is set out in the City of London Local Plan Core Strategic Policy CS4: Planning Contributions

> To manage the impact of development, seeking appropriate developer contributions:
> 1. Requiring contributions through the Community Infrastructure Levy to assist in the delivery of the infrastructure necessary to support implementation of the Local Plan.
> 2. Requiring s106 planning obligations, having regard to the impact of the obligation on the viability of development, for:
>   (i) site specific mitigation meeting statutory tests;
>   (ii) affordable housing;
>   (iii) local training, skills and job brokerage;
>   (iv) local procurement in the City and City Fringe.
> 3. Requiring qualifying development to make an additional contribution to meeting the costs of Crossrail construction in accordance with the provisions of the London Plan.

In accordance with amendments made to the Community Infrastructure Levy (CIL) Regulations in 2019, any authority that receives a contribution from development through CIL or Section 106 Planning Obligations must prepare an Infrastructure Funding Statement (IFS). The IFS is published annually to provide information on developer contributions that have been received, allocated and spent on infrastructure priorities from the previous financial year - the 'reported year'.

This report provides information on developer contributions from the Community Infrastructure Levy and Section 106 Agreements that have been secured, received, allocated and spent for financial year 2022/23 (01 April 2022 - 31 March 2023).

This Infrastructure Funding Statement Includes:

- **Section 2** - The CIL Report for financial year 2022/23 as set out in CIL Regulation (2019 Amendment) 121A Schedule 2 Paragraph 1.
- **Section 3** - The S106 Report for financial year 2022/23 as set out in CIL Regulation (2019 Amendment) 121A Schedule 2 Paragraph 3;

- **Section 4** - A list of infrastructure projects or types of infrastructure that the authority intends to fund wholly or partly by City CIL, in accordance with CIL Regulation 121A(1)(a).

CIL Regulation (2019 Amendment) 121A Schedule 2 Paragraph 4 provides the option for a local authority to provide summary details of any funding or provision of infrastructure which was secured and/or provided through a highway agreement under section 278 of the Highways Act 1990 during the reported year.

Section 278 Agreements (S278) are legally binding agreements made under the Highways Act 1990 between the City of London and developers. S278 agreements are required for remedial and/or improvements to the highways and footways as a result of the new development.

The City of London will look at the possibility of including information for S278 agreements within future versions of the IFS.

2. Community Infrastructure Levy (CIL) Report 2022/23

The Community Infrastructure Levy (CIL) is a set charge, based on the gross internal area floorspace of buildings, on most new development to help fund the infrastructure needed to address the cumulative impact of development across the City of London. The City's *CIL Charging Schedule* was approved by the Court of Common Council on 1st May 2014 and was implemented from 1st July 2014.

A development is liable for a CIL charge if it is creating one or more dwellings, or new floorspace of 100sqm or more. When a CIL liable development is granted planning permission, the amount of CIL required is calculated and sent to the planning applicant and/or landowner of the development on a CIL Liability Notice.

Some developments are able to claim exemption or relief from their CIL liability. This relates to development that is self-build housing, residential annexes and extensions, social housing and charitable development. Where a developer successfully claims one of these reliefs/exemptions, the development is not required to pay any CIL.

A CIL charge is payable either within 60 days of the commencement of a development, or within the terms of an instalment policy set by the CIL charging authority. The City Corporation has the following Instalment Policy in place:

- Where the payable amount of CIL is £100,000 or less, the whole amount shall be paid in a single instalment not more than 60 days after commencement of the development.
- Where the payable amount is more than £100,001, developers have the option to pay two instalments:
- The greater of £100,000 or half the value of the total payable amount is due within 60 days after commencement, and
- The remainder is due within 240 days after commencement.

As a result of having an Instalment Policy, the CIL Demand Notices issued during a particular year do not necessarily equate to the CIL sums likely to be received during that year. In addition, developments can be altered through further planning permissions over time, often resulting in revised Demand Notices needing to be issued. Any such re-issued Notices are not double counted in this report; if a Demand Notice is issued and then re-issued in the same reporting year, only the re-issued Notice would be included within the figure for CIL invoiced during the year. Tables 1 to 3 provide a range of information for the financial year 2022/23 as set out in CIL Regulation (2019 Amendment) 121A Schedule 2 Paragraph 1:

- Table 1: Sets out the CIL Reporting Requirements - 1a to 1l.
- Table 2: Details of City CIL Expenditure in 2022/23 - 1g(i).
- Table 3: Details City CIL Allocated but not Spent as of 31 March 2023 - 1f and 1h.
- Table 4: Details of Neighbourhood CIL Allocated and Spent in 2022/2023 - 1j(ii).

Table 1: CIL Reporting Requirements for Financial Year 2022/23

Reporting Requirements: CIL Regulation (2019 Amendment) 121A Schedule 2, Paragraph 1	Amount	Comments / Details
1(a). The total value of CIL set out in all demand notices issued in the reported year	£19,997,284	
1(b). The total amount of CIL receipts for the reported year	£16,724,439	
1(c). The total amount of CIL receipts, collected by the authority, or by another person on its behalf, before the reported year but which have not been allocated in the reported year	£38,499,397	
1(d). The total amount of CIL receipts, collected by the authority, or by another person on its behalf, before the reported year and which have been allocated in the reported year	£14,963,598	
1(e). The total amount of CIL expenditure for the reported year	£5,647,421	
1(f). The total amount of CIL receipts, whenever collected, which were allocated but not spent during the reported year	£16,407,979	
1(g). in relation to CIL expenditure for the reported year, summary details of— **(i)** the items of infrastructure on which CIL (including land payments) has been spent, and the amount of CIL spent on each item; **(ii)** the amount of CIL spent on repaying money borrowed, including any interest, with details of the items of infrastructure which that money was used to provide (wholly or in part); **(iii)** the amount of CIL spent on administrative expenses pursuant to regulation 61, and that amount expressed as a percentage of CIL collected in that year in accordance with that regulation;	**(i)** See table 2 below for further details **(ii)** N/A **(iii)** £123,426.26	 **(ii)** N/A **(iii)** 0.74% of CIL collected in 2022-23

Reporting Requirements: CIL Regulation (2019 Amendment) 121A Schedule 2, Paragraph 1	Amount	Comments / Details
1(h). in relation to CIL receipts, whenever collected, which were allocated but not spent during the reported year, summary details of the items of infrastructure on which CIL (including land payments) has been allocated, and the amount of CIL allocated to each item;	See table 3 below for further details	
1(i). The amount of CIL passed to: **(i)** any parish council under Regulation 59A or 59B **(ii)** any person under Regulation 59(4)	**(i)** N/A **(ii)** N/A	
1(j). summary details of the receipt and expenditure of CIL to which regulation 59E or 59F applied during the reported year including— **(i)** the total CIL receipts that regulations 59E and 59F applied to; **(ii)** the items of infrastructure to which the CIL receipts to which regulations 59E and 59F applied have been allocated or spent, and the amount of expenditure allocated or spent on each item;	**(i)** £2,508,666 **(ii)** See tables 2 and 3 below for further details	**(i)** 15% of City CIL Receipts (2022/23) allocated to Neighborhood CIL Fund
1(k). summary details of any notices served in accordance with regulation 59E, including— **(i)** the total value of CIL receipts requested from each parish council; **(ii)** any funds not yet recovered from each parish council at the end of the reported year;	**(i)** N/A **(ii)** N/A	

Reporting Requirements: CIL Regulation (2019 Amendment) 121A Schedule 2, Paragraph 1	Amount	Comments / Details
1.(I) The total amount of: **(i)** CIL receipts for the reported year retained at the end of the reported year **(ii)** other than those to which regs 59E and 59F applied; **(iii)** CIL receipts from previous years retained at the end of the reported year other than those to which regs 59E and 59F applied; **(iv)** CIL receipts for the reported year to which regs 59E and 59F applied retained at the end of the reported year; **(v)** CIL receipts from previous years to which regs 59E and 59F applied retained at the end of the reported year.	**(i)** £11,077,018 **(ii)** £14,355,249 **(iii)** £33,202,986 **(iv)** £0 **(v)** £5,511,714	

Table 2: Details of City CIL Expenditure in 2022/23 - 1g(i)

Project Name	City CIL Spend FY2022-23 (£)
General City CIL Projects	**2,977,815**
Beech Street Transport & Public Realm Improvements.	79,797
Secure City Programme - CCTV & Telecommunications	882,381
Secure City Programme - Video Management System & Video Analytics	445,384
CIL Neighbourhood Pot Capital Grants	295,219
Hostile Vehicle Mitigation Security Programme OH	-1,840
Beech Street Transport & Public Realm Improvements OH.	-1,763
Hostile Vehicle Mitigation Security Programme (SRP) OH	-3,729
Hostile Vehicle Mitigation Security Programme - Building I OH	321
Barbican and Golden Lane Healthy Streets Plan OH	2,337
Hostile Vehicle Mitigation Security Programme (SRP)	12,815
Hostile Vehicle Mitigation Security Programme - Building I	588
Barbican and Golden Lane Healthy Streets Plan	46,599
Secure City Programme	795,631
Secure City Programme - CCTV & Telecommunications.	169,237
Secure City Programme - Video Management.	254,840
Neighbourhood CIL Projects	**2,546,180**
St. Michael Cornhill	7,855
St Stephen Walbrook	25,067
The Temple Church	162,297

20/21 Bevis Marks Synagog	100,000
Barts Heritage	669,132
The Temple Church	97,500
Barbican Centre Trust Limited	273,370
LIFT	240,870
New Diorama	181,000
Tempo Time Credits Ltd	24,934
Museum of London	600,605
London Diocesan Fund	150,000
Ramadan Tent Project Limited	13,550
CIL Administration	**123,426**
DBE Admin	42,336
Neighbourhood Admin	81,090
Total Spend	**5,647,421**

Table 3: Details of City CIL Allocated but not Spent as at 31 March 2023 (1f and 1h)

Infrastructure Project	Total CIL Allocations to 31/03/2023	Total CIL Spent to 31/03/2023	Unspent CIL Allocations
General City CIL Project Totals	**£23,768,940**	**£10,685,985**	**£13,082,954**
Bloomberg Place Highway Works	£182,324	£182,324	£0
Churchyards Enhancement Programme	£85,000	£84,061	£939
Hostile Vehicle Mitigation Security Programme	£3,369,130	£1,109,848	£2,259,282
Beech Street Transport & Public Realm Improvements.	£2,022,432	£1,660,600	£361,832
Golden Lane Community Centre	£632,625	£632,625	£0
Relocation of Adult Skills & Education Services to the Guildhall Business Library	£25,000	£11,237	£13,763
City Mental Health Centre	£521,000	£502,534	£18,466
Citigen Energy Network Feasibility	£16,500	£0	£16,500
Secure City Programme - CCTV & Telecommunications	£4,094,857	£2,324,499	£1,770,358
Secure City Programme	£9,394,072	£3,421,973	£5,972,099
Secure City Programme - VMS	£3,060,000	£700,224	£2,359,776
Barbican and Golden Lane Healthy Streets Plan	£141,000	£56,060	£84,940
Public Realm Security Programme	£225,000	£0	£225,000
St Paul's Cathedral External Lighting	£1,160,000	£0	£1,160,000
Finsbury Circus Reinstatement	£2,558,000	£0	£2,558,000
Neighbourhood CIL Project Totals	**£5,694,213**	**£2,369,189**	**£3,325,025**

Becket Pageant for London / The Skinners' Malmesbury Foundation	£24,500	£24,499	£1
Maggie Keswick Jencks Cancer Caring Centres Trust	£254,827	£101,609	£153,218
St Vedast-alias-Foster	£25,000	£25,000	£0
Bevis Marks Synagogue Heritage Foundation	£240,000	£152,500	£87,500
Age UK City of London	£48,171	£48,171	£0
Fleet Street Sundial CIC	£31,250	£28,850	£2,400
Barbican Centre Trust Limited	£504,100	£435,758	£68,342
Globe Studios Limited	£198,633	£134,974	£63,659
Learning Through The Arts	£49,984	£43,736	£6,248
Repowering Limited	£33,660	£26,877	£6,783
City Property Association Limited	£100,000	£75,000	£25,000
Golden Lane Estate Residents' Association	£50,000	£6,000	£44,000
Parochial Church Council of the Ecclesiastical Parish of St Mary-le-Bow	£18,274	£18,274	£0
The Worshipful Company of Chartered Architects	£24,600	£24,600	£0
New Diorama	£335,640	£199,840	£135,800
The World Reimagined Limited	£100,000	£100,000	£0
Temple Bar Trust	£250,000	£50,000	£200,000
Royal Society for Blind Children	£48,646	£48,646	£0
Outset Contemporary Art Fund	£110,932	£110,932	£0
Historical Royal Palaces	£300,000	£300,000	£0
Pollinating London Together	£230,000	£112,500	£117,500
Curving Road	£24,000	£24,000	£0
XLP	£46,824	£15,000	£31,824
St. Michael Cornhill	£7,855	£7,855	£0
The Temple Church	£408,500	£187,297	£221,203
Barts Heritage	£774,000	£0	£774,000
St Botolph without Aldgate	£50,000	£0	£50,000
St Stephen Walbrook	£25,067	£25,067	£0
The Parochial Church Council of The Ecclesiastical Parish of St Andrew by the Wardrobe, London	£250,000	£0	£250,000
LIFT	£240,870	£35,970	£204,900
The Worshipful Company of Carmen St Dunstan Heritage Trust	£49,791	£0	£49,791
Tempo Time Credits Ltd	£24,934	£6,234	£18,701
Museum of London	£650,605	£0	£650,605
London Diocesan Fund	£150,000	£0	£150,000
Ramadan Tent Project Limited	£13,550	£0	£13,550
City CIL Administration Totals	**£559,937**	**£559,937**	**£0**
Grand Totals	**£30,023,089**	**£13,615,111**	**£16,407,979**

3. Section 106 (Planning Obligations) Report 2022/23

Planning obligations (often called S106 agreements) are legal agreements with developers for the provision of, for example, affordable housing, local training and jobs, and site- specific mitigation measures to alleviate the impacts of a development proposal. A S106 agreement is intended to make a development acceptable that would otherwise be deemed as unacceptable, by offsetting the impact by making specific location improvements.

The legislative basis for planning obligations is contained within the Town and Country Planning Act 1990 (as amended), the Community Infrastructure Levy Regulations 2010 (as amended) and the National Planning Policy Framework (NPPF 2012). Paragraph 204 of the NPPF sets out three statutory and policy tests for the use of such legally enforceable planning obligations and indicates that:

"A planning obligation may only constitute a reason for granting planning permission for the development if the obligation is:

a) necessary to make the development acceptable in planning terms;
b) directly related to the development; and
c) fairly and reasonably related in scale and kind to the development."

The City's Planning Obligations Supplementary Planning Document (SPD) sets out how S106 planning obligations in the City of London will be applied and explains how obligations are operated, within the context of the City of London Local Plan.

Some Section 106 agreements secure wider obligations that achieve other mitigation measures, which cannot be bound by condition, such as Wind Mitigation Surveys and Security/Counter Terrorism Measures.

Some S106 contributions such as Affordable Housing and Local Training Skills & Job Brokerage contributions are pooled to fund a City-wide programme of works and initiatives.

Tables 4-7 provides the S106 Report for financial year 2022/23 as set out in CIL Regulation (2019 Amendment) 121A Schedule 2 Paragraph 3:

- Table 4: Reporting requirements for Section 106 3a to 3i.
- Table 5: Details of Section 106 Agreements Secured - 3a.
- Table 6: Details of Section 106 Allocated but not Spent in 2022/23 - 3e and 3g
- Table 7: Details of Section 106 Spent - 3h(i).

Table 4: Reporting requirements for Section 106 Report for Financial Year 2022/23

Reporting Requirements: CIL Regulation (2019 Amendment) 121A Schedule 2, Paragraph 3	Amount	Comments / Details
3 (a). the total amount of money to be provided under any planning obligations which were entered into during the reported year;	£21,889,324	See table 5 below for further details
3 (b). the total amount of money under any planning obligations which was received during the reported year;	£10,296,241	
3 (c). the total amount of money under any planning obligations which were received before the reported year which has not been allocated by the authority;	£9,835,261	
3 (d). summary details of any non-monetary contributions to be provided under planning obligations which were entered into during the reported year, including details of— **(i)** in relation to affordable housing, the total number of units which will be provided; **(ii)** in relation to educational facilities, the number of school places for pupils which will be provided, and the category of school at which they will be provided;	**(i)** N/A **(ii)** N/A	
3 (e). the total amount of money (received under any planning obligations) which was allocated but not spent during the reported year for funding infrastructure;	£93,231,126	See table 6 below for further details
3 (f). the total amount of money (received under any planning obligations) which was spent by the authority (including transferring it to another person to spend);	£2,551,407	See table 7 for further details
3 (g). in relation to monies (received under planning obligations) which were allocated by the authority but not spent during the reported year, summary details of the items of infrastructure on which the money has been allocated, and the amount of allocated to each item;	£201,546,658	See table 6 for further details
3 (h). in relation to monies (received under planning obligations) which were spent by the authority during the reported year (including transferring it to another person to spend), summary details of— **(i)** the items of infrastructure on which monies	**(i)** See table 7 for further details	

Reporting Requirements: CIL Regulation (2019 Amendment) 121A Schedule 2, Paragraph 3	Amount	Comments / Details
(received under planning obligations) were spent, and the amount spent on each item; **(ii)** the amount of monies (received under planning obligations) spent on repaying money borrowed, including any interest, with details of the items of infrastructure which that money was used to provide (wholly or in part); **(iii)** the amount of monies (received under planning obligations) spent in respect of monitoring (including reporting under regulation 121A) in relation to the delivery of planning obligations.	**(i)** N/A **(iii)** £163,549	**(iii)** See table 7 for further details
3 (i). the total monies (received under any planning obligations) during any year which were retained at the end of the reported year, and where any of the retained monies have been allocated for the purposes of longer-term maintenance ("commuted sums"), also identify separately the total amount of commuted sums held.	**Total Commuted Sum Held at 31/03/2022** £545,890 **Total Commuted Sum Spent at 31/03/2023** £609,185 **Commuted Sum Retained for future maintenance** £2,542,802	See table 7 for further details

Table 5: Details of Section 106 Agreements Secured in 2022/23 - 3a

App Number; Address; Date Deed Signed	Cycle Hire / Cycling Improvements	Carbon Offsetting *(Estimated As Designed)*	Legible London	Eval & Design S278 / Public Realm	Construction Monitoring *Subsequent Years*	Construction Monitoring *First Year*	ECC Security Measures	Monitoring	Local Training Skills & Job Brokerage	Affordable Housing	S106 Admin Fee
21/00985/FULMAJ; 81 Newgate Street, London, EC1A 7AJ; 2022-04-14.	-	-	-	-	-	-	-	£ 1,485.00	£ 17,998.00	£ 29,997.00	£ 1,500.00
21/00709/FULMAJ; 65 Fleet Street, London, EC4Y 1HT; 2022-05-12.	-	-	-	-	-	-	-	£ 500.00	-	-	£ 2,000.00
21/00538/FULEIA; 120 Fleet Street, London, EC4A 2BE; 2022-05-20.	£ 122,000.00	£1,207,228.00	£20,000.00	£100,000.00	£ 46,460.00	£ 53,820.00	-	£ 21,210.00	£ 583,249.00	£ 972,081.00	£10,000.00
21/00658/FULMAJ; 7 Devonshire Square, London, EC2M 4YH; 2022-05-31.	-	£ 451,440.00	-	£ 50,000.00	£ 25,760.00	£ 30,935.00	£22,899.00	£ 5,331.00	£ 68,696.00	£ 114,494.00	£ 8,500.00
21/00279/FULMAJ; 10 King William Street (Bank OSD); 2022-06-30.	-	£ 50,445.00	-	-	£ 25,760.00	£ 30,935.00	-	£ 2,221.00	-	-	£ 3,500.00
21/00777/FULMAJ;10 King William Street (Bank OSD); 2022-06-30.	-	-	-	-	-	-	-	-	-	-	£ 1,000.00
18/00193/FULMAJ; Emperor House, 35 Vine Street, London, EC3N 2PX; 2022-07-21.	-	-	-	-	-	-	-	-	-	-	£ 1,000.00
22/00035/FULMAJ; 122 Minories & 14 Crosswall, London, EC3N 1NT; 2022-08-09.	-	-	-	-	-	-	-	£ 44,000.00	-	£ 4,356,000.00	£ 1,000.00
15/01067/FULL; 15 Minories, 57-60 & 62 Aldgate High Street & 1 Little Somerset Street, London, EC3; 2022-08-23.	-	-	-	-	-	-	-	£ 94,836.35	-	£ 9,388,798.65	£ 1,000.00
21/00781/FULMAJ; Citicape House, 61-65 Holborn Viaduct, London, EC1A 2FD; 2022-09-02.	-	£ 611,610.00	-	£ 50,000.00	£ 46,460.00	£ 53,820.00	-	£ 5,367.00	£ 110,628.00	-	£ 9,500.00
17/01095/FULEIA; 21 Moorfields, London, EC2Y 9AE; 2022-09-23.	-	-	-	-	-	-	-	-	-	-	£ 1,000.00
21/00726/FULEIA; 1-14 Liverpool Street & 11-12 Blomfield Street, London, EC2M 7AW; 2022-09-27.	-	-	-	-	-	-	-	£ 1,230.00	£ 8,554.00	£ 14,256.00	£ 2,000.00
22/00206/FULL; Alder Castle, 10 Noble Street, London, EC2V 7JX; 2022-11-01.	-	-	-	-	-	-	-	£ 300.00	-	-	£ 500.00
21/00885/FULMAJ; Thavies Inn House, 3-4 Holborn Circus, London, EC1N 2HA; 2022-12-02.	-	£ 206,340.00	-	£ 50,000.00	£ 25,760.00	£ 30,935.00	-	£ 8,111.00	£ 180,487.00	£ 300,812.00	£ 7,500.00
21/00694/FULMAJ; 63-66 Coleman Street and 35-39 Moorgate, London, EC2R 5BX; 2022-12-14.	-	£ 94,335.00	-	£ 25,000.00	£ 25,760.00	£ 30,935.00	-	£ 3,845.00	£ 40,659.00	£ 67,765.00	£ 7,000.00
21/00116/FULMAJ; City Tower & City Place House, 40-55 Basinghall Street, London, EC2V; 2022-12-20.	-	-	-	-	-	-	-	-	-	-	£ 500.00
22/00321/FULL; Woolgate Exchange, 25 Basinghall Street, London, EC2V 5HA; 2023-01-03.	-	-	-	-	£ 25,760.00	£ 30,935.00	-	£ 1,500.00	£ 27,146.00	£ 45,243.00	£ 4,500.00
22/00158/FULMAJ; Princes Court, 7 Prince's Street, London, EC2R 8AQ; 2023-01-17.	-	£ 30,269.00	-	-	£ 25,760.00	£ 30,935.00	-	£ 4,935.40	£ 26,522.10	£ 44,650.00	£ 6,500.00
22/00202/FULMAJ; Cripplegate House, 1 Golden Lane, London, EC1Y 0RR; 2023-01-23.	-	£ 353,400.00	-	£ 25,000.00	£ 25,760.00	£ 30,935.00	-	£ 5,487.00	£ 73,085.00	£ 123,008.00	£ 9,500.00
19/01338/FULL; Adelaide House, London Bridge, London EC4R 9HA; 2023-01-30.	-	-	-	-	-	-	-	-	-	-	£ 500.00
21/00282/FULMAJ; New Liverpool House, 15-17 Eldon Street, London, EC2M 7LD; 2023-02-09.	-	£ 126,540.00	-	-	£ 25,760.00	£ 30,935.00	-	£ 3,862.00	£ 50,549.00	£ 84,249.00	£ 3,500.00
22/00426/FULL; 6 Broad Street Place, London, EC2M 7JH; 2023-02-14.	-	-	-	-	£ 25,760.00	£ 30,935.00	-	£ 2,565.00	£ 20,968.00	£ 34,947.00	£ 3,000.00
22/00742/FULL; Snow Hill Police Station, 5 Snow Hill, London, EC1A 2DP; 2023-03-10.	-	£ 361,950.00	-	£ 25,000.00	£ 25,760.00	£ 30,935.00	-	£ 4,800.00	£ 7,098.00	£ 47,332.00	£ 2,500.00
Obligation Totals	£ 122,000.00	£3,493,557.00	£20,000.00	£325,000.00	£350,520.00	£416,990.00	£22,899.00	£211,585.75	£1,215,639.10	£15,623,632.65	£87,500.00
Grand Total	**£21,889,323.50**										

Table 6: Details of Section 106 Allocated but not Spent as at 31 March 2023 - 3e and 3g

Infrastructure Project	Total S106 Allocations *(as at 31 March 2023)*	Unspent S106 Allocations *(as at 31 March 2023)*
Grand Totals	**£203,262,192.40**	**£94,783,111.38**
Local Training, Skills and Job Brokerage Initiatives Total	£7,685,936.98	£1,974,228.35
S106 Monitoring and Administration Total	£1,715,534.00	£1,551,985.00
Affordable Housing Schemes Total	£107,435,691.80	£68,815,349.60
Local Community Environment and Transport Improvements Total	£86,425,029.58	£22,441,548.43

Table 7: Details of Section 106 Spent in 2022/23 - 3h(i)

Infrastructure Project	S106 Spend in 2022/23
Grand Total	**£2,551,406.66**
Local Training, Skills and Job Brokerage Initiatives Total:	**£546,389.87**
90 Fetter Lane	£3,358.14
1418 Gresham Street	£86.88
West Smithfield	£40.00
West Smithfield	£1,565.00
West Smithfield	£1,902.00
West Smithfield	£2,775.00
111 Cannon Street	£641.86
2-6 Cannon Street	£8.32
2-6 Cannon Street	£3,941.94
24 King William Street	£6.64
24 King William Street	£565.60
20 Old Bailey	£150.40
20 Old Bailey	£203.50
20 Old Bailey	£2,967.97
St Marys Axe	£23,737.48
St Marys Axe	£39,457.44
St Marys Axe	£232,205.35
120 Fenchurch Street	£17,876.91
120 Fenchurch Street	£28,112.97
120 Fenchurch Street	£107,491.06
1-10 St Swithin's Lane	£165.23

11-19 Monument Street	£110.00
River Plate House	£3,197.82
River Plate House	£20,000.00
Dixon House 72-75 Fenchurch Street	£96.00
Sixty London (Bath House)	£600.00
Mitre Square	£1,056.45
Mitre Square	£22,032.55
London Wall Place	£96.20
Pinnacle, 22-24 Bishopsgate	£9,692.49
1 Lothbury, EC2	£5.66
Mariner House, Pepys St. EC3	£58.06
1 New Street Square	£77.14
21 Moorfields	£5,607.81
16 Old Bailey	£1,500.00
Angel Court	£15,000.00
S106 Monitoring and Administration Total:	**£163,549.00**
Affordable Housing Schemes Total:	**£94,134.40**
Sumner Buildings Proposals	£13,052.80
Tenants Landlord Electrical Services	£81,081.60
LCE and Transport Improvement Schemes Total:	**£1,747,333.39**
Billiter Street S106	£2,555.50
RWE: Globe View Walkway S106	£321,202.55
Moor Lane Environmental Enhancements S106	£26,827.24
2-6 Cannon Street Public Realm Improvements	£29,590.61
Barts Close Public Realm Enhancements S106 (CAP)	-£1,630.08
Mark Lane Environmental Enhancements Phase 2	£19,786.64
Breams Buildings S106 (Cap)	£844.71
Cursitor Street Improvements (Cap)	£148,565.08
Middlesex Street Phase New Open Space (CAP)	£19,939.78
100 Minories Area Enhancements Phase 2	£34,788.33
Middlesex Street Area Enhancement Phase (Cap)	£71,185.68
Aldgate Highway Changes Public Realm Improvements Part 2	£2,664.42
Mansion House Station Public Realm Improvements (Cap)	£24,101.44
Moorgate Crossrail Station Links Phase 2.	£29,811.70
Moorgate Crossrail Station Links Finsbury Circus Western Arm Phase 2A	£3,753.61
Crossrail Liverpool Street Urban Integration Phase 2	£1,367.21
St Mary Axe Experimental Timed Closure Phase 1A.	£23,611.29
St Bartholomew's Hospital S106 (Cap)	£19,463.12

CLN Establishment Maintenance Costs 2022-23 11-19 Monument Street20 Fenchurch Street S106	£1,276.08
CLN Establishment Maintenance Costs 2022-23 RWE: Millennium Bridge Area20 Fenchurch Street S106 (LCE)	£3,141.00
CLN Establishment Maintenance Costs 2022-23 Eastern City Cluster Phase-The Pinnacle S106 (LCE)	£4,022.16
CLN Establishment Maintenance Costs 2022-23 BAS: Moor Lane Milton Court S106 (LCE) S106	£1,155.24
CLN Establishment Maintenance Costs 2022-23 Angel Court Angel Court33 Throgmorton Street S106 (LCE)	£907.68
S106S278 OS Establishment Maintenance Costs 2022-23 60-70 St Mary AxeS10616100317	£1,997.70
S106S278 OS Establishment Maintenance Costs 2022-23 Barts Close Public Realm Enhancements S106 (CAP)	£3,500.00
S106S278 OS Establishment Maintenance Costs 2022-23 St Alphage Gardens London Wall Place S106 (LCE)	£3,000.00
S106S278 OS Establishment Maintenance Costs 2022-23 Mitre Square Mitre Square S106 (LCE)	£7,000.00
S106S278 OS Establishment Maintenance Costs 2022-23 Bloomberg Place Highway Works Bucklersbury House S106 (LCE)	£1,485.00
S106S278 OS Establishment Maintenance Costs 2022-23 Middlesex St Phase B - Artizan Street 100 Bishopsgate or Broadgate S106 (LCE)	£3,500.00
S106S278 OS Establishment Maintenance Costs 2022-23 Seething Lane Gardens10 Trinity Square S106 (LCE)	£15,000.00
S106 DBZ80 Funding 2022/23ECC Public ArtSITC Years 11/12	£63,335.19
100 Minories Area Enhancement Phase OH	£10,821.01
Eastern City Cluster Security Project OH	£16,495.34
Eastern City Cluster Security Project	£52,890.05
2-6 Cannon Street Public Realm Improvements OH	£9,770.15
Breams Buildings Reinstatement Enhancement S106 OH	£304.75
Greening of Cheapside Area Phase 1B OH	£5,472.98
Greening of Cheapside Area Phase 1B	£8,966.34
City Cluster Area Activation Engagement Programme OH	£2,366.37
City Cluster Area Activation Engagement Programme	£20,426.17
St Mary Axe Experimental Timed Closure Phase 1A OH	£11,152.76
City Cluster Vision Phase OH	£4,732.47
St Mary Axe Experimental Timed Closure Phase 1A OH	-£408.97
City Cluster Vision Phase 1	£7,703.01
St Mary Axe Experimental Timed Closure Phase 1A	-£398.58
City Cluster Vision Well-being Climate Change Resilience Programme OH	£6,900.57
City Cluster Vision Well-being Climate Change Resilience Programme	£32,795.03
City Placemaking Public Space Review	-£538.87
City Placemaking Public Space Review	-£1,370.50
Cursitor Street Improvements OH	£13,512.46
Fleet Street and Temple Healthy Streets Plan OH	£26,073.93
Fleet Street and Temple Healthy Streets Plan	£85,138.77

Mark Lane Enhancement Ph2 OH	£9,052.37
Middlesex Street Phase New Open Space (CAP) OH	£5,452.21
Middlesex Street Area Enhancement Phase OH	£15,064.27
Moor Lane Environmental Enhancements S106 OH	£14,944.93
RWE: Globe View Walkway S106 OH	£4,664.16
St Bartholomew's Hospital S106 OH	£9,487.72
Aldgate Highway Changes Public Realm Improvements OH	-£720.57
Aldgate Highway Changes Public Realm Improvements SRP	£1,850.40
Bank Junction improvements	£9,710.00
Moorgate Crossrail Station Links Phase OH.	£9,133.79
Moorgate Crossrail Station Links Finsbury Circus Western Arm Phase 2A OH	£2,239.64
Mansion House Station Public Realm Improvements (CAP) OH	£6,479.34
Billiter Street S106 OH	£499.87
Mark Lane Enhancement Ph3 OH.	£4,323.46
City Cluster Bevis Marks OH	£506.36
CCV Jubilee Gardens OH	£1,528.81
Salisbury Square Highway Works OH	£12,162.14
Salisbury Square Highway Works	£17,766.76
Leadenhall Street Traffic Management Eastern City Cluster	£54,728.13
St Bart's Close	£367,905.48

4. City of London CIL Infrastructure List

Regulation 121A (1) requires the Infrastructure Funding Statement to include:

(a) a statement of the infrastructure projects or types of infrastructure which the charging authority intends will be, or may be, wholly or partly funded by CIL (other than CIL to which regulation 59E or 59F applies) ("the infrastructure list")

The City of London Infrastructure List consists of the following projects to deliver the vision of the adopted City Plan, emerging City Plan and Infrastructure Delivery Plan 2020:

Public Realm and Streets

- Eastern Cluster Public Realm
- Secure City Programme
- Barbican and Golden Lane Healthy Streets Plan
- Public Realm Security
- St Paul's Gyratory
- Sculpture in the City
- Transforming Fleet Street

Parks, Open Spaces and Recreation

- Finsbury Circus Reinstatement
- Museum of London - buildings and highway Infrastructure project

Community Services

- Golden Lane Community Centre
- Barbican Library Refresh

Infrastructure and Utilities

- Citigen Energy Network Feasibility
- Walbrook Wharf – Waste transfer station

5. Contacts

Sources:
City of London Corporation

General planning enquiries: -
Tel: 020 7332 1710
Email: plans@cityoflondon.gov.uk

Queries regarding this report can be made to: -
Email: PlanningObligations@cityoflondon.gov.uk

City Development and Investment Unit
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City of London
PO Box 270
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The City of London Corporation is the Local Authority for the financial and commercial heart of Britain, the City of London.

Committee(s): Planning and Transportation	**Dated:** 16/05/2024
Subject: **Building Control Charges Report 2023/24**	**Public**
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	Providing excellent services.
Does this proposal require extra revenue and/or capital spending?	**No**
If so, how much?	**N/A**
What is the source of Funding?	**N/A**
Has this Funding Source been agreed with the Chamberlain's Department?	**N/A**
Report of: **Interim Executive Director Environment**	**For Decision**
Report author: **Gordon Roy** **District Surveyor**	

Summary

The propose of this report is to advise the Committee of the findings of the Building Control's review into their previous fees and charges increases and to recommend revised fees for 2024/25.

The District Surveyor's Building Control Division amended their charges in April 2023 as agreed by this Committee, with charges being set for the service through a "cost recovery" charges scheme. These charges are known as the "City of London Building Regulations Charging Scheme No 6", for work associated with applications under the Building Regulations 2010, and the "Building Control Miscellaneous Charges No 5" for work associated with Notices under the London Building Act (Amendment) Act 1939, and the Building Act 1984. This report informs the Committee of the results of the charges schemes and to recommend changes to the Building Regulation Charging Scheme for 2024/25.

Recommendation

Members are asked to:

- Approve Option 3 and agree a new "City of London Building Regulations Charges Scheme No 7: 2024".

Main Report

Background

1. The District Surveyors Building Control Division raises income through two approved charges schemes. CIPFA guidance on the allocation and apportionment of reporting requires the Division's budget to be split into three defined categories of:
   - Chargeable Building Regulations
   - Non-Chargeable Building Regulations
   - Other Building Control Activities

The two current charges schemes, both of which were previously approved by this Committee in April 2023 are:

- The City of London Charges Scheme No 6; 2023, which applies charges for "Chargeable Building Regulation" activities, (See Appendix A) and
- The Miscellaneous Building Control Charges No 5:2023, (See Appendix B) which applies charges for "Other Building Control Activities".

2. CIPFA guidance lists a wide range of activities associated with Building Regulations which are chargeable and non-chargeable for the purposes of these schemes. Chargeable activities include checking of plans, site inspections, building notice charges, reversion charges and chargeable advice. Non-chargeable activities include the control of unauthorised works, general advice to the public and other departments, the first hour of any Building Regulation advice and carrying out Building Regulation functions in relation to work providing facilities for disabled people.

3. Originally Building Regulation fees, for the approval or rejection of building plans and for the inspection of building works were prescribed by central government and as a result standardised fees were applied to every local authority in England and Wales.

4. In 2010, the government introduced The Building (Local Authority Charges) Regulations 2010, being the legal framework for setting a Building Regulation charging scheme and a new scheme was implemented on the 1st October 2010, known as the City of London Charges Scheme No1, 2010. These charges are reviewed on an annual basis and a revised Charges scheme, known as City of London Charges Scheme No 6, 2023, was approved and implemented.

5. The City of London Building Regulation Charges Scheme No 6; 2023, Appendix A, comprises of a range of fixed charges for small scale works with a construction cost up to £1million. For larger projects with a construction cost of over £1million, fees are individually assessed based on the average hourly rate of building control services. Current charges are set out in Appendix A.

6. Other Building Control activities include dealing with temporary structures applications, dealing with dangerous structures, and responding to Demolition

Notices. Existing charges are set out in “Building Control Miscellaneous Charges No 5” in Appendix B.

Current Position

7. It was anticipated in 2010 that chargeable works should break even ideally over a 3-year period, however a 5-year period maybe more appropriate where unusually high deficits/surpluses have accrued. The income and expenditure derived from Building Regulation applications has been shown below in Table 1. Over the course of the period covered by Table 1, the District Surveyor has strived for efficiencies in all areas of his divisions work, particularly around staffing costs.

TABLE 1
Budgetary Performance 2015-16 to 2024-25

	Chargeable			Non-Chargeable	Total (Exp)/ Income
	Exp	Income	(Deficit)/ surplus		
	£'000	£'000	£'000	£'000	£'000
2024-25 (Original Budget)	(1,385)	1,050	(335)	(1,011)	(1,346)
2023-24 (Forecast)	(1,045)	1,100	55	(772)	(717)
2022-23	(1,031)	1,055	24	(817)	(793)
2021-22	(1,024)	1,028	4	(755)	(751)
2020-21	(1,089)	981	(108)	(912)	(1,020)
2019-20	(1,032)	1,058	26	(821)	(795)
2018-19	(1,221)	957	(264)	(669)	(933)
2017-18	(1,204)	874	(330)	(603)	(933)
2016-17	(1,192)	1,296	104	(515)	(411)
2015-16	(1,169)	1,355	186	(514)	(328)

*** Split 56% Chargeable and 44% Non-Chargeable**

8. As required by the CIPFA guidance, Building Control income/expenditure for chargeable work, should break even over a 5-year period. Table 1 above, sets out the deficit/surplus over the last eight years, and is currently running with a deficit of £358,000 from 2015/16 to 2022/23.

9. The deficit occurred largely during 2017/18 and 2018/19 when development activity within the City paused, due to the national vote to leave the EU, and then worsened in 2020/21 when activity dramatically slowed due to COVID-19 epidemic. Both resulted in income reducing and creating the deficit.

10. In early 2023, with a further projected deficit projected for year 2022/23 of £102,000 and £322,000 for 2023/24, a review of expenditure and income was undertaken. To ensure the service charges could deliver a service in accordance with the CIFPA guidance the hourly rate for Chargeable works was recalculated, to £152 and included a supplement to reduce the deficit to zero over a five-year period.

11. Application numbers and their associated generated fees are shown in Table 2. Application numbers in 2023 have decreased mainly due to a change in legislation where from 1st October 2023, applications that involve a high-risk building (residential buildings over 18m high) such as the Barbican must go to the Building Safety Regulator as they are now the Building Control Authority for these buildings. The high cost of construction has also resulted in a reduction in applications, but this was compensated with a number of significant applications having been received such as 50 Fenchurch Street, 1 Broadgate, 100 New Bridge Street and 5 Chancery Lane.

12. With the submission of some large applications during 2023 and the increase in the fee hourly rate last April, fees associated with submitted applications has risen and can be seen in Table 2. The effect of increasing the hourly rate to reduce the deficit has had a positive effect on the “fees generated” and the deficit should further reduce, as planned over the forthcoming years.

Table 2
Building Control Applications 2012-2023

Year	Number of Application	Fees Generated
2015	280	£1,210,007
2016	228	£847,099
2017	236	£778,279
2018	246	£778,279
2019	266	£1,091,256
2020	191	£810,680
2021	210	£1,391,757
2022	220	£937,669
2023	196	£1,513,915

13. As outlined above, it is a requirement for Building Control under CIPFA guidance for the income/expenditure for chargeable work, to break even over a 5-year period. With a projected surplus of £55k expected for 2023/24, the overall operating deficit/surplus over the 5-year period between 2019/20 to 2023/24, will show a running surplus of £1k.

14. A review was also undertaken of the applications which were completed during 2023. During this time 108 projects were completed and as time associated with projects is recorded in the District Surveyors corporate Timemaster software and the CAPS Uniform software, all projects can be checked to ensure that the correct fees were being charged.

15. Each completed project was checked and cross referenced to similar projects dating back to 2015 and placed into bands that matched the Estimated Cost of Works within the fee scales. Average time taken to administer those projects within each band has been calculated and forms the basis for all the fees & charges.

Proposals

16. Using information regarding proposed expenditure for Building Control, and the costs associated with the Division (additional staff recruitment) the hourly rate for chargeable works, has been recalculated and will form the basis for the new charging scheme.

17. It is the proposal of this report to request the Committee agree, that to ensure applications received in 2024/25 are sufficient to balance the budget for chargeable works, and with an understanding that the cumulative deficit will be reduced over the next 4-year period to zero, a surcharge is proposed to be added to the base hourly rate. A revised fee schedule has been drafted and will be known as “The City of London Charges Scheme No 7:2024”. Draft shown in Appendix D, which includes a 20% surcharge on the base hourly rate as recommended in Option 3. This would generate additional income in the region of £100,000 in 2024/25, to reduce the current deficit.

18. Fees and charges associated with other Building Control activities, such as Demolition Notices and Temporary Structures, have also been similarly reviewed. It is not proposed to apply any additional charges to these as they are currently adequate to maintain full cost recovery.

19. The review of the other Building Control activities did find that there was not an approved charge associated with surveyor’s time when dealing with a dangerous structure callout. Under the London Building Acts (Amended) Act 1939, the District Surveyor is required to attend any dangerous structure, to ensure public safety. The majority of dangerous structures attended, are dealt with by the building owners, and therefore the time spent on these incidents is small and the work required limited. However, there are incidences when the building owner is unable to deal with the incident and the District Surveyor is then required to make the building safe using the Corporations contractor. In these situations, the Act allows for all associated costs, to be reclaimed from the building owner. In these limited instances, to ensure full cost recovery, it is proposed to add a new charge. The

appropriate charge has been calculated, using costs associated with the appropriate surveyors and has been determined at £170 per hr.

20. In 2022 Royal Assent was given to the new Building Safety Act, which has brought new requirements to the building industry to improve building safety, particularly for residential buildings over 18m in height. From the 1st October 2023, The Building Safety Act introduced the Building Safety Regulator as the Building Control Authority for new residential buildings over 18m or 7 storeys and above, and as such, all building regulation applications for these buildings, are now submitted to the Regulator rather than local authority or private building control bodies. Under Section 13 of the Building Safety Act 2022, the Building Safety Regulator can request the help of a local authority building control to assist them with an application and the Local Authority is able to charge the Building Safety Regulator appropriate charges to ensure cost recovery.

21. When assisting the Building Safety Regulator under a Section 13 request, the local authority must assist the Regulator by using an appropriately competent surveyor. Under the new Building Inspector Competence Framework, and the Building (Restricted Activities& Functions) (England) Regulations 2023, this will require a Class 3 Registered Building Inspector, therefore the most experienced surveyors within our team. To ensure full cost recovery, the appropriate charges for the Building Safety Regulator has been calculated, using costs associated with the appropriate surveyors and has been determined at £170 per hr.

22. In January 2023, this Committee agreed that the District Surveyor could act as the single point of contact between the Building Safety Regulator (BSR) and all London local authority building control teams, when the BSR requires assistance under Section 13. This is known as the London HUB and has been in operation since 1st October 2023. On the 5th April 2024, 108 requests had been received but this is expected to rise over the next few years. The operation of the London HUB will result in income being generated on a full cost recovery basis, which will slowly rise in line with requests.

Options

23. **Option 1**. Agree an hourly rate, based on full cost recovery for chargeable works, including work undertaken on behalf of the Building Safety Regulator, and other Building Control activities. The hourly rate will be £136 per hour. Work to assist the Building Safety Regulator will be charged at £142 per hour. Work to deal with a dangerous structure when the Corporation has to carry out works with their contractor, will be charged at £142 per hour. **NOT RECOMMENDED**

24. **Option 2**. Agree an hourly rate, for chargeable works and work including work undertaken on behalf of the Building Safety Regulator based on a cost recovery rate, plus a 10% surcharge to reduce the accumulated Trading Statement deficit, over the next five years. The hourly rate will be £150. Charges for other Building Control activities to be based on cost recovery basis at £136. Work to assist the Building Safety Regulator will be charged at £156 per hour. Work to deal with a

dangerous structure when the Corporation has to carry out works with their contractor, will be charged at £156 per hour. **NOT RECOMMENDED**

25. **Option 3**. Agree an hourly rate, based on cost recovery for chargeable works including work undertaken on behalf of the Building Safety Regulator based on a cost recovery rate, plus a 20% surcharge to reduce the accumulated Trading Statement deficit, over the next five years. The hourly rate will be £163. Charges for other Building Control activities to be based on cost recovery basis at £136. Work to assist the Building Safety Regulator will be charged at £170 per hour. Work to deal with a dangerous structure when the Corporation has to carry out works with their contractor, will be charged at £170 per hour. **RECOMMENDED**

Financial Implications

26. It is considered that Option 3 fulfils the Corporations duty to provide a charging scheme based on the principles of full cost recovery and the CIFPA guidance to reduce any accumulated deficits and break even over a 5-year period. Although the chargeable account has a forecast overall operating surplus over the 5-year period between 2019/20 to 2023/24 of £1k, the budgeted costs for 2024/25 currently projects a deficit of £335k. This increase in fees will help reduce that deficit along with the continued review of salary costs and other increases in income activity.

Corporate & Strategic Implications

27. There are no equal opportunity implications arising from this report save that Regulation 4 of the Building Regulations (Local Authority Charges) Regulations 2010 outlines the principles of the charging scheme in relation to building work solely required for disabled persons. No building regulation charge can be authorised in relation to providing means of access solely to an existing dwelling occupied as a permanent residence by a disabled person or for the provision of facilities and accommodation (including the provision or extension of a room in limited circumstances) designed to secure the greater health, safety, welfare or convenience of such a disabled person. Similarly, no building regulation charge can be authorised in relation to an existing building to which members of the public are admitted in similar circumstances as stated above

Legal implications

28. The Building (Local Authority Charges) Regulations 2010 impose a legal obligation on the City of London to have a Building Regulation charging scheme in place, to ensure that the overriding objective of the charges being set at a level that equates to cover the costs of providing the service, and to annually review and publish figures to ensure that this objective is been maintained. These changes will maintain this objective being obtained.

Climate implications

29. None

Security implications

30. None

Conclusion

31. The report identifies the measures being taken by the District Surveyors Building Control Division to set a revised charging scheme which accurately reflect actual time employed against individual projects and to reduce the deficit accumulated over the last 5 years on the Building Control Trading Statement.

Gordon Roy
District Surveyor.

T: 020 7332 1962
E: gordon.roy@cityoflondon.gov.uk

Appendices

- Appendix A- Current “City of London Building Regulations Charges Scheme No 5 , 2022, Annex A & Annex B”.
- Appendix B- Current “Building Control Miscellaneous Charges No 4:2022
- Appendix C- Proposed “City of London Building Regulations Charges Scheme No 6: 2023”.
- Appendix D- Proposed “City of London Building Regulations Charges Scheme No 5, 2023, Annex A, Charges
- Appendix E- Proposed “City of London Building Regulations Charges Scheme No 5, 2022, Annex B,
- Appendix F- Proposed City of London Building Control Miscellaneous Charges Scheme No 4;2022.”

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Appendix A-Building Regulation Charges Scheme No 6:2023

CITY OF LONDON

*Derivation *(see footnote)*

The Building (Local Authority Charges) Regulations 2010

Regulation No

BUILDING REGULATIONS CHARGES SCHEME No. 6, 2023

1 1. This scheme may be cited as the Building Regulations Charges Scheme No. 6, 2023 of the City of London Corporation (the Charges Scheme) and shall come into force on 3rd April 2023.

INTRODUCTION

2. The Charges Scheme is made under the Building (Local Authority Charges) Regulations, 2010 (the Charges Regulations). The Charges Scheme includes following paragraphs, the definitions in paragraph 5 below and the tables of charges set out in Annex A. Where clarification of the Charges Scheme is required reference should be made to the Charges Regulations. The numbers in the margin represent the relevant regulation.

3(1) 3. The City of London Corporation is authorised, subject to and in accordance with the Charges Regulations, to fix charges by means of the Charges Scheme and to recover such charges as it determines for or in connection with the performance of its functions relating to building regulations, as provided by the Charges Regulations.

4. The City of London Corporation is authorised, subject to and in accordance with the provisions of the Charges Regulations, to amend and to revoke and replace any scheme which has been made by it.

DEFINITIONS

2 5. The following definitions apply to the Charges Scheme:

"building" means any permanent or temporary building but not any other kind of structure or erection, and a reference to a building includes a reference to part of a building;
"building notice" means a notice given in accordance with regulations 12(2)(a) and 13 of the Principal Regulations;
"building work" means:

a) the erection or extension of a building;
b) the provision or extension of a controlled service or fitting in or in connection with a building;
c) the material alteration of a building, or a controlled service or fitting;
d) work required by Building Regulation 6 of the principal regulations (requirements relating to material change of use);
e) the insertion of insulating material into the cavity wall of a building;
f) work involving the underpinning of a building;
g) work required by building regulation 23 (requirements relating to thermal elements);
h) work required by building regulation 22 (requirements relating to a change of energy status);
i) work required by building regulation 28 (consequential improvements to energy performance);

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

Regulation No

"chargeable function" means a function relating to the following –

a) the passing or rejection of plans of proposed building work which has been deposited in accordance with section 16 of the Building Act 1984 (as amended) - (Plan Charge)
b) the inspection of building work for which plans have been deposited in accordance with the Principal Regulations and with section 16 of the Building Act 1984 (as amended) – Inspection Charge
c) the consideration of a building notice which has been given in accordance with the Principal Regulations – Building Notice Charge)
d) the consideration of building work reverting to the Council under the Building (Approved Inspectors etc.) Regulations 2010 (as amended) – (Reversion Charge)
e) the consideration of a regularisation application submitted under regulation 18 of the Principal Regulations – (Regularisation Charge).

"chargeable advice" is a charge made in relation to a request for building regulation advice as regards any particular case where such a charge is made in anticipation of the future exercise of their chargeable functions in relation to that case, save that no charge is made for the first hour of time spent in providing such chargeable advice.

"cost" does not include any professional fees paid to an architect, quantity surveyor or any other person;

"dwelling" includes a dwelling-house and a flat;

"estimate" in relation to the cost of carrying out building work, means an estimate, accepted by the local authority, of such reasonable amount as would be charged for the carrying out of that building work by a person in business to carry out such building work (excluding the amount of any value added tax chargeable);

"estimated cost of building work" means the estimated cost of that work which requires approval for building regulations by the City of London Corporation. If appropriate the City of London Corporation may require estimates to be aggregated or disaggregated to establish the appropriate charge;

"extension" means an extension which has no more than three storeys, each basement level (if any) counting as one storey;

"floor area" of a building or extension' is the total floor area calculated by reference to the finished internal faces of the walls enclosing the area, or, if at any point there is no enclosing wall, by reference to the outermost edge of the floor.

"the Principal Regulations" means the Building Regulations 2010 as amended from time to time;

"relevant person" means:

a) in relation to a plan charge, inspection charge, reversion charge or building notice charge, the person who carries out the building work or on whose behalf the building work is carried out;
b) in relation to a regularisation charge, the owner of the building; and
c) in relation to chargeable advice, any person requesting advice for which a charge may be made pursuant to the definition of 'chargeable advice'

"total floor area of a building" is the total of the floor area of all the storeys which comprise that building.

"total floor area of an extension" is the total of the floor areas of all the storeys in the extension.

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

Appendix A-Building Regulation Charges Scheme No 6:2023

Regulation No	SUMMARY OF BUILDING REGULATIONS FUNCTIONS AND CHARGES
5(1)	6. The City of London Corporation has determined: a) plan charges for or in connection with the passing or rejection of plans of proposed building work deposited with them in accordance with Section 16 of the Building Act 1984; b) inspection charges for or in connection with the inspection of building work for which plans have been deposited in accordance with the Principal Regulations and with Section 16 of the Building Act 1984; c) building notice charges for or in connection with the consideration of a building notice which has been given to the City of London Corporation in accordance with the Principal Regulations. The charges for the foregoing functions are as set out in the attached tables in Annex A.
5(2)	7. The City of London Corporation is also authorised within its Charges Scheme to make a charge in relation to a request for advice as regards any particular case where such a charge is made in anticipation of the future exercise of its chargeable functions in relation to that case (referred to as "chargeable advice"); save that no charge is to be made for the first hour of time spent by an officer in providing such chargeable advice.
6(3)	8. This Charges Scheme has been fixed such that its objective is to ensure that, taking one financial year with another, the income to be derived by the City of London Corporation from performing chargeable functions and providing chargeable advice (referred to as "chargeable income") as nearly as possible equates to the costs incurred by the City of London Corporation in performing chargeable functions and providing chargeable advice (referred to as "chargeable costs"). At the end of the financial year within which the City of London Corporation first made this Charges Scheme and of each subsequent financial year, the City of London Corporation will conduct a review of the level of charges set out under this Charges Scheme for the purpose of achieving the Charges Scheme's objective above.
6(2)	9. Immediately following the review of the level of charges, the City of London Corporation will prepare a "building control statement" setting out as regards the financial year to which it relates, the chargeable costs, the chargeable income and the amount of any surplus or deficit. Such "building control statement" will be approved by the City of London Corporation's Section 6 Officer and will be published not more than six months after the end of the financial year to which the statement relates.
6(4-6)	10. Each charge determined within the Charges Scheme has been related to the costs of providing building regulation services in relation to particular building work or building work of particular descriptions having regard to the objective outlined in clause 8 above. Where this Charges Scheme is first made and takes effect at any time other than the beginning of a financial year, the City of London Corporation will have regard to any estimated surplus or deficit arising for that part of the financial year for which its existing scheme made under the Building (Local Authority Charges) Regulations 2010 continues to have effect.

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

Regulation No	
6(7-8)	11. The costs of providing City of London Corporation building regulation services in relation to chargeable functions or chargeable advice has been calculated using the hourly rate at which the time of its officers will be charged and the factors which have been taken into account in estimating the time required by its officers for performing a chargeable function or providing chargeable advice (in relation to particular building work or building work of particular descriptions).
	12. The hourly rate of the City of London Corporation building regulation officers is set out herewith: £152.
7(1-2)	13. Where the City of London Corporation consider it necessary to engage and incur the costs of a consultant to provide specialist advice or services in relation to a particular aspect of building work, those costs will be included in the determination of the charges referred to in this Charges Scheme.
7(4)	14. In calculating the costs and in estimating the time required by its officers for performing a chargeable function or providing chargeable advice (in relation to particular building work or building work of particular descriptions), both in relation to standard and assessed charges, the City of London Corporation has taken some or all of the following factors into account:
7(3)	a) the existing use of a building, or the proposed use of the building after completion of the building work; b) the different kinds of building work described in regulation 3(1)(a) to (i) of the Principal Regulations. *(see definition of 'building work' in clause 5 above)*;
7(5)	c) the floor area of the building or extension. *(see definitions of 'floor area of a building or extension', 'total floor area of a building' and 'total floor area of an extension' in clause 5 above)*; d) the estimated duration of the building work and the anticipated number of inspections to be carried out. e) the estimated cost of the building work.
7(5)	15. In calculating the costs and in estimating the time required by its officers for performing a chargeable function or providing chargeable advice (in relation to particular building work or building work of particular descriptions), in relation to assessed charges for individual projects, the City of London Corporation will take some or all of the following additional factors into account in assessing the charges
	f) the nature of the design of the building work and whether innovative or high-risk construction techniques are to be used; g) whether the person who intends to carry out part of the building work is a person named in a self-certification scheme or list of exemptions under schedule 3 of the Principal Regulations; or is carrying out the descriptions of work where no building notice or deposit of full plans is required under schedule 4 of the Principal Regulations both as mentioned in building regulation 12(6); h) whether in respect of the building work a notification has been made that design details approved by Robust Details Limited are to be used; i) whether an application or building notice is in respect of two or more buildings or building works all of which are substantially the same as each other.

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

Regulation No

j) whether an application or building notice is in respect of building work which is substantially the same as building work in respect of which plans have previously been deposited or building works inspected by the City of London Corporation.

k) whether chargeable advice has been given which is likely to result in less time being taken by the City of London Corporation to perform the chargeable function; and

l) whether it is necessary to engage and to incur the costs of a consultant to provide specialist advice or services in relation to a particular aspect of the building work.

16. On receipt of an application or notice relating to particular building work or building work of particular descriptions, the City of London Corporation in determining its building regulation charges by reference to a standard charge published in the scheme (see schedule of standard charges listed in Annex A), has taken into account the factors listed in clause 14 above

17. On receipt of a request for advice, an application or notice relating to particular building work or building work of particular descriptions, the City of London Corporation in determining its building regulation charges by reference to an individual assessment of the charge to be made (see guidance on assessed charges in Annex B), will take into account the factors listed in clauses 14 and 15 above and such individually determined charges will be confirmed in writing specifying the amount of the charge and the factors which have been taken into account.

18. No charge will be made for the first hour of an officer's time in respect of chargeable building regulation advice given by such officer.

19. The sum of the plan charge and the inspection charge is equal to the building notice charge. With the exception of those circumstances detailed in paragraphs 21 and 22 below, the plan charge is 40% of the building notice charge and the inspection charge is 60% of the building notice charge.

5(2)

20. The preceding paragraphs 6, 8, 9 and 10 are subject to paragraph 21 below.

21. Where:

a) one application or building notice is in respect of two or more buildings or building works all of which are substantially the same as each other; or

b) an application or building notice is in respect of building work which is substantially the same as building work in respect of which plans have previously been approved or building works inspected by the City of London Corporation and where the City of London Corporation is satisfied that the owner of the plans who deposits them or who gives a building notice in respect of them is the same person who originally deposited the plans or gave a building notice in respect of them, a reduction not exceeding 30% in the plan charge or building notice charge payable may be applied and a reduction not exceeding 30% in the inspection charge payable may also be applied, but only at the absolute discretion of the City of London Corporation.

Regulation No

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

22. Where the appropriate total charge is £800 or below a plan charge is payable, which incorporates that charge which would be made for an inspection of building work, although no separate inspection charge is made.

23. Standard charges set in accordance with clause 14 above are shown on Table 1 in annex A.

24. The following applications may be dealt with by individually assessed charges in accordance with clauses 14 & 15 above.

a) Full Plans (both the passing or rejection of plans and the associated inspections) where the cost of the work exceeds £1m.
b) Building Notice where the cost of the work exceeds £1m.
c) All stand alone new buildings.
d) Reversion for or in connection with the consideration of building work reverting to the control of the City of London Corporation.
e) Regularisation submitted under regulation 18 of the Principal Regulations (unauthorised building work).

For these applications, the plan charge and the inspection charge will be advised on an individual basis.

25. Where building work comprises -

a) the installation of cavity fill insulation in accordance with Part D of Schedule 1 to the Principal Regulations where the installation is not certified to an approved standard or is not installed by an approved installer or is not part of a larger project comprising other building work; or
b) the installation of an unvented hot water system in accordance with Part G of Schedule 1 to the Principal Regulations where the installation is not part of a larger project comprising other building work,

the City of London Corporation has fixed its charges by reference to the estimated cost of the building work only, and no plan charge will be made in respect of such building work.

26. Where building work comprises:

a) the installation of cavity fill insulation in accordance with Part D of Schedule 1 to the Principal Regulations where the installation is certified to an approved standard, or is installed by an approved installer or is part of a larger project comprising other building work; or
b) the installation of an unvented hot water system in accordance with Part G of Schedule 1 to the Principal Regulations where the installation is part of a larger project comprising other building work, no charges will be made in respect of such building work.

4(1) 27. The City of London Corporation has not fixed by means of its scheme, nor intends to recover a charge in relation to an existing dwelling which is, or is to be, occupied by a disabled person as a permanent residence; and where

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

		the whole of the building work in question is solely-
Regulation No		a) for the purpose of providing means of access for the disabled person by way of entrance or exit to or from the dwelling or any part of it, or b) for the purpose of providing accommodation or facilities designed to secure the greater health, safety, welfare or convenience of the disabled person.
4(2)	28.	The City of London Corporation has not fixed by means of its scheme, nor intends to recover a charge for the purpose of providing accommodation or facilities designed to secure the greater health, safety, welfare or convenience of a disabled person in relation to an existing dwelling, which is, or is to be, occupied by that disabled person as a permanent residence and as outlined in clause 6 (b) above, where such work consists of- a) the adaptation or extension of existing accommodation or an existing facility or the provision of alternative accommodation or an alternative facility where the existing accommodation or facility could not be used by the disabled person or could be used by the disabled person only with assistance; or b) the provision of extension of a room which is or will be used solely- (i) for the carrying out for the benefit of the disabled person of medical treatment which cannot reasonably be carried out in any other room in the dwelling, or (ii) for the storage of medical equipment for the use of the disabled person, or (iii) to provide sleeping accommodation for a carer where the disabled person requires 24-hour care.
4(3)	29.	The City of London Corporation has not fixed by means of its scheme, nor intends to recover a charge in relation to an existing building to which members of the public are admitted (whether on payment or otherwise); and where the whole of the building work in question is solely- a) for the purpose of providing means of access for disabled persons by way of entrance or exit to or from the building or any part of it; or b) for the provision of facilities designed to secure the greater health, safety, welfare or disabled persons.
4(4)		*Note: 'disabled person' means a person who is within any of the descriptions of persons to whom Section 29(1) of the National Assistance Act 1948, as extended by virtue of Section 8(2) of the Mental Health Act 1959, applied but disregarding the amendments made by paragraph 11 of Schedule 13 to the Children Act 1989.*
		PAYMENT OF CHARGES
8(1)a	30.	Any plan charge shall be payable when the plans of the building work are deposited with the City of London Corporation but see also clause 40 below.
8(1)b	31.	Any inspection charge shall be payable on demand made after the City of London Corporation carries out the first inspection in respect of which the charge is payable but see also clause 40 below.
Regulation No		

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

8(1)c	32.	Any building notice charge shall be payable when the building notice is given to the City of London Corporation.
8(1)d	33.	Any reversion charge shall be payable for building work in relation to a building: i) which has been substantially completed before plans are first deposited in accordance with regulation 19(2)(a)(i) of the Building (Approved Inspectors etc.) Regulations 2010 as amended; or ii) in respect of which plans for further building work have been deposited with the City of London Corporation in accordance with regulation 19(3) of the Building (Approved Inspectors etc.) Regulations 2010 as amended, on the first occasion on which those plans are deposited.
8(1)e	34.	Any regularisation charge shall be payable at the time of the application to the City of London Corporation in accordance with regulation 18 of the Principal Regulations (unauthorised building work).
8(1)f	35.	Any charge for chargeable advice shall be payable on demand after the City of London Corporation has given notice to the relevant person in writing specifying the amount to be charged and the factors which have been taken into account as listed in clauses 14 and 15 above.
8(1)g	36.	Any plan charge, inspection charge, building notice charge, reversion charge, regularisation charge and charge for chargeable advice is to be payable by the relevant person *(see definition, clause 5 above).*
Regulation No 8(1)h	39.	Any plan charge, inspection charge, building notice charge which is payable to the City of London Corporation shall be paid together with an amount equal to any value added tax payable in respect of that charge.
8(1)i	40.	Part of any charge which is payable to the City of London Corporation, may, at its absolute discretion, be paid in instalments of such amounts payable on such dates as the City of London Corporation shall specify.
8(1)j	41.	There is no entitlement to a complete refund of any regularisation charge paid, if the City of London Corporation, after incurring costs, subsequently cannot determine what work is required to comply with the relevant requirements.
8(1)h	42.	Where a plan charge has been paid and not refunded, the City of London Corporation may in any case they consider reasonable, decide not to make a further plan charge in respect of plans subsequently deposited for substantially the same building work.
11(1)	43.	Where for any reason the City of London Corporation do not give notice of passing or rejection of plans within the period required by Section 16 of the Building Act 1984 (as amended), any plan charge paid will be refunded.
Regulation No 11(2)	44.	No refund will be given by the City of London Corporation where the

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

		reason for not giving notice of passing or rejection of plans within the period required by section 16 of the Building Act, 1984 is due to the failure by the person by whom or on whose behalf the plans were deposited to supply information within a reasonable time, necessary to meet the City of London Corporation duty under that section.
11(3)	45.	Where the City of London Corporation has determined a charge in relation to a chargeable function or chargeable advice, payment of the charge has been made to the City of London Corporation and the actual amount of work required of an officer of the City of London Corporation is less than that which was originally assessed, the City of London Corporation (subject to clause 49 below) will make a refund in respect of the proportion of the charge relating to the excess payment.
11(4)	46.	Where the City of London Corporation has determined a charge in relation to a chargeable function or chargeable advice, payment of the charge has been made to the City of London Corporation and the actual amount of work required of an officer of the City of London Corporation is more than that which was originally estimated in the assessment, the City of London Corporation (subject to clause 49 below) may raise a supplementary charge in respect of any additional work carried out its officer.
11(5)	47.	In relation to the assessment of a refund or supplementary charge, the City of London Corporation may discount one hour of an officer's time from the calculation of the refund or, as the case may be, the supplementary charge.
11(6)	48.	Where in respect of plans deposited with the City of London Corporation under section 16 of the Building Act, 1984, the plan charge and inspection charge are to be aggregated for the purposes of calculating any refund or supplementary charge.
11(7)	49.	The payment of any refund or request for a supplementary charge will be accompanied by a statement setting out the reason for the assessment and the calculation of the refund or supplementary charge.
	50.	Plans which are deposited otherwise than in accordance with the requirement imposed under paragraph 24 above or an agreement under paragraph 30 above are not deposited in accordance with building regulations for the purposes of section 16 of the Act; and a building notice given otherwise than in accordance with a requirement imposed under paragraph 26 above or an agreement under paragraph 30 above is not validly given for the purposes of the Principal Regulations.
	51.	Where an individual assessment of a plan charge or building notice charge has been made, (other than a standard charge) any individually assessed plan charge or building notice charge shall not be payable until such plan charge or building notice charge has been specified by the City of London Corporation and confirmed in writing if such confirmation is provided later than the deposit of the plan or (as the case may be) the giving of the building notice.
	52.	The City of London Corporation is authorised to require the supply of any information where such information is necessary to determine any building regulation charge listed in clause 9 above.

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

53. The City of London Corporation operates, maintains and makes available on request, to any interested party, an appropriate complaints procedure regarding its building regulations services. If a person is dissatisfied with the decision made relating to the determination of charges for building work and wishes to make a complaint, such complaint will be dealt with within the Council's agreed complaint's procedure. In the first instance, such complaints should be addressed at a local level to:

The District Surveyor
Environment Department
Guildhall
London EC2P 2EJ

Telephone: 020 7332 1000
Fax: 020 7332 1968
email: district.surveyor@cityoflondon.gov.uk

11(2) 54. Where building work reverts to the control of the City of London Corporation any plans relating to that building work given to the City of London Corporation in accordance with regulation 19 of the Building (Approved Inspector etc) Regulations 2010 as amended, shall be accompanied by a current estimate in writing of the cost of that building work.

13 55. Contravention of the Building (Local Authority Charges) Regulations 2010 and or the non- payment of any charge which becomes payable are not treated as offences under Section 35 of the Building Act 1984 (penalty for contravening building regulations).

Regulation No **TRANSITIONAL PROVISIONS AND REVOCATION**

15(2-3) **56. The Building Regulations Charges Scheme No. 5. 2022 of the City of London Corporation made under the Building (Local Authority Charges) Regulations, 2010 will continue to apply to building work within the City of London Corporation area for which plans were first deposited or a building notice was given or a reversion charge became payable, or a regularisation certificate was made, before 3rd April 2023.**

INFORMATIVE

12(3) 57. Further information and advice concerning building regulation charges and the Building Regulations Charges Scheme, can be obtained from:

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

The District Surveyor
Environment Department
Guildhall
London EC2P 2EJ

Telephone: 020 7332 1000
Fax: 020 7332 1968
email: district.surveyor@cityoflondon.gov.uk

Signed:

.....
(The officer appointed for this purpose)

Dated:

* Derivation = Building (Local Authority Charges) Regulations 2010.

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

Building Regulation Charges Scheme No 6;2023 Annex A: Charges Schedule. (Based on an hourly rate of £152)

Cost of Works	Charges from 3rd April 2023				
	Work Categories				
£1,000's	Refurbishments & Extensions	Fit out and alterations	Material Change of Use	Small Residential Alterations *	Other
£10	£988	£608	£1368	£858	For works not described on the table a specific individually assessed charge will be provided.
£20		£912		£1162	
£40	£1292	£1216	£1596	£1618	
£70	£1748	£1672	£2052	£2050	
£100	£2052			£2226	
£150	£2356	£1976	£2888	SEE 'OTHER'	
£200	£2660	£2204	£3040		
£300	£3268	£2584	£4408		
£400	£3800	£3040			
£500	£4408	£3344			
£600	£5016	£3724	£6536		
£700	£5624	£4332			
£800	£6231	£4636			
£900	£6840	£5320	£8512		
£1,000	£7296	£5472			

Plan & Insp charge due immediately if £1000 or less (excl VAT)

For works over £1.0 million a specific individually assessed charge will be provided

*** If Part P electrics are not applicable or if they are dealt with under the Competent Persons Scheme - Deduct £250 per unit/flat**

Building Regulation Charges Scheme No 6;2023 Annex A: Charges Schedule. (Based on an hourly rate of £152)

Building Regulation Charges Scheme No 6, 2023 Annex B: Factors to be taken into Account When Determining Assessed Charges.

The factors to be taken into account in determining Assessed Charges as per clauses 14 & 15 of the Building Regulations Charges Scheme No. 6, 2023 of the City of London Corporation.

1. the existing use of a building, or the proposed use of the building after completion of the building work.
2. the different kinds of building work described in regulation 3(1)(a) to (i) of the Principal Regulations. *(see definition of 'building work' in clause 5 above).*
3. the floor area of the building or extension. *(see definitions of 'floor area of a building or extension', 'total floor area of a building' and 'total floor area of an extension' in clause 5 above).*
4. the estimated duration of the building work and the anticipated number of inspections to be carried out.
5. the estimated cost of the building work.
6. the nature of the design of the building work and whether innovative or high-risk construction techniques are to be used; and
7. whether the person who intends to carry out part of the building work is a person named in a self-certification scheme or list of exemptions under schedule 3 of the Principal Regulations; or is carrying out the descriptions of work where no building notice or deposit of full plans is required under schedule 4 of the Principal Regulations both as mentioned in building regulation 12(6)
8. whether in respect of the building work a notification has been made that design details approved by Robust Details Limited are to be.
9. whether an application or building notice is in respect of two or more buildings or building works all of which are substantially the same as each other.
10. whether an application or building notice is in respect of building work which is substantially the same as building work in respect of which plans have previously been deposited or building works inspected by the City of London Corporation.
11. whether chargeable advice has been given which is likely to result in less time being taken by the City of London Corporation to perform the chargeable function; and
12. whether it is necessary to engage and to incur the costs of a consultant to provide specialist advice or services in relation to a particular aspect of the building work.

Type of work	Refurbishment & Extensions, Simple office alterations, Cat A to B, Material change of use, retail	Other or Notes / special factors
Duration on site		
Number of floors above ground		
Anticipated inspection time hours and notes		
Routine visits		
Piling/foundation inspections		
Below ground drainage		
Below ground structural inspections		
Superstructure		
Above ground drains – routine		
M&E routine		
Drainage testing		
Site Q/A Audit time		
Routine/Finals prior to completion		
Other special factors +/-		
De-snag visits –drainage		
De-snag visits – M&E		
De-snag visits -general		
Off site inspection		
M&E Final Commission & tests		
Review a deduction for repetition/		
Anticipated plans inspection time		
General		
As % of site time		
Structural Appraisal		
Fire engineering		
Design workshops		
	Total Hours	
Outside consultant required –	**Cost £**	

Appendix B: Building Control Miscellaneous Charges Scheme No 5: 2023

Table of miscellaneous charges (from 3rd April 2023)

If you would like to discuss the charges or need any help with the application or this table, please phone us on 020 7332 1000.

	Miscellaneous Building Control Charges No 5:2023 **VAT should be added at the current rate as indicated and included in your payment.**				
Work Categories (For works not described on the table a specific individually assessed charge will be provided.)					
			VAT or No VAT	**Charge from 3rd April 2023**	
1.	**Demolition Notice.** **Application submitted under section 80, Building Act 1984**		**No VAT**	**Charge £470**	
2	**Section 30** **Application submitted under Section 30, London Building Act (As Amended) 1939**		**No VAT**	**As set out in the Section 30 London Building Act (As Amended) Act 1939 Charges No 3. (See Below)**	
3	**Approval In Principle** **Application submitted for Technical Approval of Highway Structures.**		**VAT**	**£4000**	**Fee adequately covers the cost of administration of this application. No increase required.**
4	**Marriage Act surveys**			**£500 for New registration**	**Fee controlled by Community and Children's Services.**
5	**Researching and Viewing Building Control Historical Records.**		**VAT**	**Fee based at £152 per hour to cover officer time spent researching and providing advice**	
6	**Dangerous Structures**		**Varies**	**Charged at hourly rate**	**Fees recoverable through Section 66, London Building Act (As Amended) Act 1939**

	Section 30 London Building Act (As Amended) Act 1939 Charges No 5: 2023 **No VAT is added at the current rate in your payment.**				
Work Categories (For works not described on the table a specific individually assessed charge will be provided.)					
		Current Charge	**VAT or No VAT**	**Charge from 3rd April 2023**	
1.	**Erecting a special building or structure intended to be kept permanently.**		**No VAT**	**To be agreed based on details of structure. Please contact department for a detailed quote.**	
2	**Erecting a Grandstand to be used for a special event. 10-250 Seats**		**No VAT**	**£580**	
3	**Erecting a Grandstand to be used for a special event up to 600 Seats**		**No VAT**	**£580**	
4	**Erecting a Grandstand to be used for a special event over 600 seats.**		**No VAT**	**As To be agreed based on details of structure. Please contact department for a detailed quote.**	
5	**Erecting a Framed tower for loudspeakers, lighting, Video screens, etc**		**No VAT**	**£500**	**.**
6	**Erecting a structure of a complex nature or an air inflated structure**		**No VAT**	**To be agreed based on details of the structure. Please contact department for a detailed quote**	
7	**Erecting a marquee for a special event.**		**No VAT**	**Fee for marquee up to 30m.sq £500** **Fee for marquee over 30m.sq £700**	

CITY OF LONDON

*Derivation *(see footnote)*

The Building (Local Authority Charges) Regulations 2010

BUILDING REGULATIONS CHARGES SCHEME No. 7, 2024

Regulation No 1

1. This scheme may be cited as the Building Regulations Charges Scheme No. 7, 2024 of the City of London Corporation (the Charges Scheme) and shall come into force on 3rd June 2024.

INTRODUCTION

2. The Charges Scheme is made under the Building (Local Authority Charges) Regulations, 2010 (the Charges Regulations). The Charges Scheme includes following paragraphs, the definitions in paragraph 5 below and the tables of charges set out in Annex A. Where clarification of the Charges Scheme is required reference should be made to the Charges Regulations. The numbers in the margin represent the relevant regulation.

3(1)

3. The City of London Corporation is authorised, subject to and in accordance with the Charges Regulations, to fix charges by means of the Charges Scheme and to recover such charges as it determines for or in connection with the performance of its functions relating to building regulations, as provided by the Charges Regulations.

4. The City of London Corporation is authorised, subject to and in accordance with the provisions of the Charges Regulations, to amend and to revoke and replace any scheme which has been made by it.

DEFINITIONS

2

5. The following definitions apply to the Charges Scheme:
"application for building regulation approval with full plans" means an application submitted in accordance with regulations 12(2)(b) and 14 of the Principal Regulations.
"building" means any permanent or temporary building but not any other kind of structure or erection, and a reference to a building includes a reference to part of a building;
"building notice" means a notice given in accordance with regulations 12(2)(a) and 13 of the Principal Regulations;
"building work" means:
   a) the erection or extension of a building;
   b) the provision or extension of a controlled service or fitting in or in connection with a building;
   c) the material alteration of a building, or a controlled service or fitting;
   d) work required by Building Regulation 6 of the principal regulations (requirements relating to material change of use);
   e) the insertion of insulating material into the cavity wall of a building;
   f) work involving the underpinning of a building;
   g) work required by building regulation 23 (requirements for the renovation or replacement of thermal elements);
   h) work required by building regulation 22 (requirements relating to a change of energy status);

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

Regulation No

i) work required by building regulation 28 (consequential improvements to energy performance);

"chargeable function" means a function relating to the following –

a) the passing or rejection of plans of proposed building work which has been deposited for Building Control approval with full plans, in accordance with regulation 12(2)(b) and 14 of the Principal Regulations - (Plan Charge)
b) the inspection of building work for which plans have been deposited and approved in accordance with regulation 12(2)(b) and 14 of the Principal Regulations – (Inspection Charge)
c) the consideration of a building notice which has been given in accordance with the Principal Regulations – (Building Notice Charge)
d) the consideration of building work reverting to the Council under the **Building (Approved Inspectors etc.) Regulations 2010** (as amended) – (Reversion Charge)
e) the consideration of a regularisation application submitted under regulation 18 of the Principal Regulations – (Regularisation Charge).

"chargeable advice" is a charge made in relation to a request for building regulation advice as regards any particular case where such a charge is made in anticipation of the future exercise of their chargeable functions in relation to that case, save that no charge is made for the first hour of time spent in providing such chargeable advice.

"cost" does not include any professional fees paid to an architect, quantity surveyor or any other person;

"dwelling" includes a dwelling-house and a flat;

"estimate" in relation to the cost of carrying out building work, means an estimate, accepted by the local authority, of such reasonable amount as would be charged for the carrying out of that building work by a person in business to carry out such building work (excluding the amount of any value added tax chargeable);

"estimated cost of building work" means the estimated cost of that work which requires approval for building regulations by the City of London Corporation. If appropriate the City of London Corporation may require estimates to be aggregated or disaggregated to establish the appropriate charge;

"extension" means an extension which has no more than three storeys, each basement level (if any) counting as one storey;

"floor area" of a building or extension' is the total floor area calculated by reference to the finished internal faces of the walls enclosing the area, or, if at any point there is no enclosing wall, by reference to the outermost edge of the floor.

"full plans charge" means the combined plan and inspection charge applied to an application submitted for approval of Building Regulations with full plans.

"the Principal Regulations" means the Building Regulations 2010 as amended from time to time;

"relevant person" means:

a) in relation to a plan charge, inspection charge, reversion charge or building notice charge, the person who carries out the building work or on whose behalf the building work is carried out;
b) in relation to a regularisation charge, the owner of the building; and

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

c) in relation to chargeable advice, any person requesting advice for which a charge may be made pursuant to the definition of 'chargeable advice'

"total floor area of a building" is the total of the floor area of all the storeys which comprise that building.

"total floor area of an extension" is the total of the floor areas of all the storeys in the extension.

Regulation No	**SUMMARY OF BUILDING REGULATIONS FUNCTIONS AND CHARGES**
5(1)	6. The City of London Corporation has determined: a) plan charges for or in connection with the passing or rejection of plans of proposed building work deposited with them in accordance with 12(2)(a) and 13 of the Principal Regulations. b) inspection charges for or in connection with the inspection of building work for which plans have been deposited in accordance with the Principal Regulations. c) building notice charges for or in connection with the consideration of a building notice which has been given to the City of London Corporation in accordance with the Principal Regulations. The charges for the foregoing functions are as set out in the attached tables in Annex A.
5(2)	7. The City of London Corporation is also authorised within its Charges Scheme to make a charge in relation to a request for advice as regards any particular case where such a charge is made in anticipation of the future exercise of its chargeable functions in relation to that case (referred to as "chargeable advice"); save that no charge is to be made for the first hour of time spent by an officer in providing such chargeable advice.
6(3)	8. This Charges Scheme has been fixed such that its objective is to ensure that, taking one financial year with another, the income to be derived by the City of London Corporation from performing chargeable functions and providing chargeable advice (referred to as "chargeable income") as nearly as possible equates to the costs incurred by the City of London Corporation in performing chargeable functions and providing chargeable advice (referred to as "chargeable costs"). At the end of the financial year within which the City of London Corporation first made this Charges Scheme and of each subsequent financial year, the City of London Corporation will conduct a review of the level of charges set out under this Charges Scheme for the purpose of achieving the Charges Scheme's objective above.
6(2)	9. Immediately following the review of the level of charges, the City of London Corporation will prepare a "building control statement" setting out as regards the financial year to which it relates, the chargeable costs, the chargeable income and the amount of any surplus or deficit. Such "building control statement" will be approved by the City of London Corporation's Section 6 Officer and will be published not more than six months after the

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

	end of the financial year to which the statement relates.
6(4-6)	10. Each charge determined within the Charges Scheme has been related to the costs of providing building regulation services in relation to particular building work or building work of particular descriptions having regard to the objective outlined in clause 8 above. Where this Charges Scheme is first made and takes effect at any time other than the beginning of a financial year, the City of London Corporation will have regard to any estimated surplus or deficit arising for that part of the financial year for which its existing scheme made under the Building (Local Authority Charges) Regulations 2010 continues to have effect.
Regulation No 6(7-8)	11. The costs of providing City of London Corporation building regulation services in relation to chargeable functions or chargeable advice has been calculated using the hourly rate at which the time of its officers will be charged and the factors which have been taken into account in estimating the time required by its officers for performing a chargeable function or providing chargeable advice (in relation to particular building work or building work of particular descriptions).
	12. The hourly rate of the City of London Corporation building regulation officers is set out herewith: £163.
7(1-2)	13. Where the City of London Corporation consider it necessary to engage and incur the costs of a consultant to provide specialist advice or services in relation to a particular aspect of building work, those costs will be included in the determination of the charges referred to in this Charges Scheme.
7(4)	14. In calculating the costs and in estimating the time required by its officers for performing a chargeable function or providing chargeable advice (in relation to particular building work or building work of particular descriptions), both in relation to standard and assessed charges, the City of London Corporation has taken some or all of the following factors into account:
7(3)	a) the existing use of a building, or the proposed use of the building after completion of the building work; b) the different kinds of building work described in regulation 3(1)(a) to (i) of the Principal Regulations. *(see definition of 'building work' in clause 5 above)*;
7(5)	c) the floor area of the building or extension. *(see definitions of 'floor area of a building or extension', 'total floor area of a building' and 'total floor area of an extension' in clause 5 above)*; d) the estimated duration of the building work and the anticipated number of inspections to be carried out. e) the estimated cost of the building work.
7(5)	15. In calculating the costs and in estimating the time required by its officers for performing a chargeable function or providing chargeable advice (in relation to particular building work or building work of particular descriptions), in relation to assessed charges for individual projects, the City of London Corporation will take some or all of the following additional factors into account in assessing the charges

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

f) the nature of the design of the building work and whether innovative or high-risk construction techniques are to be used;
g) whether the person who intends to carry out part of the building work is a person named in a self-certification scheme or list of exemptions under schedule 3 of the Principal Regulations; or is carrying out the descriptions of work where no building notice or deposit of full plans is required under schedule 4 of the Principal Regulations both as mentioned in building regulation 12(6);
h) whether in respect of the building work a notification has been made that design details approved by Robust Details Limited are to be used;
i) whether an application or building notice is in respect of two or more buildings or building works all of which are substantially the same as each other.
j) whether an application or building notice is in respect of building work which is substantially the same as building work in respect of which plans have previously been deposited or building works inspected by the City of London Corporation.
k) whether chargeable advice has been given which is likely to result in less time being taken by the City of London Corporation to perform the chargeable function; and
l) whether it is necessary to engage and to incur the costs of a consultant to provide specialist advice or services in relation to a particular aspect of the building work.

Regulation No

16. On receipt of an application or notice relating to particular building work or building work of particular descriptions, the City of London Corporation in determining its building regulation charges by reference to a standard charge published in the scheme (see schedule of standard charges listed in Annex A), has taken into account the factors listed in clause 14 above

17. On receipt of a request for advice, an application or notice relating to particular building work or building work of particular descriptions, the City of London Corporation in determining its building regulation charges by reference to an individual assessment of the charge to be made (see guidance on assessed charges in Annex B), will take into account the factors listed in clauses 14 and 15 above and such individually determined charges will be confirmed in writing specifying the amount of the charge and the factors which have been taken into account.

18. No charge will be made for the first hour of an officer's time in respect of chargeable building regulation advice given by such officer.

19. The sum of the plan charge and the inspection charge is equal to the building notice charge. With the exception of those circumstances detailed in paragraphs 21 and 22 below, the plan charge is 40% of the building notice charge and the inspection charge is 60% of the building notice charge.

5(2)

20. The preceding paragraphs 6, 8, 9 and 10 are subject to paragraph 21 below.

21. Where:
a) one application or building notice is in respect of two or more buildings or building works all of which are substantially the same as

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

each other; or

b) an application or building notice is in respect of building work which is substantially the same as building work in respect of which plans have previously been approved or building works inspected by the City of London Corporation and where the City of London Corporation is satisfied that the owner of the plans who deposits them or who gives a building notice in respect of them is the same person who originally deposited the plans or gave a building notice in respect of them, a reduction not exceeding 30% in the plan charge or building notice charge payable may be applied and a reduction not exceeding 30% in the inspection charge payable may also be applied, but only at the absolute discretion of the City of London Corporation.

Regulation No

22. Where the appropriate total charge is £800 or below a plan charge is payable, which incorporates that charge which would be made for an inspection of building work, although no separate inspection charge is made.

23. Standard charges set in accordance with clause 14 above are shown on Table 1 in annex A.

24. The following applications may be dealt with by individually assessed charges in accordance with clauses 14 & 15 above.

a) Building Control approval with full plans (both the passing or rejection of plans and the associated inspections) where the cost of the work exceeds £1m.
b) Building Notice where the cost of the work exceeds £1m.
c) All stand alone new buildings.
d) Reversion for or in connection with the consideration of building work reverting to the control of the City of London Corporation.
e) Regularisation submitted under regulation 18 of the Principal Regulations (unauthorised building work).

For these applications, the plan charge and the inspection charge will be advised on an individual basis.

25. Where building work comprises -

a) the installation of cavity fill insulation in accordance with Part D of Schedule 1 to the Principal Regulations where the installation is not certified to an approved standard or is not installed by an approved installer or is not part of a larger project comprising other building work; or
b) the installation of an unvented hot water system in accordance with Part G of Schedule 1 to the Principal Regulations where the installation is not part of a larger project comprising other building

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

		work, the City of London Corporation has fixed its charges by reference to the estimated cost of the building work only, and no plan charge will be made in respect of such building work.
	26.	Where building work comprises: a) the installation of cavity fill insulation in accordance with Part D of Schedule 1 to the Principal Regulations where the installation is certified to an approved standard, or is installed by an approved installer or is part of a larger project comprising other building work; or b) the installation of an unvented hot water system in accordance with Part G of Schedule 1 to the Principal Regulations where the installation is part of a larger project comprising other building work, no charges will be made in respect of such building work.
4(1)	27.	The City of London Corporation has not fixed by means of its scheme, nor intends to recover a charge in relation to an existing dwelling which is, or is to be, occupied by a disabled person as a permanent residence; and where the whole of the building work in question is solely-
Regulation No		a) for the purpose of providing means of access for the disabled person by way of entrance or exit to or from the dwelling or any part of it, or b) for the purpose of providing accommodation or facilities designed to secure the greater health, safety, welfare or convenience of the disabled person.
4(2)	28.	The City of London Corporation has not fixed by means of its scheme, nor intends to recover a charge for the purpose of providing accommodation or facilities designed to secure the greater health, safety, welfare or convenience of a disabled person in relation to an existing dwelling, which is, or is to be, occupied by that disabled person as a permanent residence and as outlined in clause 6 (b) above, where such work consists of- a) the adaptation or extension of existing accommodation or an existing facility or the provision of alternative accommodation or an alternative facility where the existing accommodation or facility could not be used by the disabled person or could be used by the disabled person only with assistance; or b) the provision of extension of a room which is or will be used solely- (i) for the carrying out for the benefit of the disabled person of medical treatment which cannot reasonably be carried out in any other room in the dwelling, or (ii) for the storage of medical equipment for the use of the disabled person, or (iii) to provide sleeping accommodation for a carer where the disabled person requires 24-hour care.
4(3)	29.	The City of London Corporation has not fixed by means of its scheme, nor intends to recover a charge in relation to an existing building to which members of the public are admitted (whether on payment or otherwise); and where the whole of the building work in question is solely-

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

a) for the purpose of providing means of access for disabled persons by way of entrance or exit to or from the building or any part of it; or
b) for the provision of facilities designed to secure the greater health, safety, welfare or disabled persons.

4(4) *Note: 'disabled person' means a person who is within any of the descriptions of persons to whom Section 29(1) of the National Assistance Act 1948, as extended by virtue of Section 8(2) of the Mental Health Act 1959, applied but disregarding the amendments made by paragraph 11 of Schedule 13 to the Children Act 1989.*

PAYMENT OF CHARGES

8(1)a 30. Any plan charge shall be payable when the plans of the building work are deposited with the City of London Corporation but see also clause 40 below.

31. Any inspection charge shall be payable on demand made after the City of London Corporation carries out the first inspection in respect of which the charge is payable but see also clause 40 below.

32. Any building notice charge shall be payable when the building notice is given to the City of London Corporation.

33. Any reversion charge shall be payable for building work in relation to a building:
i) which has been substantially completed before plans are first deposited in accordance with regulation **19(2)(a)(i) of the Building (Approved Inspectors etc.) Regulations 2010** as amended; or
ii) in respect of which plans for further building work have been deposited with the City of London Corporation in accordance with regulation **19(3) of the Building (Approved Inspectors etc.) Regulations 2010** as amended,
on the first occasion on which those plans are deposited.

34. Any regularisation charge shall be payable at the time of the application to the City of London Corporation in accordance with regulation 18 of the Principal Regulations (unauthorised building work).

35. Any charge for chargeable advice shall be payable on demand after the City of London Corporation has given notice to the relevant person in writing specifying the amount to be charged and the factors which have been taken into account as listed in clauses 14 and 15 above.

36. Any plan charge, inspection charge, building notice charge, reversion charge, regularisation charge and charge for chargeable advice is to be payable by the relevant person *(see definition, clause 5 above).*

39. Any plan charge, inspection charge, building notice charge which is payable to the City of London Corporation shall be paid together with an amount equal to any value added tax payable in respect of that charge.

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

40. Part of any charge which is payable to the City of London Corporation, may, at its absolute discretion, be paid in instalments of such amounts payable on such dates as the City of London Corporation shall specify.

41. There is no entitlement to a complete refund of any regularisation charge paid, if the City of London Corporation, after incurring costs, subsequently cannot determine what work is required to comply with the relevant requirements.

42. Where a plan charge has been paid and not refunded, the City of London Corporation may in any case they consider reasonable, decide not to make a further plan charge in respect of plans subsequently deposited for substantially the same building work.

43. Where for any reason the City of London Corporation do not give notice of approval or rejection of the application for building control approval with full plans within the period required by regulation 14A(6) of the principal regulations, any plan charge paid will be refunded.

44. No refund will be given by the City of London Corporation where the reason for not giving approving an application for Building Control approval with full plans is due to the failure by the person by whom or on whose behalf the plans were deposited to supply information within a reasonable time, necessary to meet the City of London Corporation duty under that section.

45. Where the City of London Corporation has determined a charge in relation to a chargeable function or chargeable advice, payment of the charge has been made to the City of London Corporation and the actual amount of work required of an officer of the City of London Corporation is less than that which was originally assessed, the City of London Corporation (subject to clause 49 below) will make a refund in respect of the proportion of the charge relating to the excess payment.

46. Where the City of London Corporation has determined a charge in relation to a chargeable function or chargeable advice, payment of the charge has been made to the City of London Corporation and the actual amount of work required of an officer of the City of London Corporation is more than that which was originally estimated in the assessment, the City of London Corporation (subject to clause 49 below) may raise a supplementary charge in respect of any additional work carried out its officer.

47. In relation to the assessment of a refund or supplementary charge, the City of London Corporation may discount one hour of an officer's time from the calculation of the refund or, as the case may be, the supplementary charge.

48. Where in respect of an application for Building Control approval with full plans is deposited with the City of London Corporation under regulation

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

12(2)(b) and 14 of the Principal Regulations, the plan charge and inspection charge are to be aggregated for the purposes of calculating any refund or supplementary charge.

49. The payment of any refund or request for a supplementary charge will be accompanied by a statement setting out the reason for the assessment and the calculation of the refund or supplementary charge.

50. Plans which are deposited otherwise than in accordance with the requirement imposed under paragraph 24 above or an agreement under paragraph 30 above are not deposited in accordance with building regulations for the purposes of regulation 14 of the principal regulations; and a building notice given otherwise than in accordance with a requirement imposed under paragraph 26 above or an agreement under paragraph 30 above is not validly given for the purposes of the Principal Regulations.

51. Where an individual assessment of a full plans charge or building notice charge has been made, (other than a standard charge) any individually assessed full plan charge or building notice charge shall not be payable until such full plan charge or building notice charge has been specified by the City of London Corporation and confirmed in writing if such confirmation is provided later than the deposit of the plan or (as the case may be) the giving of the building notice.

52. The City of London Corporation is authorised to require the supply of any information where such information is necessary to determine any building regulation charge listed in clause 9 above.

53. The City of London Corporation operates, maintains and makes available on request, to any interested party, an appropriate complaints procedure regarding its building regulations services. If a person is dissatisfied with the decision made relating to the determination of charges for building work and wishes to make a complaint, such complaint will be dealt with within the Council's agreed complaint's procedure. In the first instance, such complaints should be addressed at a local level to:

The District Surveyor
Environment Department
Guildhall
London EC2P 2EJ

Telephone: 020 7332 1000
Fax: 020 7332 1968
email: district.surveyor@cityoflondon.gov.uk

11(2) 54. Where building work reverts to the control of the City of London Corporation any plans relating to that building work given to the City of London Corporation in accordance with **regulation 19 of the Building**

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

(Approved Inspector etc) Regulations 2010 as amended, shall be accompanied by a current estimate in writing of the cost of that building work.

13 — 55. Contravention of the Building (Local Authority Charges) Regulations 2010 and or the non- payment of any charge which becomes payable are not treated as offences under Section 35 of the Building Act 1984 (penalty for contravening building regulations).

Regulation No

TRANSITIONAL PROVISIONS AND REVOCATION

15(2-3) — **56. The Building Regulations Charges Scheme No. 6. 2023 of the City of London Corporation made under the Building (Local Authority Charges) Regulations, 2010 will continue to apply to building work within the City of London Corporation area for which plans were first deposited or a building notice was given or a reversion charge became payable, or a regularisation certificate was made, before 3rd June 2024.**

INFORMATIVE

12(3) — 57. Further information and advice concerning building regulation charges and the Building Regulations Charges Scheme, can be obtained from:

The District Surveyor
Environment Department
Guildhall
London EC2P 2EJ

Telephone: 020 7332 1000
Fax: 020 7332 1968
email: district.surveyor@cityoflondon.gov.uk

Signed:

.....
(The officer appointed for this purpose)

Dated:

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

* Derivation = Building (Local Authority Charges) Regulations 2010.

Note: "All Other Work" (final column) should be used for the installation of a service or fitting and for work involving the underpinning of a building.

Appendix D- Draft Building Regulation Charges Scheme No 7;2024
Annex A: Charges Schedule. (Based on an hourly rate of £163)

Cost of Works	Charges from 1st June 2024				
	Work Categories				
£1,000's	Refurbishments & Extensions	Fit out and alterations	Material Change of Use	Small Residential Alterations *	Other
					For works not described on the table a specific individually assessed charge will be provided.
£10	£1060	£652	£1467	£902	
£20		£978		£1228	
£40	£1385	£1304	£1712	£1717	
£70	£1875	£1793	£2282	£2206	
£100	£2200			£2369	
£150	£2526	£2119	£3097	SEE 'OTHER'	
£200	£2852	£2364	£3260		
£300	£3505	£2771	£4890		
£400	£4075	£3260			
£500	£4727	£3586			
£600	£5379	£3994	£7009		
£700	£6031	£4645			
£800	£6683	£4972			
£900	£7335	£5542	£9128		
£1,000	£7824	£5705			

Plan & Insp charge due immediately if £1100 or less (excl VAT)

For works over £1.0 million a specific individually assessed charge will be provided

*** If Part P electrics are not applicable or if they are dealt with under the Competent Persons Scheme - Deduct £250 per unit/flat**

Appendix D- Draft Building Regulation Charges Scheme No 7;2024
Annex A: Charges Schedule. (Based on an hourly rate of £163)

Appendix E –

Building Regulation Charges Scheme No 7, 2024 Annex B: Factors to be taken into Account When Determining Assessed Charges.

The factors to be taken into account in determining Assessed Charges as per clauses 14 & 15 of the Building Regulations Charges Scheme No. 7, 2024 of the City of London Corporation.

1. the existing use of a building, or the proposed use of the building after completion of the building work.
2. the different kinds of building work described in regulation 3(1)(a) to (i) of the Principal Regulations. *(see definition of 'building work' in clause 5 above)*.
3. the floor area of the building or extension. *(see definitions of 'floor area of a building or extension', 'total floor area of a building' and 'total floor area of an extension' in clause 5 above)*.
4. the estimated duration of the building work and the anticipated number of inspections to be carried out.
5. the estimated cost of the building work.
6. the nature of the design of the building work and whether innovative or high-risk construction techniques are to be used; and
7. whether the person who intends to carry out part of the building work is a person named in a self-certification scheme or list of exemptions under schedule 3 of the Principal Regulations; or is carrying out the descriptions of work where no building notice or deposit of full plans is required under schedule 4 of the Principal Regulations both as mentioned in building regulation 12(6)
8. whether in respect of the building work a notification has been made that design details approved by Robust Details Limited are to be.
9. whether an application or building notice is in respect of two or more buildings or building works all of which are substantially the same as each other.
10. whether an application or building notice is in respect of building work which is substantially the same as building work in respect of which plans have previously been deposited or building works inspected by the City of London Corporation.
11. whether chargeable advice has been given which is likely to result in less time being taken by the City of London Corporation to perform the chargeable function; and
12. whether it is necessary to engage and to incur the costs of a consultant to provide specialist advice or services in relation to a particular aspect of the building work.

Type of work	Refurbishment & Extensions, Simple office alterations, Cat A to B, Material change of use, retail	Other or Notes / special factors
Duration on site		
Number of floors above ground		
Anticipated inspection time hours and notes		
Routine visits		
Piling/foundation inspections		
Below ground drainage		
Below ground structural inspections		
Superstructure		
Above ground drains – routine		
M&E routine		
Drainage testing		
Site Q/A Audit time		
Routine/Finals prior to completion		
Other special factors +/-		
De-snag visits –drainage		
De-snag visits – M&E		
De-snag visits -general		
Off site inspection		
M&E Final Commission & tests		
Review a deduction for repetition/		
Anticipated plans inspection time		
General		
As % of site time		
Structural Appraisal		
Fire engineering		
Design workshops		
	Total Hours	
Outside consultant required –	**Cost £**	

Committees: Streets and Walkways Sub - for decision Planning and Transportation – for decision Projects & Procurement Sub - for information	**Dates:** 19 March 2024 16 May 2024 10 June 2024
Subject: Stonecutter Court S278 **Unique Project Identifier:** **12319**	**Gateway 3/4/5: Options Appraisal and Authority to Start Work (Regular)**
Report of Executive Director Environment **Report Author:** Clive Whittle	**For Decision**
PUBLIC	

1. Status update	**Project Description:** Section 278 (S278) Highways and public realm works required to integrate the new building at 1 Stonecutter Street into the surrounding public highway. **RAG Status:** Green. (no status at last report to Committee) **Risk Status:** Low – project is fully reimbursable (Low at last report to committee) **Total Estimated Cost of Project (excluding risk): £696,400** **Change in Total Estimated Cost of Project (excluding risk):** Increase of **£146,400** since last report to Committee **Spend to Date: £55,173** **Costed Risk Provision Utilised: 0**;
2. Next steps and requested decisions	**Next Gateway:** *Gateway 6: Outcome Report*

	Next Steps: Complete the detailed design package and finalise the construction planning in advance of works commencing on site. **Requested Decisions:** **For Streets & Walkways Sub Committee** 1. That a budget of **£631,400** is approved to reach the next Gateway; 2. Note the revised total estimated project budget is £696,400 (excluding risk); 3. That a Costed Risk Provision of £100,000 is approved (to be drawn down via delegation to Chief Officer) as set out in the risk register in Appendix 4. 4. Note the Commuted Maintenance sum of £45,100, is included in the budget and will cover any additional future maintenance costs for a period of 20 years. 5. That the design option shown in Appendix 2 is approved; 6. Note that the making of the necessary Traffic Orders, subject to no objections, or the resolution and consideration of any objections, is delegated to the Director of City Operations under the scheme of delegation; 7. Delegate to the Executive Director Environment authority to approve budget adjustments, above the existing authority within the project procedures and in consultation with the Chamberlain, between budget lines within the approved total project budget; 8. Delegate to the Executive Director Environment authority to further increase or amend the project budgets in the future (above the level of the existing delegated authority) provided any increase be fully funded by the Developer. **For Planning and Transportation Committee** 9. Agree to enter into an agreement under Section 38 (S38) of the Highways Act 1980 to dedicate areas of private land (by the steps at Harp Alley as shown on Appendix 2) as public highway maintainable at public expense. The cost to maintain the adopted area for 20 years has been included in the commuted maintenance sum as detailed in paragraph 4, above and in Section 3.

3. Budget

For recommended option:

Item	Reason	Funds/ Source of Funding	Cost (£)
Environmental Services (Highways) Staff costs	To enable Highways staff to undertake design and supervision work to reach Gateway 6	S278 Developer funding	£29,000
Planning and Transportation (P&T) Staff costs	To enable City P&T staff to project manage the scheme to reach Gateway 6	S278 Developer funding	£11,000
Street Lighting (M&E) Staff costs	To enable City Street Lighting staff to project manage the scheme to reach Gateway 6	S278 Developer funding	£12,300
Legal Services Staff Costs	To prepare S38 agreement documents	S278 Developer funding	£3000
Fees	To fund professional fees to undertake tasks such as surveys and traffic orders.	S278 Developer funding	£17,000
Works	Funding for construction costs.	S278 Developer funding	£473,000
Utilities	Funding for provisional and confirmed utility alterations	S278 Developer funding	£41,000
		Sub-total	**£586,300**
Risk	S278 Developer funded. Further details can be found in **Appendix 4 – Risk Register**		£100,000
Commuted Maintenance (Highways)	S278 Developer funded. A chargeable amount to account for the future maintenance implications of the scheme.		£16,500

Commuted Maintenance (Street Lighting M&E)	S278 Developer funded. A chargeable amount to account for the future maintenance implications of the scheme	£28,600
	Project Total	**£731,400**

Detailed financial information is shown in **Appendix 3.**

Environmental Services (Highways) Staff Costs
An estimated £29,000 will be required for Highways staff to finalise the design, plan, manage and supervise the construction of the work.

Planning and Transportation Staff Costs
An estimated £11,000 will be required for Policy and Projects staff to project manage the project to reach the next Gateway. Tasks will include oversight of the construction process, stakeholder engagement, general project management tasks and project close out.

Street Lighting (M&E) Staff Costs
An estimated £12,300 will be required for M&E staff to complete the electrical work.

Legal Services Staff Costs
An estimated £3,000 will be required for legal staff to complete the work necessary for the S38 agreement.

Fees
An estimated £17,000 will be required for professional fees. These are for highway surveys and traffic orders.

Works
City Engineers have estimated that the proposed works will cost £473,000. The works themselves are shown in **Appendix 2** and detailed in section 4 of this report.

Utilities
An estimated £41,000 will be required to fund alterations to utilities apparatus affected by the S278 works.

Commuted Maintenance (Highways)
An estimated £16,500 will be required to fund future maintenance arising from the scheme. Specifically, these are to cover additional maintenance liabilities for the next 20 years for street furniture, highway areas constructed in Yorkstone, paving and the additional area of adopted highway.

	<u>Commuted Maintenance (Street Lighting M&E)</u> An estimated £28,600 will be required to fund future maintenance implications of the scheme. Specifically, these are to cover maintenance liabilities for the next 20 years for the street lighting and electrical works undertaken as part of this project. **Costed Risk Provision requested for this Gateway: £100,000** (as detailed in the Risk Register – **Appendix 4**)
4. Overview of project options	As part of the Planning Permission for the Stonecutter Court development, it was necessary for the developer to enter into a Section 278 agreement to pay for highway improvement measures to make the development acceptable. In terms of options, the scope is limited and defined at planning stage as the package of works required to make the development acceptable in planning terms and those required to integrate the development into the highway. No other options have therefore been explored. The S278 agreement was signed in December 2022 for the proposals as detailed below and shown in **Appendix 2.** This was developed in conjunction with the Developer to ensure coordination and integration with the new building and with a planned development nearby at 120 Fleet Street, which has changes proposed on St Bride Street within its scope. The proposals include: • Reprofiling of the highway to remove a vehicle entrance and provide a level access for people walking on the southern side of Stonecutter Street. • A new vehicle service entrance on St Bride Street. This will require the relocation of some parking bays affected by the new entrance. The existing motorcycle parking bay will be removed, and a dockless e-scooter and cycle parking bay introduced. The provision and position of all the parking bays on St Bride Street will be reviewed as part of future works associated with the development of 120 Fleet Street, which are due to commence in 2026. • Repaving of St Bride Street and Harp Alley and parts of Stonecutter Street. The existing paving pattern on Stonecutter Street will be extended across the existing crossover. • Alterations to utilities and drainage in the locality of the development as required to meet the scope of the section 278 work.

	• Work to amend or strengthen the pipe subway on St Bride Street, if required, to enable heavy vehicles to pass over it at the location of the vehicular crossover. • Street lighting work consisting of an illuminated handrail at the Harp Alley steps and luminaires attached to the new building are included within the scope of this project and is being dealt with by the City Highways team in accordance with the City's Lighting Strategy. • Widening and improvements to the steps at Harp Alley leading to St Bride Street and the inclusion of a cycle wheeling channel. The widening involves the adoption of an area of private land, and the approval for this element lies with the Planning and Transportation Committee. Installing a ramp to improve accessibility is not feasible due to the significant level difference between St Bride Street and Harp Alley at the steps, and a ramp would block access to building service doorways along Harp Alley. • As things stand part of the steps which lead to Harp Alley are public highway and the other part are private land falling outside the highway. As such officers believe it is more rational and intuitive for those maintaining the steps in the future, for the full width of the steps to be public highway and not the responsibility of different parties to maintain. As such officers are proposing that the part of the steps which are not currently public highway, be adopted as public highway maintainable at the public expense by agreement with the landowner. The developer who has a long leasehold over the area has indicated their agreement to this, but this will be formalised in a s38 agreement (under the Highways Act 1980). As the City Corporation are the freehold owner of the land, they will also need to resolve to dedicate this land. This process will follow if members agree the recommendation.
5. Recommended option	It is recommended that the design shown in **Appendix 2** and outlined in this report is progressed to the next gateway. Whilst detailed construction planning is on-going, it's currently planned that construction would start in Summer 2024. Due to the complicated/constrained environment at Harp Alley for the works needed to the steps, and the substantial area of footway reconstruction and surfacing needed in the streets surrounding the new building, construction is expected to last approximately 7 months.

6. Risk	The overall risk level of this project is estimated to be medium due to the identified risk of a pipe subway which may require strengthening works. The remainder of the proposals are of a minor nature, and the project is fully funded by the Developer. Any reasonable cost increases will be met by them under the terms of the S278 agreement. The Costed Risk Register can be seen in **Appendix 4**. Costed Risk Provision Utilised at Last Gateway: **£0** Change in Costed Risk: **+£100,000.** Further information available in the Risk Register (Appendix 4) **Traffic Implications** The City is under a duty to "secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)" so far as practicable (S.122 Road Traffic Regulation Act 1984). Traffic impact during construction will be minimised as far as possible but will require some pavement and lane closures to enable the works to be undertaken. **Legal Implications** Officers have already entered into a Section 278 agreement with the developer and will ensure payment is provided prior to the works commencing. If agreed necessary, the Section 278 agreement will be amended to incorporate the small piece of additional land which is to be dedicated. Once adopted as public highway the City Corporation as highway authority would become liable for the maintenance and upkeep of this small additional piece of land. The cost to maintain the adopted area for 20 years has been included in the commuted maintenance sum detailed in this report. Statutory consultation for Traffic Orders is necessary for the relocation and/or removal of parking bays, and for the introduction of a dockless e-scooter and cycle hire parking bay. Once the consultation has closed officers will need to consider whether a public inquiry should be held and must consider all objections duly made and not withdrawn. However, holding a public inquiry is very rare, and this can usually be managed through dialogue with the objector or through minor amendments that do not affect the overall project. Consideration or resolution of any objections to the advertising of Traffic Orders before making them is delegated to the Director of City Operations under the scheme of delegation.

	Equalities As a Public Authority, the City must have due regard to equality considerations when exercising its functions (section 149 Equality Act 2010). A Test of Relevance has been completed, which indicates a full Equalities Impact Assessment (EqIA) is not required, as minimal impact was found. It did however note that there is a lack of step free access to Harp Alley from St Bride Street. Installing a ramp had been considered, however, there are doorways on Harp Alley which make this difficult and prohibitively expensive. There are no public access points to any buildings from Harp Alley. A step free access remains from Farringdon Street 150m away.
7. Procurement approach	Highway construction and street lighting works will be delivered by the City's Highway Term Contractor, FM Conway.
8. Design summary	1. Reconstruction of footway and carriageway on Stonecutter Street, St Bride Street and Harp Alley; 2. Repositioning and removal of parking bays to facilitate a new vehicle access; 3. Introduction of a dockless e-scooter and cycle hire parking bay; 4. Carriageway resurfacing and reprofiling where required; 5. Alterations to utilities and drainage in the locality of the Development; 6. Reconstruction and widening of the existing steps on Harp Alley, adoption of a portion of private land on the steps as public highway, the inclusion of a cycle wheeling channel to assist people with cycles to transport them up and down more easily, and: 7. Amended and additional street furniture, lighting and signage around the Development.
8. Delivery team	Project management will be provided by the Policy & Projects section. Highway construction works including lighting and electrical works will be undertaken by the City's Highway Term Contractor, FM Conway, with supervision undertaken by City Highway Engineers
9. Success criteria	1. Improved and more accessible public realm, so people walking, cycling and wheeling feel more welcomed. 2. The new development is integrated and accommodated into the highway improvement works.
3. Progress reporting	Officers will report via monthly Project Vision updates. Should it be required, issues requiring further decisions by Members will be brought back as an Issue Report.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Works Plan
Appendix 3	Finance Tables
Appendix 4	Risk Register

Contact

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Project Coversheet Appendix 1

[1] Ownership & Status

UPI:12319
Core Project Name: Stonecutter Court S278
Programme Affiliation: N/A
Project Manager: Clive Whittle
Definition of need: To make the changes to the highway necessary to allow the redevelopment of the site in accordance with planning consent 18/00878/FULMAJ dated 28 March 2019
Key measures of success:
Improved and more accessible public realm, so people walking, cycling and wheeling feel more welcomed.
The new development is integrated and accommodated into the highway improvement works.

Expected timeframe for the project delivery: February 2021 – Early 2025
Key Milestones:
Gateway 2 December 2021
Detailed design completed January 2024
Gateway 3/4/5 March
Construction substantially complete early 2025
Are we on track for completing the project against the expected timeframe for project delivery? Y
Has this project generated public or media impact and response which the City of London has needed to manage or is managing? No

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

'Project Briefing' G1 report (as approved by Chief Officer 11/2021:

- Total Estimated Cost (excluding risk): 550K
- Costed Risk Against the Project:0
- Estimated Programme Dates:

Scope/Design Change and Impact:

'Project Proposal' G2 report (as approved by PSC 15/12/2021:

- Total Estimated Cost (excluding risk): 550K
- Resources to reach next Gateway (excluding risk): 0
- Spend to date: 0
- Costed Risk Against the Project:0
- CRP Requested: 0
- CRP Drawn Down: 0
- Estimated Programme Dates: February 2021 – Early 2025

Scope/Design Change and Impact:

'Options Appraisal and Design' G3-4 report (as approved by PSC) TBC:

- Total Estimated Cost (excluding risk): £696,400

- Resources to reach next Gateway (excluding risk): £631,400
- Spend to date: £55,173
- Costed Risk Against the Project: 0
- CRP Requested: £100,00
- CRP Drawn Down: 0
- Estimated Programme Dates: G/3/4/5 March 2024, Completion of works, Early 2025

Scope/Design Change and Impact: None

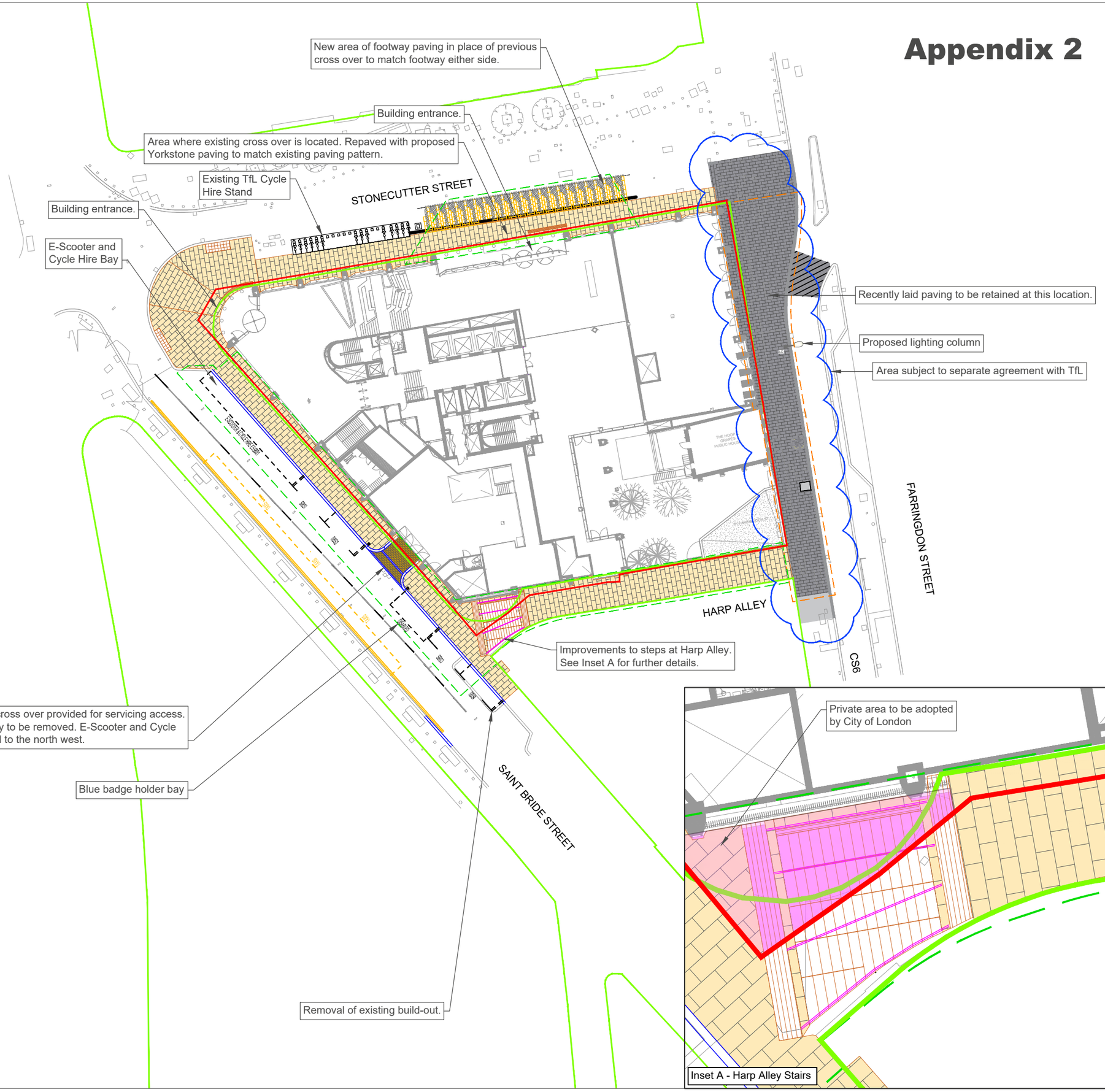
'Authority to start Work' G5 report (as approved by PSC TBC):

- Total Estimated Cost (excluding risk): £696,400
- Resources to reach next Gateway (excluding risk £631,400
- Spend to date: £55,173
- Costed Risk Against the Project: £0
- CRP Requested: £100,00
- CRP Drawn Down: 0
- Estimated Programme Dates: G/3/4/5 March 2024, Completion of works, Early 2025

Scope/Design Change and Impact:
None

Total anticipated on-going commitment post-delivery [£]:45,100 Commuted maintenance (included above)

Appendix 2



NOTES

1. This drawing is referenced from a topographical survey, dated c.2019, and an internal layout from TP Bennett, dated 28/07/2021.
2. Development red line boundary is referenced from '210701_Stonecutter Court All floors composite Plan', provided by the City of London.
3. Basement wall boundary information is referenced from Thornton Tomasetti plan 'Y20061-TT-ZZ-B1-DR-S-2010'
4. Saint Bride Street on street capacity: Taxi - 38m, Motorcycle - 20m, Car - 4 bays, Disabled - 1 bay

KEY

- Existing Yorkstone Paving
- Proposed Yorkstone Paving within CoL extents
- Proposed Granite Stone Paving (vehicle crossover)
- Existing Paved Footway
- Existing Asphalt Footway
- Private site ownership to be maintained with public rights of access
- Proposed Kerb
- Existing Kerb
- Existing Planter and Tree to remain
- Existing Phone Box to remain
- CoL Area of improvement works
- TfL Area of improvement works
- Development Ownership Boundary
- Indicative Highway Boundary (provided by CoL OS mapping)
- Proposed Lighting Column

REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY
04	01/03/24	Revised following CoL Review	PCG	JT	JM
03	22/02/24	Revised following CoL Review	PCG	JT	JM
02	12/02/24	Revised following CoL Review	PCG	JT	JM
01	30/01/24	First Issue	PCG	JT	JM

momentum transport consultancy

CLIENT: CO-RE

JOB TITLE: STONECUTTER STREET

DRAWING TITLE: POTENTIAL FOOTWAY AND ACCESS IMPROVEMENTS WITHIN CITY OF LONDON EXTENTS

STATUS: FOR INFORMATION

DRAWING NO:	REV:	SCALE AT A3:
M000892-DR-012	04	1:500

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Appendix 3

Table 1: Spend to date - 16800462: Stonecutter Court S278			
Description	**Approved Budget (£)**	**Expenditure (£)**	**Balance (£)**
Env Servs Staff Costs	28,000	28,570	(570)
P&T Staff Costs	15,000	15,754	(754)
P&T Fees	22,000	10,849	11,151
TOTAL	**65,000**	**55,173**	**9,827**
Table 2: Resources Required to reach the next Gateway			
Description	**Approved Budget (£)**	**Resources Required (£)**	**Revised Budget (£)**
Env Servs Staff Costs	28,000	41,300	69,300
P&T Staff Costs	15,000	11,000	26,000
Legal Staff Costs	-	3,000	3,000
P&T Fees	22,000	17,000	39,000
Env Servs Works	-	473,000	473,000
Utilities	-	41,000	41,000
Costed Risk Provision	-	100,000	100,000
Commuted Maintenance - Highways	-	16,500	16,500
Commuted Maintenance - Lighting	-	28,600	28,600
TOTAL	**65,000**	**731,400**	**796,400**
Table 3: Revised Funding Allocation			
Funding Source	**Current Funding Allocation (£)**	**Funding Adjustments (£)**	**Revised Funding Allocation (£)**
S278	65,000	731,400	796,400
Total Funding Drawdown	**65,000**	**731,400**	**796,400**

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Appendix 4

City of London: Projects Procedure Corporate Risks Register

Project name: *Stonecutter Court*
Unique project identifier: *12319*
Total est cost (exc risk) *£696400*

PM's overall risk rating	**Medium**
Avg risk pre-mitigation	**3.3**
Avg risk post-mitigation	**2.0**
Red risks (open)	**0**
Amber risks (open)	**1**
Green risks (open)	**3**

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)	£100,000.00	14%	*Costed risk as % of total estimated cost of project*
Costed risk pre-mitigation (open)	£100,000.00	14%	*" "*
Costed risk post-mitigation (open)	£100,000.00	14%	*" "*
Costed Risk Provision requested	£0.00	0%	*CRP as % of total estimated cost of project*

	Number of Open Risks	Avg Score	Costed impact	Red	Amber	Green
(1) Compliance/Regulatory	0	**0.0**	£0.00	0	0	0
(2) Financial	3	**3.7**	£100,000.00	0	1	2
(3) Reputation	1	**2.0**	£0.00	0	0	1
(4) Contractual/Partnership	0	**0.0**	£0.00	0	0	0
(5) H&S/Wellbeing	0	**0.0**	£0.00	0	0	0
(6) Safeguarding	0	**0.0**	£0.00	0	0	0
(7) Innovation	0	**0.0**	£0.00	0	0	0
(8) Technology	0	**0.0**	£0.00	0	0	0
(9) Environmental	0	**0.0**	£0.00	0	0	0
(10) Physical	0	**0.0**	£0.00	0	0	0

		Extreme	Major	Serious	Minor
Issues (open)	**0**	**Open Issues**	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

City of London: Projects Procedure Corporate Risks Register

Project Name:	Stonecutter Court	**PM's overall risk rating:**	Medium	**CRP requested this gateway**	£ -	**Average unmitigated risk**	3.3	**Open Risks**	4
Unique project identifier:	12319	**Total estimated cost (exc risk):**	£ 696,400	**Total CRP used to date**	£ -	**Average mitigated**	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 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	5	(2) Financial	Project costs increase due to issues identified during construction stage	If the risk is realised and becomes an issue needing to be resolved, this could involve a change of officer hours, change to scope, quality, or negotiation with developer to pay extra costs, as per s278 agreement	Unlikely	Minor	2	£0.00	N	B – Fairly Confident	Regular liaison with Highways team and the developer to deal with any changes as soon as they arise	£0.00	Unlikely	Minor	£0.00	2	£0.00	No	12/02/2024		Clive Whittle		
R2	5	(3) Reputation	Delays resulting from the TMOs for temporary closures and to the Public Notices	This could delay the scheme	Unlikely	Minor	2	£0.00	N	A – Very Confident	Regular liaison with Highways team and the developer to deal with any changes as soon as they arise	£0.00	Unlikely	Minor	£0.00	2	£0.00	No	12/02/2024		Clive Whittle		
R3	5	(2) Financial	Pipe Subway may require stregthening on St Bride Street where vehicle crossover is to be loacted.	This could increase costs as strengthening works would be required	Possible	Serious	6	£100,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	Survey of Piped Subway is underway and regular liaison with Highways and Structures teams to deal with any changes as soon as they arise	£100,000.00	Unlikely	Minor	£100,000.00	2	£0.00	Yes	12/02/2024		Clive Whittle		
R4	5	(2) Financial	Delays resulting from objections to the Public Notices for the TMOs for moving or revoking parking bays	This could delay the implementation of the parking bays, but will not impact the main construction works	Possible	Minor	3	£0.00	N	A – Very Confident	Dialogue with objector to reach a solution to withdraw objection, or follow processes to overule objection if	£0.00	Unlikely	Minor	£0.00	2	£0.00	No	22/02/2024				
R5								£0.00				£0.00			£0.00		£0.00						
R6								£0.00				£0.00			£0.00		£0.00						
R7								£0.00				£0.00			£0.00		£0.00						
R8								£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						
R32								£0.00				£0.00			£0.00		£0.00						
R33								£0.00				£0.00			£0.00		£0.00						
R34								£0.00				£0.00			£0.00		£0.00						
R35								£0.00				£0.00			£0.00		£0.00						
R36								£0.00				£0.00			£0.00		£0.00						
R37								£0.00				£0.00			£0.00		£0.00						
R38								£0.00				£0.00			£0.00		£0.00						
R39								£0.00				£0.00			£0.00		£0.00						
R40								£0.00				£0.00			£0.00		£0.00						
R41								£0.00				£0.00			£0.00		£0.00						
R42								£0.00				£0.00			£0.00		£0.00						
R43								£0.00				£0.00			£0.00		£0.00						
R44								£0.00				£0.00			£0.00		£0.00						
R45								£0.00				£0.00			£0.00		£0.00						
R46								£0.00				£0.00			£0.00		£0.00						
R47								£0.00				£0.00			£0.00		£0.00						
R48								£0.00				£0.00			£0.00		£0.00						
R49								£0.00				£0.00			£0.00		£0.00						
R50								£0.00				£0.00			£0.00		£0.00						
R51								£0.00				£0.00			£0.00		£0.00						
R52								£0.00				£0.00			£0.00		£0.00						
R53								£0.00				£0.00			£0.00		£0.00						
R54								£0.00				£0.00			£0.00		£0.00						
R55								£0.00				£0.00			£0.00		£0.00						
R56								£0.00				£0.00			£0.00		£0.00						
R57								£0.00				£0.00			£0.00		£0.00						
R58								£0.00				£0.00			£0.00		£0.00						
R59								£0.00				£0.00			£0.00		£0.00						
R60								£0.00				£0.00			£0.00		£0.00						
R61								£0.00				£0.00			£0.00		£0.00						
R62								£0.00				£0.00			£0.00		£0.00						
R63								£0.00				£0.00			£0.00		£0.00						
R64								£0.00				£0.00			£0.00		£0.00						
R65								£0.00				£0.00			£0.00		£0.00						
R66								£0.00				£0.00			£0.00		£0.00						
R67								£0.00				£0.00			£0.00		£0.00						
R68								£0.00				£0.00			£0.00		£0.00						
R69								£0.00				£0.00			£0.00		£0.00						

Committee(s): Planning and Transportation Committee	**Dated:** 16 May 2024
Subject: **Recission of city walkway at 125 London Wall (Alban highwalk)**	**Public**
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	
Does this proposal require extra revenue and/or capital spending?	**Y/N**
If so, how much?	**£**
What is the source of Funding?	
Has this Funding Source been agreed with the Chamberlain's Department?	**Y/N**
Report of: Executive Director Environment	**For Decision**

Summary

This report recommends the rescission of part of the existing city walkway known as the Alban Highwalk City Walkway at 125 London Wall. The rescission is to enable the redevelopment of Alban Gate, 125 - 130 London Wall, London EC2 which is to be considered by the Planning Applications Sub-committee on the 9th of May 2024. If there is a resolution to approve this application (application reference no. 23/01115/FUL) it will be subject to the prior entry into a Section 106 Agreement which will secure the provision of replacement city walkway and ensure that any damage to Alban Highwalk City Walkway can be repaired. A security bond will also be provided to the City before the works commence.

Recommendation(s)

That your Committee:

a) Conditionally on the grant of planning permission (Registered No. 23/01115/FUL) for alterations at Alban Gate, 125 London Wall and the linked Section 106 Agreement having completed, resolve to vary the resolution of Court of Common Council made on 1st April 1993 to alter the city walkway known as Alban Highwalk City Walkway so as to exclude the area shown shaded pink on the City Walkway Variation Drawing number D6228D0702 Rev12 (Appendix 2B to this report) in accordance with the resolution set out in Appendix 2A to this report.
b) Delegate to the City Operations Director authority to insert into the resolution an appropriate date for the coming into force of the resolution at (a) above.
c) Conditionally on the grant of planning permission (Registered No. 23/01115/FUL) for alterations at Alban Gate, 125 London Wall and the linked Section 106 Agreement having completed, approve the use of non-standard materials in line with the existing Alban Highwalk City Walkway for the new city walkway to be declared by the resolution at (d) below.

d) Delegate to the City Operations Director authority to make a resolution declaring the replacement walkway shown shaded green on Drawing Number D6228D0902 Rev I3 in Appendix 3 to be city walkway on being satisfied that the new walkway:
    i. has been laid out or is otherwise suitable for a city walkway within the meaning of section 5 of the City of London (Various Powers) Act 1967,
    ii. that access to it is available directly from a street or another way or place that is a city walkway, and
    iii. that it has been laid out or rendered suitable for a city walkway in accordance with one of the provisions specified in subsection (1) of section 6 of the City of London (Various Powers) Act 1967.

Main report

Background

1. On 1st April 1993 the Court of Common Council resolved to declare as city walkway the newly constructed replacement upper-level pedestrian area above the junction of London Wall and Wood Street following redevelopment of the then Lee House as shown on the Drawing at Appendix 1 of this report and known as the Alban Highwalk City Walkway.

2. The Alban Highwalk City Walkway connects part of the larger network of pedestrian routes at ground level, and the upper-level walkway around the Barbican and London Wall.

3. An application for planning permission has been submitted for the redevelopment of Alban House, 125-130 London Wall and is to be considered by the Planning Applications Sub-committee on the 9th of May 2024. The application is for the:

> *'the extension, refurbishment and alterations including: creation of a connection from the office reception to the Wood Street north escalator; reconfiguration of Class E uses and spaces at podium level to include extension of the office floorspace; formation of new seating areas at podium level; installation of new planters; refurbishment of the escalator surrounds (Wood Street south and north); formation of feature and art walls; re cladding of columns; alteration of the Alban Highwalk City Walkway and declaration of new areas of City Walkway; and provision of new lighting and wayfinding'*.

4. Approval of the application will be subject to the prior completion a Section 106 Agreement to secure planning obligations relating to the replacement city walkway and conditions relevant to the replacement city walkway would also be attached to the planning permission.

5. Officers are working with the applicant/developer to agree phasing plans which ensure that city walkway routes both north and south and east and west can be retained as much as possible during the delivery of the scheme. If a route cannot be retained at any time this will need to be agreed with the City Corporation and officers would ensure that any such period is limited to that necessary.

Current Position

6. The proposed changes to the Alban Highwalk City Walkway as part of the redevelopment are illustrated in the drawing attached at Appendix 2B. The proposals will extend the office lobby at podium level, building onto the existing Alban Highway City Walkway.

7. 204 sqm out of the 220 sqm extension footprint at podium level will be located on city walkway. While the extension would build into a pedestrian desire line, altering the existing pedestrian routes on the podium, officers consider that movement around the podium would still be legible, and assisted by new signage to aid wayfinding. Furthermore, the dimensions of the routes around the podium and lobby are considered acceptable and to be fully accessible to all.

8. The proposed variation to rescind part of the Alban Highwalk City Walkway will be implemented when the Planning Permission has been issued at an appropriate point in the phasing of the works.

9. To accommodate the extension, the 250 sqm retail unit at podium level would be demolished. The applicant/developer has agreed to lay out some of the site of the demolished retail unit as city walkway forming part of the Alban Highwalk City Walkway to ensure that there would be no overall loss of city walkway at podium level as a result of the proposal. While navigation around the new extension will require a longer distance of travel for pedestrians specifically the West to East route and the North to West route) there is a small gain of city walkway overall of 20 sqm.

10. The new city walkway will be constructed using materials and paving used across the existing Alban Highwalk City Walkway. While the materials will not be in accordance with the City's city walkway standards it will integrate the new city walkway into the existing city walkway. The owner will be required to maintain the new City Walkway, in line with the existing agreement due to the use of non-standard materials. The provisions of suitable replacement walkway and ongoing maintenance will be secured through the entry into a Section 106 Agreement and by condition.

11. To enable the replacement city walkway to be declared as soon as the City Operations Director is satisfied that the replacement city walkway:

    i. has been laid out or is otherwise suitable for a city walkway within the meaning of section 5 of the City of London (Various Powers) Act 1967;
    ii. that access to it is available directly from a street or another way or place that is a city walkway; and
    iii. that it has been laid out or rendered suitable for a city walkway in accordance with one of the provisions specified in subsection (1) of section 6 of the City of London (Various Powers) Act 1967,

    members are being asked at this stage to delegate the decision on the declaration of the replacement city walkway to the City Operations Director. This will assist in phasing the delivery of the development in a way which ensures that

there is little or no time when a route on the highwalk both north and south and east to west is not provided over land which is City Walkway.

12. Appropriate wording for a resolution to effect rescission of the area of city walkway and declaration of the new area of city walkway, including plans, is appended to this report at Appendix 2A.

Financial implications

13. As part of the proposed Section 106 Agreement the applicant/developer is bound to cover the City's costs associated with placing notice in the City AM publication of the passing of the resolution altering the city walkway and the costs of the officer time in preparing this report and the resolution.

14. To mitigate any financial risk for the City associated with any need to carry out any works to the city walkway (existing or new) or to take over any works to the city walkway (existing or new), the proposed Section 106 Agreement also secures payment by the developer of all costs associated with:
    - the reinstatement of the rescinded walkway,
    - all remedial works required to the current and/or new city walkway; and
    - all works required to complete and dedicate the new city walkway,

    All such costs to cover the City should it need to step in and complete the works or reinstate the city walkway, are covered by planning obligations including the payment by the developer of a security bond.

Legal implications

15. Wording for the resolution is included at Appendix 2A for your Committee's approval. If the resolution is made, notice of the resolution describing the variation must be published in one or more newspapers circulating within the City and displayed for at least 28 days in a prominent position on the city walkway. The resolution will take effect from a date to be inserted by the City Operations Director. The same process will need to be followed when the resolution is made to declare the new area of city walkway.

Risk Implications

16. The alteration to the Alban Highwalk City Walkway is not considered to present any key risks that would not be dealt with by conditions on the planning permission and obligations as part of the Section 106 Agreement.

Conclusion

17. In order for the redevelopment of Alban Gate, 125-130 London Wall to go ahead, part of the Alban Highwalk City Walkway within the redevelopment site needs to be closed and subsequently removed. To enable this to take place the city walkway status must be rescinded, which will require variation of the Alban Highwalk City Walkway Resolution of 1993.

18. The proposed scheme includes provision of new city walkway and related improvements to the public realm which will retain the connection of the larger network of pedestrian routes at ground level, and the upper-level walkway around the Barbican and London Wall.

19. It is therefore considered appropriate to rescind this part of the city walkway. This will require the resolution of your Committee to vary the original resolution of the Court of Common Council, as well as the delegation to the City Operations Director to insert an appropriate date into the resolution to vary the walkways (once the Section 106 Agreement has been entered into and the Planning Permission has been issued).

20. Your Committee is therefore recommended to make a resolution varying the original Alban Highwalk City Walkway resolution dated 1 April 1993 and to delegate authority to the City Operations Director to declare the new city walkway once it has been laid out and an inspection has taken place to confirm that it has been laid out to and acceptable standard and to approve the use of non-standard materials.

Appendices

- Appendix 1 – City Walkway Declaration Plan No. C.W.D.P.-2-93
- Appendix 2A – resolutions to vary the City Walkway Declaration
- Appendix 2B – City Walkway Alteration Plan D6228D0702 Rev I2 forming an appendix to the resolution to vary the City Walkway declaration
- Appendix 3 – the proposed replacement City Walkway D6228D0902 Rev I3

Gwyn Richards
Planning and Development Director
Environment
e-mail: gwyn.richards@cityoflondon.gov.uk

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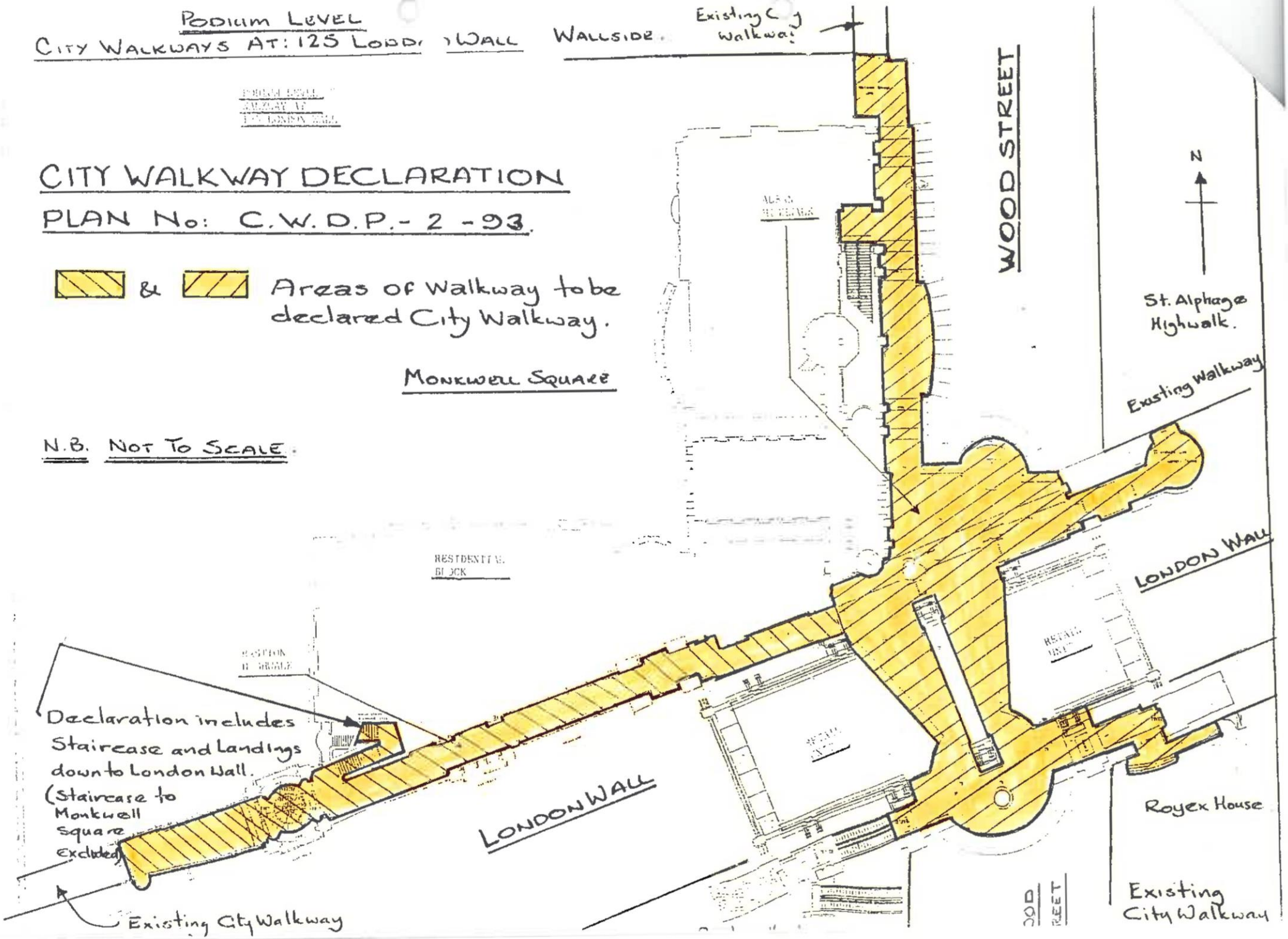
PODIUM LEVEL
CITY WALKWAYS AT: 125 LONDON WALL WALLSIDE.
Existing City Walkway
CITY WALKWAY DECLARATION
PLAN No: C.W.D.P.- 2 -93.
& Areas of Walkway to be declared City Walkway.
MONKWELL SQUARE
N.B. NOT TO SCALE.
WOOD STREET
N
St. Alphage Highwalk.
Existing Walkway
LONDON WALL
RESIDENTIAL BLOCK
Declaration includes Staircase and Landings down to London Wall. (Staircase to Monkwell square excluded)
LONDON WALL
Royex House
Existing City Walkway
Existing City Walkway

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APPENDIX 2A:

RESOLUTION OF THE PLANNING AND TRANSPORTATION COMMITTEE

DATED the [----- 2024].

WHEREAS the Mayor and Commonalty and Citizens of the City of London acting by the Planning and Transportation Committee pursuant to the delegation to that Committee specified *above* (hereinafter called "the City") are authorised by section 6 of the City of London (Various Powers) Act 1967 (as amended) (hereinafter called "the Act") **BY RESOLUTION TO DECLARE** any way or place in the City of London appearing to the City

(i) to be laid out or otherwise suitable for a city walkway within the meaning of section 5 of the Act,

(ii) to which access is available directly from a street or another way or place that is a city walkway, and

(iii) which is laid out or rendered suitable for a city walkway in accordance with one of the provisions specified in subsection (1) of section 6 of the Act

TO BE A CITY WALKWAY as from such date as may be specified in such resolution

AND WHEREAS the City is further authorised by the section 6 of the Act, by resolution, to vary or rescind any resolution declaring a city walkway

AND WHEREAS it appears to the City that the resolution made by the Court of Common Council on 1 April 1993 (hereinafter called "the 1993 Resolution") should be varied to exclude the area shown shaded pink on the drawing **attached** hereto and numbered D6228D0702 REV: I2 as "AREAS OF CITY WALKWAY TO BE EXCLUDED"

NOW THEREFORE the City in pursuance of section 6(5)(a) of the Act by resolution **HEREBY VARIES** the 1993 Resolution to exclude the way or place described in the Schedule hereto on and after the [to be inserted by the City Operations Director] day of [to be inserted by the City Operations Director].

SCHEDULE

The way or place more particularly shown shaded pink on the **attached** drawing entitled "PODIUM LEVEL - CITY WALKWAY AREA TO BE RESCINDED" and numbered D6228D0702 REV: I2, being an area of approximately 204 square metres of Alban Highwalk adjacent to Alban Gate, 125-130 London Wall, London, EC2.

Dated

THE COMMON SEAL OF THE MAYOR
AND COMMONALTY AND CITIZENS
OF THE CITY OF LONDON
was hereunto affixed in the presence of:

Authorised Officer
Guildhall
LONDON
EC2P 2EJ

RESOLUTION OF THE PLANNING AND TRANSPORTATION COMMITTEE

DATED the [----- 2024].

WHEREAS the Mayor and Commonalty and Citizens of the City of London acting by the Planning and Transportation Committee pursuant to the delegation to that Committee specified *above* (hereinafter called "the City") are authorised by section 6 of the City of London (Various Powers) Act 1967 (as amended) (hereinafter called "the Act") **BY RESOLUTION TO DECLARE** any way or place in the City of London appearing to the City

(i) to be laid out or otherwise suitable for a city walkway within the meaning of section 5 of the Act,

(ii) to which access is available directly from a street or another way or place that is a city walkway, and

(iii) which is laid out or rendered suitable for a city walkway in accordance with one of the provisions specified in subsection (1) of section 6 of the Act

TO BE A CITY WALKWAY as from such date as may be specified in such resolution

AND WHEREAS it appears to the City that:

(i) the way or place specified in Schedule 1 hereto is laid out or otherwise suitable for a city walkway within the meaning of section 5 of the Act; and
(ii) access to such way or place is available directly from a street or another city walkway; and
(iii) the way or place is laid out rendered suitable for a city walkway in accordance with subsection (1)(b) of section 6 of the ct

NOW THEREFORE the City in pursuance of section 6(1) of the Act by resolution **HEREBY VARIES** the way or place described in Schedule 1 hereto on and after the [to be inserted by the City Operations Director] day of [to be inserted by the City Operations Director] to be a city walkway

Dated

THE COMMON SEAL OF THE MAYOR
AND COMMONALTY AND CITIZENS
OF THE CITY OF LONDON
was hereunto affixed in the presence of:

Authorised Officer
Guildhall
LONDON
EC2P 2EJ

SCHEDULE

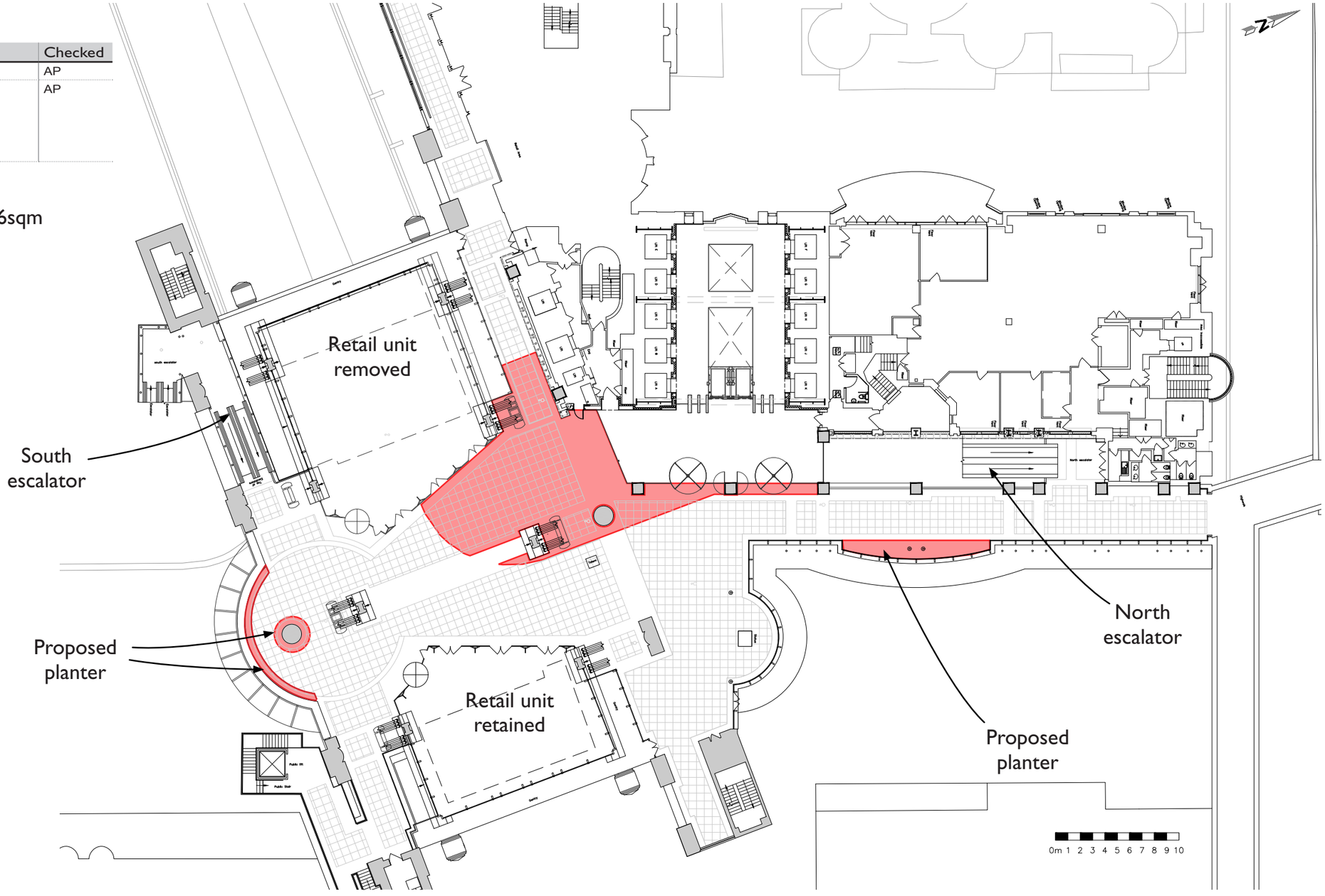
ALL THAT way or place known as land at Alban Highwalk Podium Level (hereinafter called “the New City Walkway”) as shown shaded green on the city walkway declaration plan labelled PODIUM LEVEL – CITY WALKWAY AREA TO BE DEDICATED , Drawing number: D6228D093 Revision I3
attached hereto.

Podium Level - City Walkway area to be rescinded

Alban Gate
D6228D0702
Revision: I2
Issue Purpose: Information
Scale: A3@NTS

Revision	Date	Comment	By	Checked
I1	24/04/24	Issue For Planning Submission	HL	AP
I2	26/04/24	Colour of shading adjusted for clarity, further annotations added. Revision clouds not applied as per planning consultant request.	HL	AP

Area to be rescinded from City Walkway — 200.6sqm



tp bennett
One America Street
London
SE1 0NE

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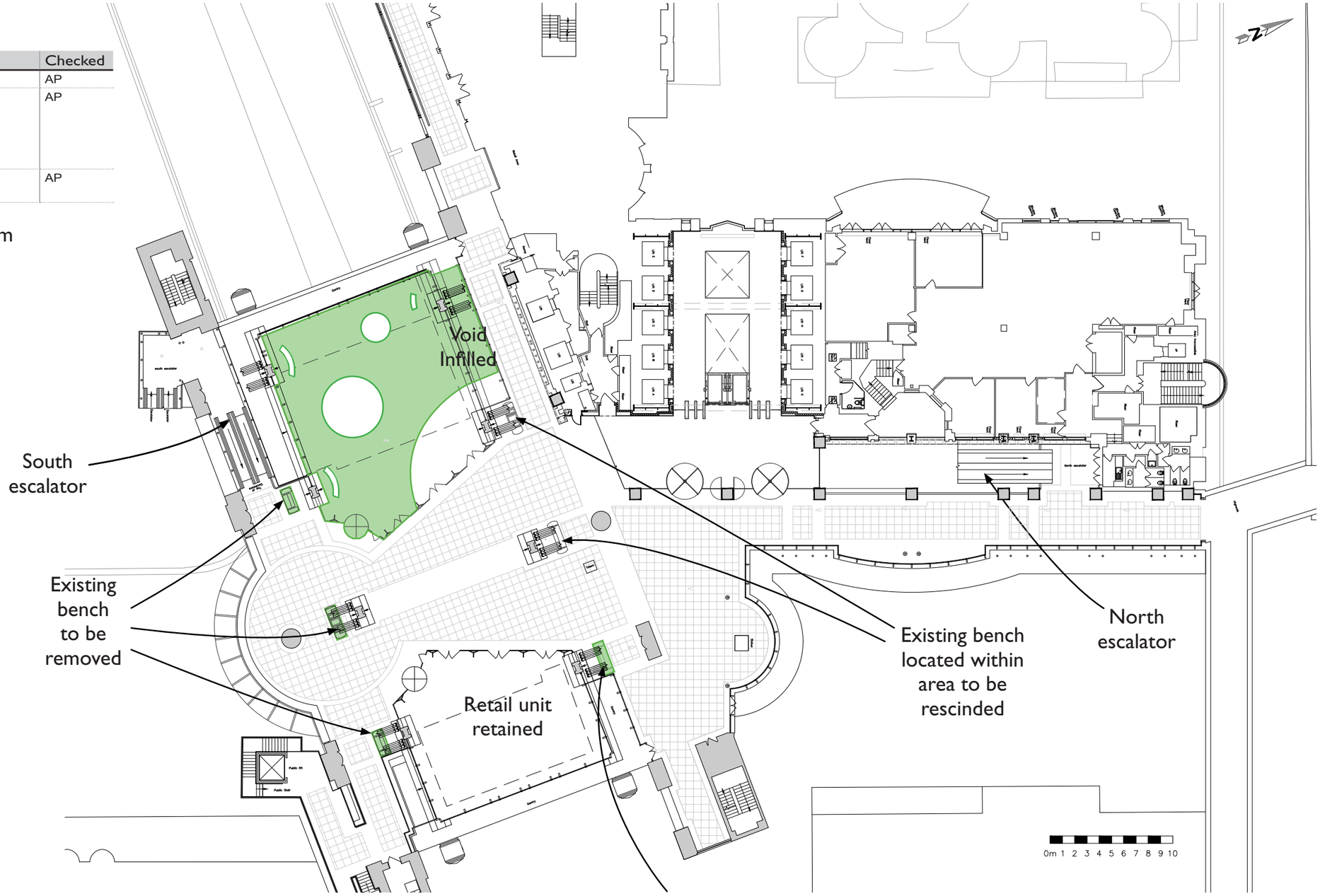
Podium Level - City Walkway area to be dedicated

Alban Gate
D6228D0902
Revision: I3
Issue Purpose: Information
Scale: A3@NTS

Revision	Date	Comment	By	Checked
I1	24/04/24	Issue For Planning Submission	HL	AP
I2	26/04/24	Colour of shading adjusted for clarity, further annotations added. Revision clouds not applied as per planning consultant request.	HL	AP
I3	30/04/24	Heading and legend amended to state 'dedicated'	HL	AP

Area to be dedicated as City Walkway 220.5sqm



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