

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]



THE
Royal
Exchange
SINCE 1571

The logo for The Royal Exchange, featuring the text 'THE Royal Exchange SINCE 1571' in a serif font, with 'Royal' and 'Exchange' in a larger, bold font. The text is centered on a light beige background.

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

THIS IS AN EXTERNAL EMAIL

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 eloquently 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

Finance Committee
City of London Corporation
London

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,



Alderman Prem Goyal
Chairman
City of London Chamber of Commerce