

Committee(s): Streets And Walkways Sub Committee – For Information	Dated: 09/07/2024
Subject: Bank Junction Improvements Project: Next steps following the outcome of the Traffic and Timing Review	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?	Y
If so, how much?	£ TBC
What is the source of Funding?	Capital Bid for OSPR in next round
Has this Funding Source been agreed with the Chamberlain’s Department?	N
Report of: Interim Executive Director Environment	For Information
Report author: Gillian Howard Policy and Projects, City Operations, Environment.	

Summary

The Court of Common Council decided on 20 June 2024 to “pursue a change to the restrictions [at Bank junction], 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 to Friday, except for access to Cornhill from Princes Street. (This is subject to further modelling, design work and approvals)”

This paper sets out the indicative timetable for this work to be undertaken as included in the appendices of the June 2024 Court of Common Council paper.

Recommendation(s)

Members are asked to:

- Note the report.
- Note the indicative timetable and next steps as set out in Appendix 1 of this paper.

Main Report

Background

1. The traffic mix and timing review for restrictions at Bank Junction has concluded. A new phase of the project to deliver the Court Of Common Council's decision to pursue an experimental change to Bank to allow taxi access is being progressed.

Current Position

2. The indicative timeline and outline tasks can be found in Appendix 1 of this report.
3. Further funding will be required to Implement the Experimental Traffic Order, as previously set out. Costs are being finalised and a bid for funds from the On Stret Parking Reserve will be submitted for consideration by Priorities Board, Resource Allocation Sub Committee and Policy and Resources in due course.

Options

4. The next stage of work will identify the practical options of allowing taxis through Bank, and a Gateway 3-4 report (options appraisal) will be submitted in November 2024 for Members decision.
5. It is at this stage that a final option for which arms of the junction taxis are allowed to use will be recommended. This will be informed by the next phase of traffic modelling which will identify the potential journey time benefits and impacts of making changes. The next phase of traffic modelling is currently being commissioned with the consultant and TfL.

Proposals

6. To note the indicative time frame and steps in Appendix 1 with a view to an experimental traffic order being operational in Spring 2025.

Key Data

7. N/A

Corporate & Strategic Implications

Financial implications

8. A bid for further funding to implement the changes of an experimental order, monitor, enforce, consult and report back whether the experiment has been successful is going to be required. These costs are currently being finalised ready to submit a bid for funding at the next available round.

Resource implications

9. As set out in the May report there is a need for more internal resource than is currently available to deliver the experiment and continue all current workload commitments. Consideration as to how this is managed, for example by reprioritising other work or through additional consultancy support is taking place. 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. Discussions as to what might be required is taking place.
10. 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. They are aware of the outcome of the Court of Common Council decision and meetings with the relevant teams are being set up to agree the work programme. The capacity of the traffic modelling consultant would also be required. The commissioning process for this is currently taking place.

Legal implications

11. No implications for consideration in this update report

Risk implications

12. £150,000 of costed risk has been allocated to cover potential costs associated with a legal challenge.
13. There remains a risk that TfL do not agree to the TMAN application when submitted. This would be mitigated by pursuing an experimental scheme with defined outcomes and agreed monitoring strategy and continuing to work closely with TfL throughout the development of the proposals.

Equalities implications

14. A further Equalities analysis for the experiment will be undertaken in due course.

Climate implications

15. N/A

Security implications

16. N/A

Conclusion

17. Note the contents of this report and the indicative timeline and next steps in Appendix 1

Appendices

- Appendix 1 – Indicative timeline and next steps for the experiment.

Background Papers

Court of Common Council paper 20 June 2024

[Agenda item - Bank Junction Improvements \(All Change at Bank\) - Modern Council \(cityoflondon.gov.uk\)](https://www.cityoflondon.gov.uk/Agenda/Agenda-Item/2024-06-20/2024-06-20-001)

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