

MONITORING STRATEGY

Bank Junction Experimental Traffic Order





Bank Junction Experimental Traffic Order

CITY OF LONDON

QA RECORD:

DOCUMENT REF	10999TR01	Rev	0.3
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APPROVED BY	Kate Tiernan	Date	29 January 2025
ELECTRONIC LOCATION	 https://NrpLtd.Sharepoint.Com/Sites/Cityoflondon/Shared Documents/Bank Jct Trial Implementation/Reports/Monitoring Strategy - Bank Junction ETO V0.3 - CO GH.Docx 		

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EXECUTIVE SUMMARY

Bank Junction, a pivotal transport hub in the City of London, has undergone significant transformations through the Bank on Safety and All Change at Bank projects. These initiatives improved safety, enhanced the pedestrian environment, improved bus journey times and supported better air quality. Nonetheless, concerns remain regarding accessibility, particularly for individuals who rely on taxis. To address these concerns, an Experimental Traffic Order (ETO) will trial allowing taxis access through the junction between Poultry and Cornhill only during restricted hours, while maintaining existing restrictions on other motor vehicles. Taxis are defined as black cabs (or hackney carriages) and do not include private hire vehicles.

The ETO can remain in effect for 18 months, during which time a decision must be made to make it permanent or to revert back to the existing restrictions. The decision-making process is expected to begin not earlier than 12 months after implementation, which will mean the scheme, and associated monitoring, will have been in place for at least 1 year. The proposed changes must remain unchanged for at least 6 months.

This Monitoring Strategy outlines the approach for evaluating the ETO's effects on safety, traffic flow, pedestrian wait times, bus journey times, taxi availability, and the overall user experience. It establishes clear success criteria, sets out a structured methodology for data collection, and details how stakeholder feedback will be incorporated. Key metrics will be closely monitored and compared to established baselines. By working collaboratively with transport operators, emergency services, community groups, and advocacy organisations, the project team will ensure a thorough review of operational performance and user perceptions. The findings from this experimental period will inform a future decision on whether to make the changes permanent, ensuring that accessibility improvements are balanced with the safety, environmental, and public-realm benefits delivered at Bank Junction.

1 INTRODUCTION

1.1 Context

1.1.1 Bank Junction is a critical transport hub located at the heart of the City of London, surrounded by iconic buildings such as the Royal Exchange, the Bank of England, and Mansion House. The junction is one of the busiest in London, experiencing high volumes of pedestrians, cyclists, buses, and other vehicles. Historically, Bank Junction has faced several challenges:

- **Safety Concerns:** It was previously identified as a collision hotspot, with a high number of traffic accidents involving various road users, particularly pedestrians and cyclists.
- **Traffic Congestion:** Significant vehicular congestion impacting journey times for all road users.
- **Air Quality Issues:** High levels of vehicular traffic contributing to poor air quality.
- **Pedestrian Experience:** Limited space and high traffic volumes reducing the comfort and safety of pedestrians.

1.1.2 To address these issues, the Bank Junction Improvement Programme was initiated, comprising two key projects:

- **Bank on Safety:** Implemented in 2017 as an experimental safety scheme, this project introduced traffic restrictions to reduce collisions and improve safety at the junction. The scheme restricted motor vehicles from entering the junction between 7 am and 7 pm on weekdays, allowing access only for buses and cyclists. Following successful outcomes, the scheme was made permanent.
- **All Change at Bank:** Completed in 2024, this project delivered transformational changes to the junction's layout and public realm. Key improvements included:
 - **Increased pedestrian space:** Widened pavements and new pedestrian areas to accommodate high footfall.
 - **Enhanced public realm:** Introduction of seating, greening, and improved surfaces to create a more welcoming environment.
 - **Simplified junction layout:** Redesign of the junction to reduce complexity and improve safety for all users.
 - **Continued traffic restrictions:** Continuation of the traffic restrictions introduced under Bank on Safety, limiting motor vehicle access during peak times.

1.1.3 Despite the success of the previous projects in improving safety and the pedestrian environment, concerns have been raised regarding accessibility, particularly for those who rely on taxis as an essential mobility aid. In response to these concerns, a proposal has been made to amend the existing traffic restrictions under the All Change at Bank project.

1.2 Project Objectives

1.2.1 The amendment to the existing restrictions will seek to:

- **Enhance taxi availability:** Improve access to taxis in the Bank area for all including individuals who depend on taxis such as disabled people, older adults with mobility impairments, and pregnant women.
- **Maintain safety and environmental benefits:** Ensure that the safety improvements and environmental enhancements achieved through the previous projects are preserved.
- **Maintain pedestrian waiting time at crossings and not affect negatively bus journey times in the area.**

1.3 About this document

- 1.3.1 The project seeks to implement an Experimental Traffic Order to permit taxis to access Bank Junction between Poultry and Cornhill only during restricted hours, while continuing to restrict other motor vehicles, including private hire vehicles and powered two-wheelers. It is not proposed to make any physical changes to the existing layout of Bank junction, or the wider highway network. There will be changes made to the traffic signs on approach to, and at, Bank junction to inform users that taxis can proceed between Poultry and Cornhill (and vice versa). The traffic signals at Bank junction will be updated to accommodate the addition of two time-sensitive illuminated 'secret' signs. The first, which is illuminated between 7am-7pm (Monday to Friday) restricts right-turn (except buses and cycles) from Poultry/Mansion House Street to King William Street. The second, positioned on the eastbound approach from Cornhill, enforces a no left-turn restriction during the same hours. From 7pm-7am and at weekends, the signs will be switched off, thereby retaining the current permitted movements.
- 1.3.2 The ETO can remain in effect for 18 months, by which time a decision must be made to make it permanent or to revert back to the existing restrictions. The decision-making process is expected to begin not earlier than 12 months after implementation; however, to ensure there is sufficient time to complete all necessary procedures within the 18-month timeframe, the aim is for the final report and decision to be made around month 15 of the experiment. By this stage, the scheme, and associated monitoring, will have been in place for at least 1 year. It is acknowledged that complete 12-month data- particularly for safety may not be available. The proposed changes must remain unchanged for at least 6 months for the experiment to be valid.
- 1.3.3 The impacts on safety, traffic flow, air quality, and equality considerations will be monitored. The experimental period will be used to collect data and gather feedback before making a decision on whether to make the changes permanent
- 1.3.4 This Monitoring Strategy forms part of the City of London Corporation's formal Traffic Management Act Notification (TMAN) application to the TfL Network Impact Specialist Team (NIST) and is a key requirement arising from ongoing collaboration with various TfL departments.
- 1.3.5 This document outlines the Post-Implementation Monitoring Strategy for the experimental change to allow taxi access through Bank Junction between Poultry and Cornhill only during restricted hours (7am to 7pm, Monday to Friday). The strategy defines:
- The methods and data sources for monitoring and evaluating the impacts of the experimental change.
 - Roles and responsibilities of the organisations involved.
 - Success criteria and supporting criteria.
 - Timelines and key review periods.
 - A brief discussion of limitations.

2 MEASURING SUCCESS

2.1 Context

- 2.1.1 Feasibility traffic modelling has been conducted to anticipate potential impacts to general traffic and bus journey times, and general highway operation, at Bank junction and the wider network.
- 2.1.2 The outcomes of this modelling forecast that there would be no significant impact at Bank junction, or the wider highway network, on vehicle journey times (including buses), network operation, or pedestrian wait times. While this has provided the City of London and TfL with a preliminary degree of assurance that the changes proposed as part of the ETO will not generate significant negative impacts, the modelling audit is still ongoing with TfL
- 2.1.3 A set of baseline data will be collected prior to the implementation of the ETO that will serve as a basis for measuring the project's success against established criteria. While no single criterion will be quantifiably weighted over another, core success factors will guide decision-making, and other factors will be monitored as supporting indicators.
- 2.1.4 The following success factors have broadly been agreed with TfL and will require further refinement once the modelling Auditing Process for TMAN application has been concluded. These indicators will apply between 7am and 7pm, Monday to Friday.

2.2 Key success Criteria

The number of taxis available in the Bank Junction area

- 2.2.1 The key indicator will be whether and to what extent the number of taxis available to hire has increased compared to the baseline.

The number and severity of collisions within the Bank Junction area

- 2.2.2 The key indicator will be whether and to what extent the number of collisions has increased compared to the baseline.

- 2.2.3 The monitoring area is shown in Figure 3.1

How long people need to wait at crossing within the Bank Junction area

- 2.2.4 The key indicator will be whether and to what extent the wait times have increased compared to the baseline.

Average bus journey times within the monitoring area

- 2.2.5 The key indicator will be whether and to what extent journey times have increased compared to the baseline.

- 2.2.6 Note that TfL is expected to require that any change is within one standard deviation from the baseline values (subject to performance metrics for each bus route).

2.3 Other monitoring criteria

- 2.3.1 In addition to measuring how well the scheme is meeting its key objectives, it is beneficial to monitor other supplementary factors to gain an understanding of the wider impacts resulting from the scheme:

- **The number of collisions within the wider Bank Area:** An assessment on whether and to what extent the number of collisions has changed compared to the baseline, for the wider Bank area.
- **Waiting time at crossing in the wider Bank Area:** A review of whether and to what extent waiting times at crossing have increased compared to the baseline values.
- **Cycle level of service on Poultry and Cornhill:** An assessment on whether and to what extent traffic flows remain below 200 vehicles per hour and do not exceed 500 vehicles per hours on these streets.
- **The number of taxis available in the wider Bank Area:** A review on whether and to what extent taxi availability in the wider Bank Area has increased compared to pre-implementation figures.
- **General traffic journey times:** An observation of whether and to what extent journey times on main traffic corridors in the wider Bank area change during the experiment.
- **Public perception:** Feedback from different user groups, the public, and businesses will be assessed to understand whether there is any decline in perceived safety or sense of place, as established by baseline measurements.
- **Air quality:** The proposed changes to vehicle restrictions at Bank junction are not anticipated to have a significant impact on air quality. This is due to the relatively low volumes of taxis forecast to use the junction, as well as the fact that a proportion of taxis will be electric vehicles (zero emission). Therefore, the project will track the ongoing monitoring of air quality as part of the All Change at Bank project. The ETO should not show a significantly detrimental change in air quality.

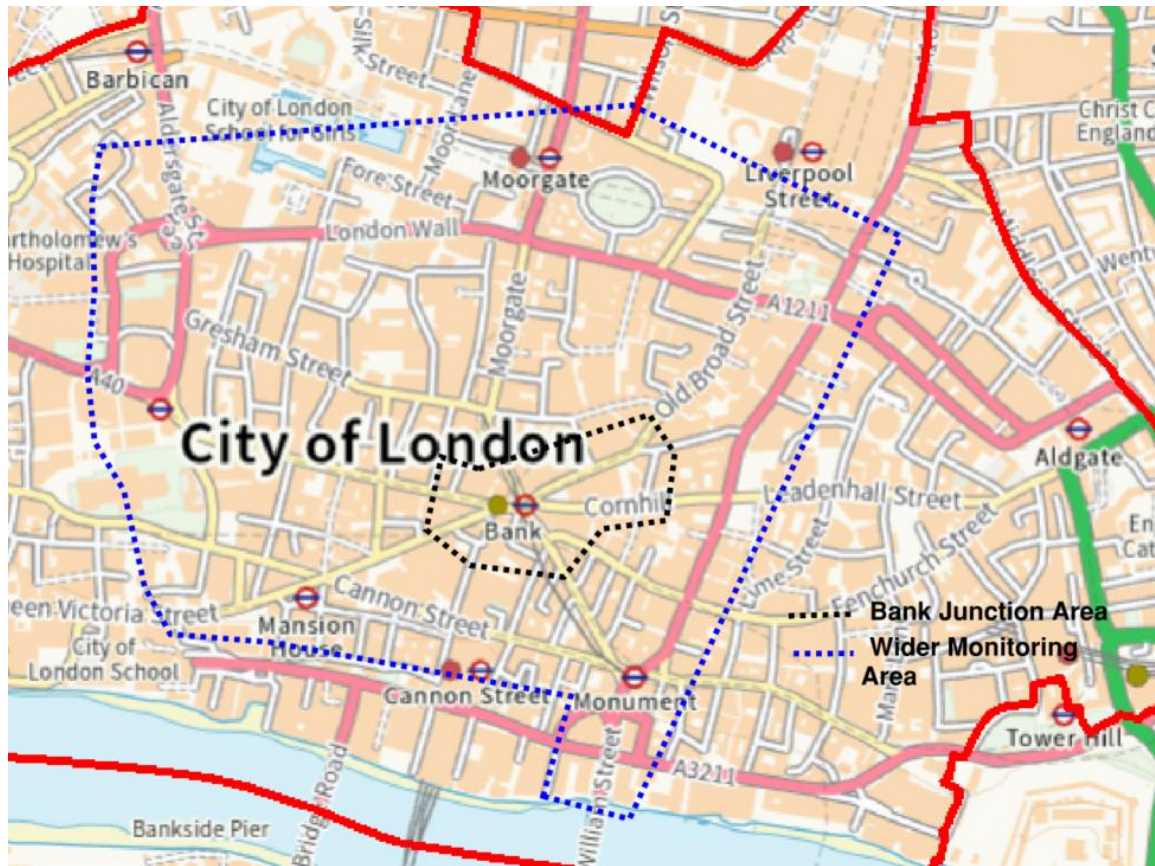
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3 DATA COLLECTION AND METHODOLOGY

3.1 Collisions

- 3.1.1 Collisions, and associated casualties, will be monitored using the TfL Stats19 Database and associated Road Safety Data Reports which are updated biannually. These statistics include Metropolitan and City Police records, as well as self-reported casualties. Fully validated data is published annually following a thorough verification process. It is important to note that interim Road Safety Data Report may not include all self-reported collisions.
- 3.1.2 During the experiment, collision data will be compared against the three-year average prior to the experiment's introduction in the Bank area. The monitoring will focus specifically on the restricted hours of Monday to Friday, from 7:00 am to 7:00 pm.
- 3.1.3 The TfL Road Safety Dashboard data will be supplemented by information received from the City of London Police throughout the experiment.
- 3.1.4 A map of the collision monitoring area is provided in Figure 3.1.
- 3.1.5 The three-year average validated collision data prior to the ETO, specifically from 2022, 2023, and 2024, will serve as the baseline for safety factors. However, most of the data available during the experiment will be provisional, meaning that comparisons will inevitably involve validated and provisional data. This cannot be overcome because of the restricted timing of an experimental order. It is possible that a decision is taken based on provisional data, and it then later changes. To enhance confidence in the use of provisional data, a comparison exercise of 2024 data in terms of volume of change between the provisional data set and the validated set will be undertaken to observe changes between the data sets. This would then give an understanding of the possible risk. It is worth noting that Department for Transport, in its Background Quality Report found only 1% difference between provisional and validated data for years 2020-2022 at the national level, with no clear upward or downward trend.

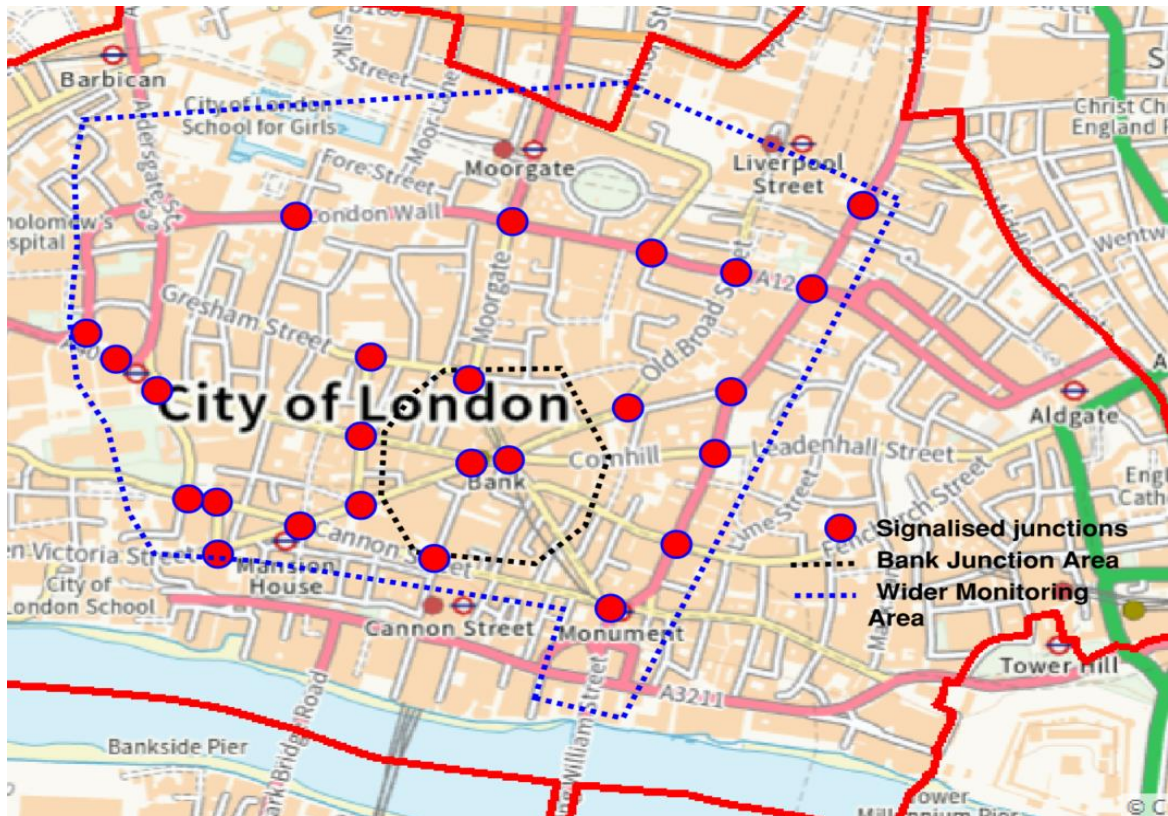
Figure 3.1: Collision monitoring area



3.2 Pedestrian wait times

- 3.2.1 Initial traffic modelling suggests no adjustments to traffic signal cycle times are needed to accommodate increased taxi numbers on Poultry and Cornhill. Pedestrian waiting times at signalised crossings are therefore expected to remain unchanged. However, on implementation of the experiment, traffic signal timings will be reviewed to ensure they appropriately balance the demands of different user groups.
- 3.2.2 Signal cycle time data, which informs maximum pedestrian wait times at signalised crossings, will be sourced from TfL as part of the ongoing monitoring process.
- 3.2.3 The proposed areas for monitoring and a map of signals within the monitoring area can be found in Figure 3.2.
- 3.2.4 It is expected that the three signals at the New Change/Newgate Street junction, will be replaced by temporary traffic lights from Spring 2025 for the duration of the St Paul's Gyratory Scheme Implementation works. The temporary traffic signals are not equipped with detection capabilities or adaptive cycle timing to respond to traffic flows. Consequently, the three signals may not be monitored; however, this will become clearer once the exact introduction for the temporary signals are confirmed.
- 3.2.5 Pedestrian wait times at crossings will be evaluated against a baseline derived from a review of the TfL supplied signal cycle time data from the years prior to the experiment. This review will consider factors that influenced cycle times during that period. Further engagement with TfL will be necessary to finalise the specific details of the baseline.

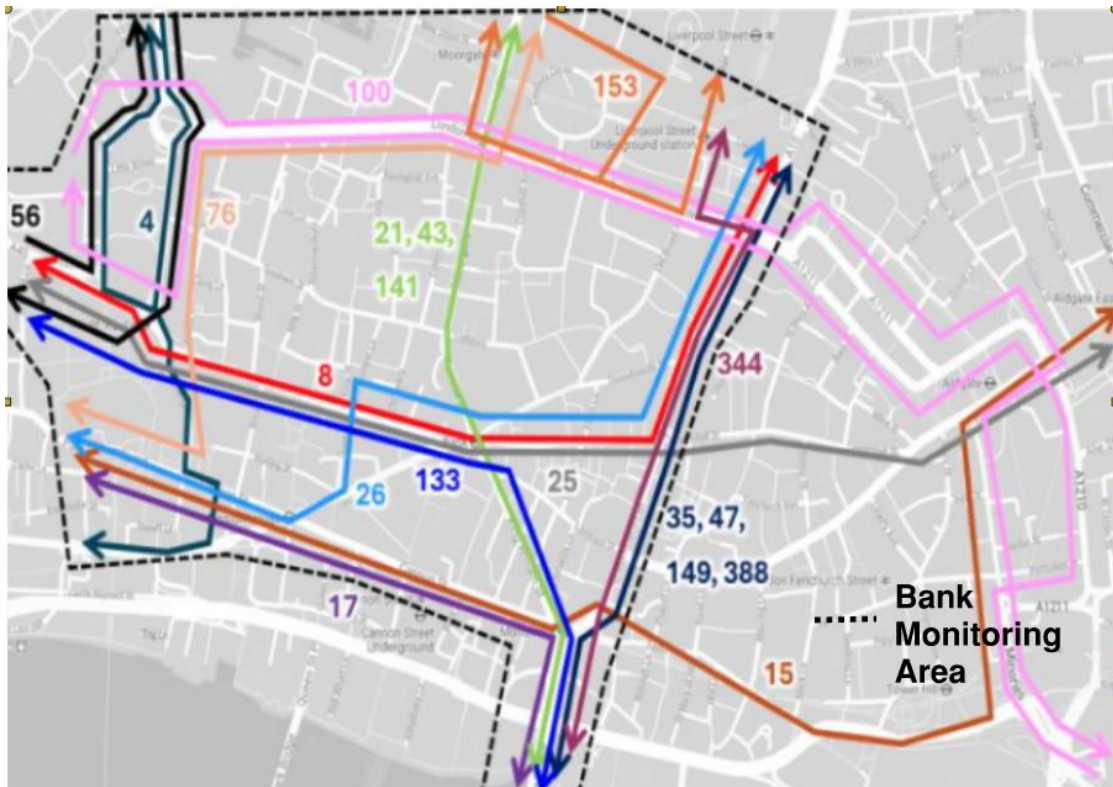
Figure 3.2: Signalised junctions to be monitored



3.3 Bus journey times

- 3.3.1 Initial traffic modelling predicts minimal impact on bus journey times. All routes within the monitoring area show changes in journey time ranging from 0 to 1 minute.
- 3.3.2 TfL's threshold for acceptable variance is within one standard deviation of baseline journey times and/or a breach of bus performance indicators. TfL has indicated that, as a starting point, the baseline will be calculated using data from the preceding two years. However, due to significant and on-going road works, new baseline values will have to be carefully calculated in collaboration with TfL to ensure the impacts of these conditions are properly accounted for.
- 3.3.3 This will involve discounting data where roadworks and other localised events have temporarily affected the journey times and choosing appropriate periods for baseline calculations. For example, bus routes servicing King William Street (southbound) have been on diversion since the start of the scheme construction in Summer 2024, and will likely still be closed at start of the ETO. This will make it difficult to assess the change in journey time for the routes servicing King William Street.
- 3.3.4 iBus data will be used for real-time monitoring, and results will be presented graphically using a dashboard set up and maintained by TfL.
- 3.3.5 The bus routes to be monitored during the experiment, 19 in total, are illustrated in Figure 3.2.

Figure 3.3: Bus routes



3.4 Taxi availability

- 3.4.1 Initial traffic modelling, not yet audited by TfL, indicates a moderate increase in taxi numbers passing east-west through Bank Junction, specifically along the Poultry-Cornhill corridor. To verify whether this prediction corresponds to increased taxi availability, surveys will be conducted at selected locations both during the restricted hours (7:00 am to 7:00 pm) and in the evenings, recording whether taxis have their lights on or off as to whether they are available to hire.
- 3.4.2 In addition to manual on-street surveys, the monitoring strategy includes observing taxi rank usage within the immediate and wider Bank area. There are current discussions with the taxi trade to explore what additional data may be available on taxi circulation patterns and numbers in the City, in order to supplement the surveys.
- 3.4.3 Baseline measurements will be established at a time when network conditions are stable. To allow a bedding-in period for the Experimental Traffic Order, the post-implementation surveys will commence no earlier than two months after the scheme's introduction and will be undertaken in 15-minute intervals over a 16 hour window across two days. Data from these surveys will be compared against the baseline to assess any changes in taxi availability. It is proposed to undertake lights on/off manual surveys at 12 distinct locations within Bank area, and monitor 8 taxi ranks within the same area. Maps showing the proposed survey locations are provided in Appendix A.

3.5 Journey times – key traffic corridors

3.5.1 Traffic modelling work undertaken up to now, has shown general journey times for the AM and PM peak along the key routes are within +/-1 minute compared the modelled baseline scenario. Overall, there is a slight improvement due to some taxis being removed from parallel east-west routes and reassigned to pass through Bank Junction.

3.5.2 The following traffic corridors within the Bank area will be monitored, subject to suitability in conjunction with the planned roadworks:

- Cannon Street eastbound and westbound.
- London Wall eastbound and westbound.
- New Change/Newgate Street Gyratory northbound and southbound
- Leadenhall Street eastbound and westbound

3.5.3 Traffic routes correspond to bus services. This means that bus journey times, excluding dwell times, can be used as proxies to assess general traffic journey times.

3.5.4 Google Journey Time data will be used to validate results. Data will be sourced and analysed every three months during the experiment for two weeks of peak weekday periods.

3.5.5 Information on start and end points for the journey time data collection can be found in Appendix C.

3.6 Traffic surveys

3.6.1 Traffic volumes by mode, along with queue lengths at specific locations around Bank Junction and in the wider monitoring area, will be collected to measure any changes in traffic flow and network operation.

3.6.2 Classified Turning Counts (CTCs) and queue length surveys are proposed at junctions along the east-west Poultry–Cornhill route:

- Bank junction (including Queen Victoria Street)
- Cornhill/ Leadenhall Street/ Bishopsgate.
- Cheapside/King Street/ Queen Street.
- Cheapside/ New Change.

3.6.3 The CTC surveys will capture turning movements by different vehicle types at each of the junctions, including taxis (black cabs) along the main east-west route that taxis will be permitted to use to pass through Bank junction. Additionally, the surveys will also monitor compliance with any restricted turns at these junctions.

3.6.4 Data will be collected every three months over three weekdays per month, both within and outside restricted times. There will be a total of 4 counts for the duration of the experiment, at month 3, 6, 9 and 12.

3.6.5 Additionally, video Automatic Traffic Counts (ATCs) will be collected Monday to Friday regularly throughout the experiment's duration at agreed intervals. The following locations are proposed:

- London Wall (between Wood Street and Moorgate).
- Gresham Street (between Aldermanbury and King Street).
- Cheapside (between King Street and Old Jewry).
- Cannon Street (east of Dowgate Hill).
- Lombard Street
- Cornhill

3.6.6 The ATC surveys will capture traffic flows at specific locations on a street. These will provide a longer-term trend analysis, that will be supplemented by the more detailed, but less frequent, CTCs.

- 3.6.7 Baseline traffic flow monitoring will be conducted for two weeks before the experiment’s launch. The exact timing will depend on suitable network conditions for data collection.
- 3.6.8 This data will help evaluate changes to vehicle volumes on approaches to Bank Junction and the wider network. The traffic flows will be one of the datasets used to inform the key success criteria.

Figure 3.4: Traffic flows – survey locations.



4 STAKEHOLDER ENGAGEMENT AND CONSULTATION

4.1 Overview

- 4.1.1 The engagement and consultation process aligns with the ETO statutory requirements whilst actively reaching local businesses and stakeholders. Due to the limited nature of changes to the existing scheme a radius of 250m (aligns with TFL Bishopsgate consultation) is proposed for communication and stakeholder engagement focusing on those most directly impacted at Bank Junction including businesses, those frequently in temporary transit, tourists and commuters who have bespoke travel requirements.
- 4.1.2 Engaging with the 167 residential addresses and 580 registered commercial addresses in the area along with the businesses registered through the City Belongs network, and individually through internal networks and targeted communication from GIS data enables a holistic and thorough approach across multiple channels.

4.2 Engagement and Communication Approach

- 4.2.1 In line with City of London commitment to reducing carbon emissions, the primary focus of the communication and engagement activities will be digital. This approach not only supports the COL environmental targets but also broadens opportunities for participation. Where necessary, traditional methods will also be employed to ensure no one is excluded from consultation activities.
- 4.2.2 **Physical copies of documents:** Physical copies of the consultation survey and associated materials will be available for public inspection at the City of London Corporation's principal office. This enables access for those with barriers to digital access.
- 4.2.3 **City of London Corporation website:** Electronic copies of documents will be made available to access on the internet via the City of London Corporation website.
- 4.2.4 **Social media platforms:** Consultation information will be promoted through the Corporation's official LinkedIn social media account.
- 4.2.5 **Public notices:** Consultation information public notices may be used.
- 4.2.6 **E-mail and postal correspondence and notifications:** In line with General Data Protection Regulations (GDPR) 2018 COL will send information about the consultation and receive feedback or representations from the public by way of e-mail or post.
- 4.2.7 **Stakeholder and public meetings:** Meetings for stakeholders and the general public to attend, if it is felt necessary.
- 4.2.8 **Other digital tools and telephone calls:** Online conferencing, 'virtual' workshops or meetings, as well as telephone conferencing and calls can often be useful to engage with hard-to-reach groups and others whose circumstances make attending events in person a challenge.
- 4.2.9 **Internet (online) consultation and engagement platforms:** Online consultation and engagement platform will host the survey and information to enable the public to submit comments or formal representations to the consultation.

4.3 Statutory requirement

- 4.3.1 An Experimental Traffic Regulation Order is subject to a legal statutory requirement of a 6-month consultation period but can stay in force for a maximum of 18-months, whilst the decision is made whether to make the change permanent.

4.3.2 After at least six months, all comments of support and objection are considered. This process allows public input while testing new traffic measures in real world conditions. It is expected that the experimental order at Bank would be in place for at least 12 months. **Approach: Internet (online) consultation and engagement platforms, Public notices, E-mail and postal correspondence and notifications.**

4.4 Emergency Services and Statutory representatives

4.4.1 The project team will maintain regular communication with emergency services representatives to highlight any operational issues affecting response times.

4.4.2 The predicted changes to traffic flows do not forecast that the emergency response times will be negatively affected.

4.4.3 The project team will connect where relevant with City of London Communications and Campaigns team who engage with the emergency services directly in Bank Junction. **Approach: Internet (online) consultation and engagement platforms, E-mail and postal correspondence and notifications,**

4.5 Transport operators

4.5.1 As part of the engagement and consultation activities, all relevant public transport operators including TfL, black taxi, private hire services and other local transport providers will be notified of the changes to be implemented through the Experimental Traffic Order.

4.5.2 Engagement with private hire trade representatives, through TfL's Taxi and Private Hire team will ensure that the changes are clearly communicated to operators, clarifying that the restrictions apply solely to taxis and not to private hire vehicles, which are not designated as taxis under these changes.

4.5.3 Ongoing engagement with taxi trade representatives, such as the Licensed Taxi Drivers' Association (LTDA) will occur throughout the experiment.

4.5.4 Ongoing engagement with various TfL teams will ensure effective coordination in data collection, both before and during the experiment. **Approach: Internet (online) consultation and engagement platforms, E-mail and postal correspondence and notifications.**

4.6 Perception Survey

- 4.6.1 Prior to the ETO a local 4-8 week perception survey of Bank Junction will be carried out to gather baseline data on the perception of safety and place in line with guidance from TFL Healthy Streets.
- 4.6.2 Baseline perception surveys were not completed prior to implementation of All Change at Bank due to COVID-19 pandemic and restrictions; therefore, these surveys will help establish people's views on the changes that have already taken place but cannot be compared to the before view. However, it is possible to undertake both pre-implementation and live-scheme perception surveys as part of this experiment.
- 4.6.3 The consultation surveys as well as the perceptions surveys will gather demographic and equalities data in line with City of London Corporation policy. The surveys will also allow for data segmentation on where people have responded from and their relationship to Bank Junction.
- 4.6.4 **Approaches: Internet (online) consultation and engagement platforms, City of London Corporation website, Social media platforms, E-mail and postal correspondence and notifications, Other digital tools and telephone calls, Stakeholder and public meetings**

4.7 Consultation Survey

- 4.7.1 There will be an integrated engagement and communication campaign for the first 6 to 8 weeks with the consultation survey remaining open for the full 6 months of the statutory consultation period.
- 4.7.2 The online consultation survey will launch 4 weeks after the start of the experiment and remain open throughout consultation period. Reporting and decision making on whether the changes are made permanent will be complete within 18 months of the start of the experiment.
- 4.7.3 **Approaches: Internet (online) consultation and engagement platforms, Stakeholder and public meetings, Public notices, City of London Corporation website, Social media platforms, Physical copies of documents, E-mail and postal correspondence and notifications, Other digital tools and telephone calls.**

4.8 Advocacy and special interest groups

- 4.8.1 The project team will engage with groups such as the London Cycling Campaign (LCC), Living Streets and Wheels for wellbeing to gather member views and update with the relevant stakeholder material. These engagements will take place through online conferencing, virtual workshops and email communications.
- 4.8.2 Engagement with disability groups and those with protected characteristics will also be undertaken to ensure inclusive access and to address any concerns regarding the changes.
- 4.8.3 Workers in Bank area will be engaged, through Diversity Networks and any other affiliated equality groups, in the process and updated with the relevant stakeholder material. City Belonging networks are known to reach a wider audience than the traditional consultation methods. **Approaches: Internet (online) consultation and engagement platforms. E-mail and postal correspondence and notifications.**

4.9 Internal Stakeholders

- 4.9.1 The City of London Corporation Diversity Networks will be actively engaged in the process and updated with the relevant stakeholder material. **Approaches: Internet (online) consultation and engagement platforms. E-mail and postal correspondence and notifications.**
- 4.9.2 In addition, regular updates to Ward Members of the City of London so that they can use their network of contacts within their wards to help communicate messages and disseminate information to ensure a wide reach of stakeholders is achieved.

5 FACTORS AFFECTING RESULTS

5.1 Planned and emergency road works and other road space requirements

- 5.1.1 The proposed change at Bank junction is likely to be one of a number of factors that influences traffic conditions on the highway network in the vicinity of Bank junction during the period of the ETO. There could be planned or emergency road works, construction associated with developments that require road space and/or temporary changes to the highway layout, or atypical incidents that may affect the traffic volumes, general traffic and bus journey times, pedestrian wait times and queue lengths in the vicinity of the scheme. It is anticipated that over the full period of the ETO (18 months), the true impact of the changes to Bank Junction will be captured in a representative manner.
- 5.1.2 Incidents, roadworks and construction works will be tracked to determine whether observed changes can be attributed to the scheme or other external factors.
- 5.1.3 Early engagement with the City of London Network Management Team has identified the following planned schemes, some of which may conclude before the experiment commences. They will be monitored for potential delays affecting baseline or final results:
- King William Street – Scheduled to be completed in August 2025. This may be followed by the construction works scheduled to be completed by end of 2026.
 - Leadenhall Street – Scheduled to begin in Autumn 2025 (subject to outcomes of the consultation) with an anticipated build duration of 18 months.
 - London Wall – Phase 1 scheduled for May/June 2025, while Phase 2, will take place in 2026.
 - TfL Bishopsgate Streetspace scheme – TfL has proposed to make the scheme permanent which will require highway works. Further engagement with TfL is required to understand a definitive timeline for the works.
 - St. Paul's Gyratory – Scheduled to begin in May 2025.
- 5.1.4 Additionally the following works planned by development sites in the area, have been scheduled for the upcoming year:
- Leadenhall Street – It is expected that closures will be implemented in April-May 2025 and July 2025, to facilitate the works, in addition to the scheme at 5.1.3.
- 5.1.5 At present, this is the extent of information available. Ongoing engagement with City of London Network Management Team will continue to ensure all upcoming works are considered when setting the baseline and during data collection throughout the experiment.
- 5.2 External environmental factors
- 5.2.1 Traffic flows and impact upon bus journey times and signal cycle time is expected to change as a result of external environmental factors such as seasonal variations and network issues that require bus diversions.
- 5.2.2 Public events and public holidays can show a decrease in traffic flow.
- 5.2.3 School terms can influence traffic levels and potentially affect consultation response rates.
- 5.2.4 The timing for baseline and on-going measurements will consider these external factors to ensure reliability of results.

5.3 Contingency planning

- 5.3.1 Monitoring will continue throughout the experiment, allowing timely responses to unexpected changes.

- 5.3.2 Initial modelling predicts a modest increase in taxi volumes along Cornhill and Poultry during the AM and PM peak hours. The regular traffic surveys will quantify this impact, as well as more frequent site observations by City of London Officers and TfL engineers.
- 5.3.3 If taxi flows exceed junction performance thresholds, in coordination with TfL, adjustments to signal cycle times may be made. This may include having to increase the overall traffic signal cycle time.
- 5.3.4 Ongoing engagement with the LTDA will help identify short-term spikes in taxi volumes or specific events causing unanticipated changes.
- 5.3.5 Further mitigation measures may need to be introduced such as new temporary diversions to reduce the numbers of taxis accessing the junction if the volumes are causing problems. Any mitigation changes to the agreed restrictions, will require the re-start of the statutory 6-month objection period, while the expiry date of the ETO cannot be extended past the 18 month period without the consent of the Secretary of State.

DRAFT

6 GOVERNANCE

6.1 Organisational roles and responsibilities

- 6.1.1 The successful implementation of the ETO relies on the coordinated effort of multiple organisations and teams, each contributing their specific expertise and resources. This section outlines the key stakeholders involved and responsibilities at each stage.
- 6.1.2 The defined structures and responsibilities will support robust data collection, thorough analysis and timely reporting.
- 6.1.3 The final decision-making authority lies with the Planning and Transportation Committee, which reviews the findings and recommendations from the monitoring and evaluation process and determines whether the scheme should be made permanent or discontinued.

6.2 Approval of the Experiment

- 6.2.1 The restriction amendments require a TMAN application to TfL to implement the experiment. This monitoring strategy will form part of the TMAN application.

Road Space Performance Review Group RSPRG

- Reviews the scheme and monitoring strategy.
- Agrees on mitigation measures if unacceptable impacts are observed.

Transport for London Network Impact Specialist Team and Network Performance Team

- Manages formal scheme submission and approvals.
- Monitor traffic conditions and make adjustments in response to observed issues.

6.3 Monitoring and Evaluation

Project Delivery Team

- Implement the monitoring Strategy.
- Commission surveys and data analysis.
- Collate and analyse data.
- Report progress, risks and issues.
- Coordinate with stakeholders and address concerns

City of London Police

- Provide information on police attended traffic collision data which may not form part of the provisional collision data available via Stats 19., as well as on-site observations.
- Update the project team on road safety concerns as a result of the implementation of the changes.

City of London Network Management

- Update the project team with concerns regarding instances of network congestion as a result of the implementation of the scheme.
- Notify the project team of unavoidable road works that may affect the highway network.

Transport for London Network Performance Delivery Team

- Oversees the Scheme Impact Report as part of TMAN approval.
- Provides input in the Monitoring Strategy.
- Share data and insights on network performance, including signal cycle times.

Transport for London Bus Operations Team

- Provides information on bus performance throughout the experiment.
- Agreed success criteria for bus performance.

Transport for London Engineering Team

- Monitor junction signals operation and road safety.

6.4 Key review periods

- 6.4.1 The Experimental Traffic Order can remain in effect for 18 months, after which a decision must be made whether to make it permanent. The decision-making process is expected to begin no later than 12 months after implementation. It is expected that at this point, the data sets collected will be sufficiently developed to enable analysis.
- 6.4.2 Table 6.1 shows indicative timeline for monitoring and reporting activities.
- 6.4.3 A final report will be produced 12 months after the start of the experiment, providing an analysis of the monitoring data and its comparison against the success criteria outlined in the monitoring strategy. The report will also present the results of the consultation and include the City of London Officers' recommendation to inform the decision-making process.
- 6.4.4 Progress updates will be provided if ongoing monitoring identified data that significantly deviates from the modelled forecasts, necessitating further review of intervention.

Table 6.1: Indicative programme of monitoring activities

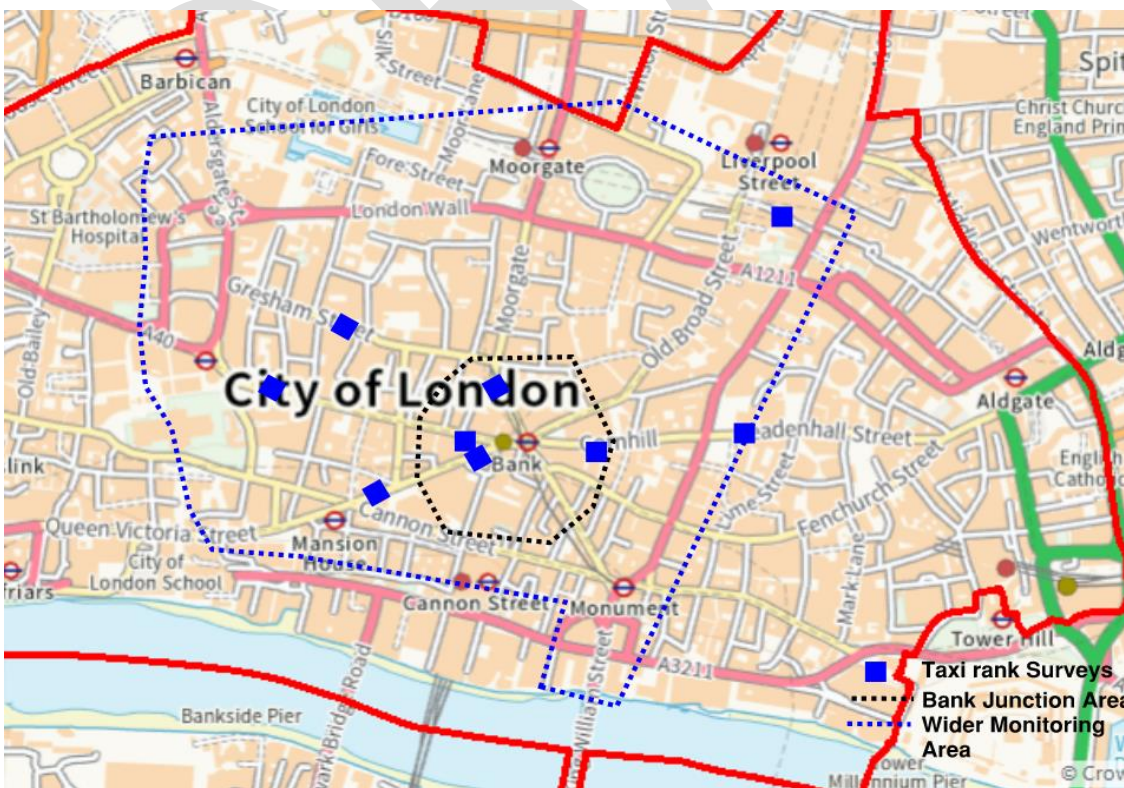
Period	Activity
Pre-start	Perception Surveys, Early Engagement and Baseline Data Collection
Month 1	Experimental Traffic Order goes live. Statutory Consultation starts
Month 2	Public Consultation Starts Ongoing monitoring of iBus data, cycle times and ATCs.
Month 3 -5	Taxi availability surveys Ongoing monitoring of iBus data, cycle times CTCs and ATCs.
Month 6	Public and Statutory consultation ends Taxi availability surveys
Month 7 - 10	Ongoing monitoring of iBus data, cycle times, and ATCs.
Month 11	Consultation Analysis and Reporting Complete Ongoing monitoring of iBus data, cycle times, and ATCs.
Month 12	Ongoing monitoring of CTCs and ATCs. 12-month iBus data available 12-month Cycle Time Data available Resolve objections arising from Statutory consultation.
Month 13	Provisional Safety data available Analysis of results
Month 14	Analysis of results Recommendations for Committee by Project Officers TMAN submission / RSPRG
Month 15 - 16	Governance approvals including TMAN submission / RSPRG
Month 17	Contingency for Governance approval
Month 18	Experimental Traffic Order expires

APPENDIX A: TAXI AVAILABILITY SURVEYS

Manual Taxi Availability Surveys



Taxi Rank Survey Locations



APPENDIX B: BUS MONITORING

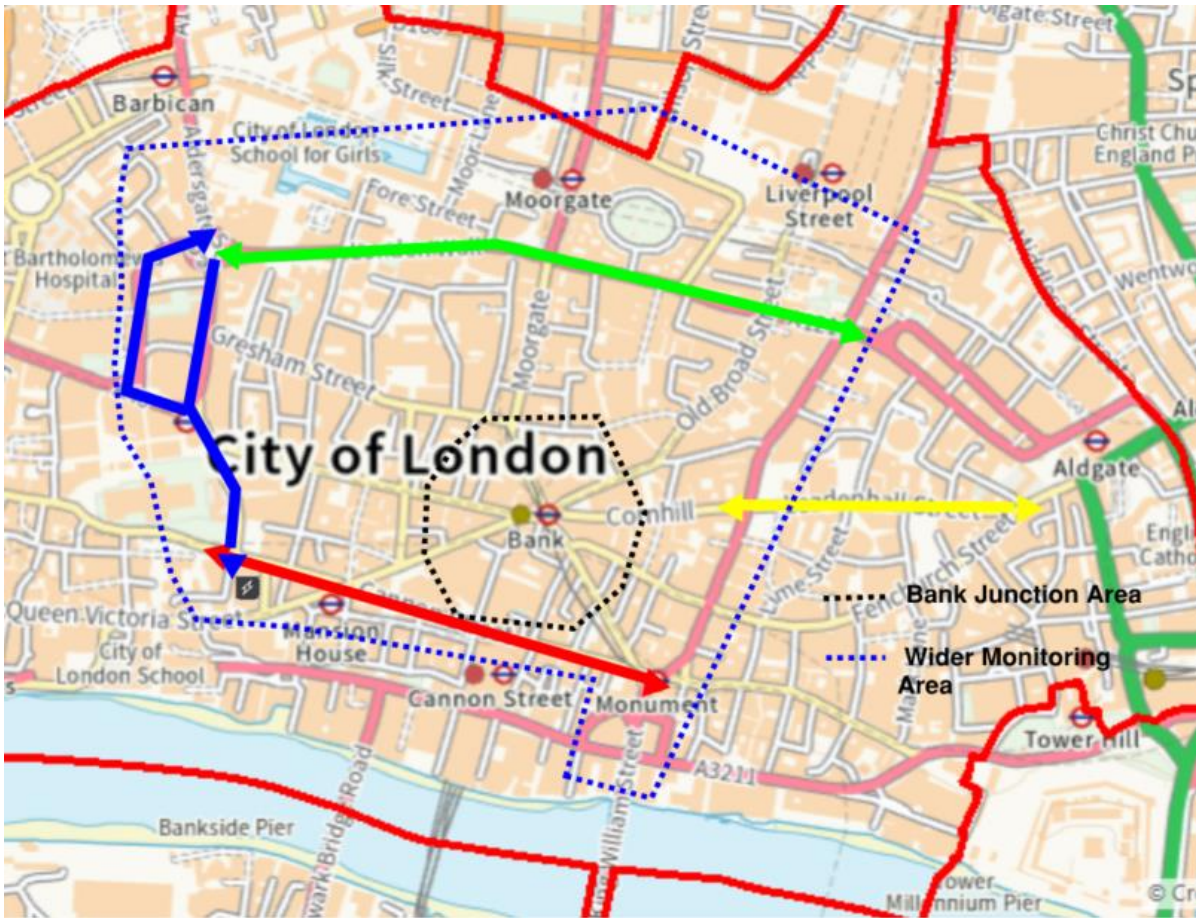
Monitored Bus Route Sections

4_NB	Millennium Bridge (Stop SG)	Aldersgate Street (Stop BC)
4_SB	London Wall (Stop BD)	Millennium Bridge (Stop SF)
8_WB	Liverpool Street (Stop L)	St Paul's (Stop SQ)
8_EB	King Edward Street (Stop ST)	Liverpool Street (Stop F)
15_EB	St Paul's Cathedral (Stop SK)	Monument (Stop H)
15_WB	Monument (Stop J)	St Paul's Churchyard (Stop SH)
17_WB	Monument (Stop Q)	St Paul's Churchyard (Stop SH)
17_SB	St Paul's Cathedral (Stop SK)	Monument (Stop P)
21_SB	Moorgate (Stop L)	Monument (Stop P)
21_NB	Monument (Stop Q)	Moorgate (Stop B)
25_EB	King Edward Street (Stop ST)	Aldgate East (Stop E)
25_WB	Aldgate East (Stop J)	St Paul's (Stop SQ)
26_NB	St Paul's Cathedral (Stop SK)	Liverpool Street (Stop F)
26_SB	Liverpool Street (Stop L)	St Paul's Cathedral (Stop SH)
35_SB	Liverpool Street (Stop K)	Monument (Stop P)
35_NB	Monument (Stop Q)	Liverpool Street (Stop F)
43_NB	London Bridge (Stop Q)	Moorgate Station
43_SB	Moorgate (Stop L)	Monument (Stop P)
47_SB	Liverpool Street (Stop K)	Monument (Stop P)
47_NB	Monument (Stop Q)	Liverpool Street (Stop F)
56_NB	King Edward Street (Stop ST)	Aldersgate Street (Stop BC)
56_SB	London Wall (Stop BD)	St. Paul's Station (Stop SQ)
76_NB	St Paul's Cathedral (Stop SK)	Finsbury Square (Stop D)

76_SB	Moorgate Station (Stop L)	St Paul's Churchyard (Stop SH)
100_EB	King Edward Street (stand)	Minories (Stop H)
100_WB	Mansell Street (Stop S)	King Edward Street (stand)
133_SB	King Edward Street (Stop ST)	Monument (Stop P)
133_NB	Monument (Stop Q)	St Paul's (Stop SQ)
141_SB	Moorgate Station (Stop L)	Monument (Stop P)
141_NB	Monument (Stop Q)	Moorgate Station
149_SB	Liverpool Street (Stop K)	Monument (Stop P)
149_NB	Monument (Stop Q)	Wormwood Street (Stop W)
153_EB	Eldon Street (Stop V)	Liverpool Street Station (Stop N)
153_WB	Liverpool Street Station (Stop C)	Moorgate Station (Stop B)
344_NB	Monument (Stop Q)	Liverpool Street Station (Stop N)
344_SB	Liverpool Street (Stop B)	Fenchurch Street (Stop U)
388_NB	Monument (Stop Q)	Liverpool Street (Stop F)
388_SB	Wormwood Street (Stop Y)	Monument (Stop P)

APPENDIX C: JOURNEY TIMES

Traffic Corridors – Journey Time Monitoring



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