



# Bread Street

## BANK JUNCTION CLOSURE: ONE YEAR ON

The experimental closure of Bank Junction is the subject of debate in the City in general and in the Planning & Transportation Committee in particular. That debate is focused and productive and continues to drive the City of London Corporation's decisions relating to the scheme. The 'big picture' plan remains the same: the City Corporation is determined to see the area transformed into a space that is safe for pedestrians and cyclists, one that has an atmosphere congenial to health and wellbeing, and one that is attractive for those admiring the City from its very heart.

One year on from the start of the operational phase of the scheme, the City Corporation has published the findings from its major survey on views of the current arrangement's success. That survey has attracted 4,300 responses and provides a basis on which decisions about the future of the scheme can be based. The choice facing elected representatives is whether:

- the experiment should be made permanent, as trialled;
- the experiment should be made permanent, with minor modifications; or
- the junction should revert to its previous operation.

In the consultation survey, 45% of respondents supported the experiment as currently implemented. A further 29% generally



supported the scheme but would like to see changes. In total 75% of respondents support or generally support the experiment.

Requests for changes to the experiment include: extending the scheme (for example, by removing buses, or by making it 24 hours per day, seven days per week, and so on) and reducing the scheme to allow more types of vehicles through, such as taxis and/or motorcycles.

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# Aldgate Square is open for business (and pleasure)



By the time this ward newsletter is distributed, the new-look Aldgate Square will be open to the public, ahead of its formal public opening on 4 July.

This project has taken several years and involved major changes to the highway layout and public realm improvements. The main aim was regeneration of the

area for the benefit of business and the local community. And the area has had more greenery introduced alongside a new public space and improved lighting – making the area more inviting – a place for people to linger, socialise and enjoy. Safety for road users has been enhanced including new cycle routes and pedestrian access.

A significant new addition is the Portsoken Pavilion, a steel and glass building housing a social enterprise café operated by Kahaila and providing a new hub promoting events, leisure and play.

While Aldgate Square is the centerpiece of this transformational scheme (sitting between Sir John Cass's Foundation Primary School and St Botolph without Aldgate Church), it has been joined by an

eastern public space at the junction of Middlesex Street and St Botolph Street.

Changes to the traffic layout were completed early in the project timeline. The finished area provides new pedestrian crossing points and allows easier navigation of bus services.

The project has introduced two-way traffic on Aldgate High Street, St Botolph Street, a section of Middlesex Street and Minories. It has already had a significant impact by helping to bring air pollution at the nearby Sir John Cass's Foundation Primary School below the legal annual limit for the first time since monitoring began in 2003.  
[cityoflondon.gov.uk/aldgatearea](http://cityoflondon.gov.uk/aldgatearea)

**Stop press: An Aldgate Square Festival will be held on 15-17 June celebrating all the area has to offer including music, activities, talks, performances and a children's area.**

**It's free to enter and open to all.**  
[cityoflondon.gov.uk/aldgatesquarefestival](http://cityoflondon.gov.uk/aldgatesquarefestival)



## City small businesses: do you qualify for rate relief?

The City Corporation is encouraging small businesses to check if they are missing out on business rate tax relief.

If you're a City business whose sole or main property has a rateable value of £12,000-£15,000 you could be eligible to get a reduction in your business rates of up to 100%. Properties with a rateable value of £12,000 or less get a 100% reduction in their rates bill.

If you meet the eligibility criteria and aren't currently in receipt of rate relief, please contact the City Corporation business rates section.

Find out if your business qualifies and apply via:  
[cityoflondon.gov.uk/raterelief](http://cityoflondon.gov.uk/raterelief)



# General Data Protection Regulation (GDPR)

Data Protection legislation in the UK has changed, with the introduction of the GDPR on 25 May 2018 and a new Data Protection Act. This new legislation is designed to enhance the rights of individuals regarding the use of their personal data by bringing data protection compliance into the modern digital age.

It also introduces new, rigorous, requirements for all organisations, in relation to the reasons for processing personal data, and the manner in which it is processed.

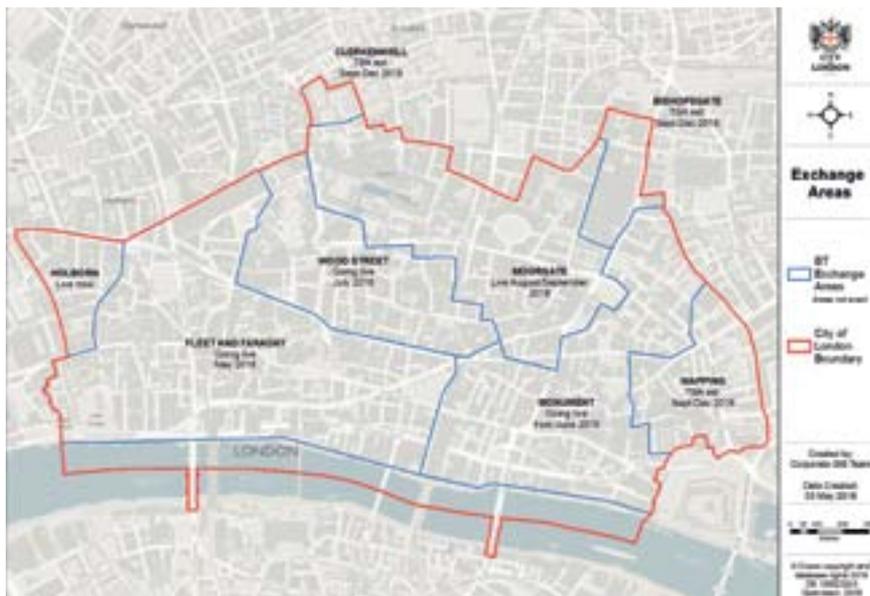
The City Corporation has been busy over the last few months, reviewing and updating its data protection policies and procedures, and taking all necessary steps to ensure it fully complies with the new legal requirements for processing the personal data of its customers, clients and staff (data subjects).

Updated information, including our new data protection policy and full privacy notice, is available at:

[www.cityoflondon.gov.uk/dataprotection](http://www.cityoflondon.gov.uk/dataprotection)  
[www.cityoflondon.gov.uk/privacy](http://www.cityoflondon.gov.uk/privacy)  
or by emailing [information.officer@cityoflondon.gov.uk](mailto:information.officer@cityoflondon.gov.uk)



## High fibre for the City



Until recently broadband speeds in the City have been amongst the slowest in the UK, affecting small business tenants who cannot afford dedicated fibre optic leased lines.

However Openreach is now seeking to roll out "Fibre To The Premises" to every building in the Square Mile **at no cost to the landlord**, offering faster speeds of up to 1 gigabit per second at affordable prices for businesses and residents.

Openreach will use existing ducting to access buildings, avoiding street works to install the new fibre infrastructure into basements. This work will require landlord consent in the form of wayleave and Openreach will need to undertake a quick building survey.

Openreach will undertake a phased roll out across the City shown on the map.

**Residents and business tenants interested should visit**  
[cityoflondon.gov.uk/fibrebroadband](http://cityoflondon.gov.uk/fibrebroadband)  
or contact [cpat@cityoflondon.gov.uk](mailto:cpat@cityoflondon.gov.uk)

## Car park spaces at Smithfield Rotunda

Did you know? You can hire car parking spaces during weekdays and weekends at a reasonable cost.

Smithfield Rotunda, located in West Smithfield is manned 24 hours per day, with good lighting and within easy walking distance for most of the recipients of this newsletter.

For more information on hiring and pricing details, please contact the [Smithfield.Market@cityoflondon.gov.uk](mailto:Smithfield.Market@cityoflondon.gov.uk)





# Bread Street

## Who we are



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### USEFUL CONTACTS

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#### Bread Street Ward Club

Joint Hon. Secretary: [Melanie Peters \(melaniepeters137@bfineternet.com\)](mailto:melaniepeters137@bfineternet.com)

Joint Hon. Secretary: [Susan Konowich \(fas.konowich@gmail.com\)](mailto:fas.konowich@gmail.com)

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#### Ward Constable PC Sarah Gallagher

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## CONTACT US

To write to any of your Members, to let us know if you wish to receive this newsletter by email in future, or to inform us if you wish to be taken off the distribution list write c/o

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We are always happy to talk to workers and residents within the Ward about any issues you may wish to raise. Please contact us if you would like to arrange a meeting.

## COMMUNICATING WITH THOSE WHO LIVE AND WORK IN THE CITY OF LONDON

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Over all, the most common request for a variation was to allow black cabs through the junction. This was suggested by 12% of the total respondents, most of whom (70%) were taxi-drivers. For understandable reasons, taxi-drivers have been campaigning for black cabs to be allowed to go through the junction at all times. While nothing has been ruled out at this stage, the significant reservations about any such modification are that traffic in the junction would be materially increased and that the road safety improvements would be compromised.

One of the principal questions, however, concerns the impact of the closure on journey times for those travelling around the City. While this is not necessarily an

overriding consideration, it is certainly an important one. Monitoring has shown that the modelling carried out in advance of the experiment was a good guide to the reality: the fact is that journeys now diverted away from the junction are not significantly longer than they were before the closure.

The experiment has been hindered to some extent by major roadworks being carried out in the surrounding streets by various utilities, in this case mainly the gas companies. No one questions the importance of prompt and effective repair of gas pipes. But it is undeniably disruptive when major City streets have to be closed for extended periods to resolve problems caused by obsolete conduits. To cope

with the traffic flow diverted away from Cannon Street and Gracechurch Street, it has been necessary to re-open Queen Victoria Street, partially and temporarily. Unfortunately, this both impairs the effectiveness of the experiment and demonstrates the City's high dependence on alternative routes at times of temporary closures; it therefore raises the question of whether complete and permanent closure could ever be achieved.

The Bread Street representative on the Planning & Transportation Committee is Oliver Lodge. He continues to participate in the decision-making process for this major strategy and is always happy to hear your views. His contact details are on this page.