Public Document Pack

# Streets and Walkways Sub (Planning and Transportation) Committee

**Date:** **MONDAY, 23 FEBRUARY 2015**

**Time:** **1.45 pm**

**Venue:** **COMMITTEE ROOMS, 2ND FLOOR, WEST WING, GUILDHALL**

**Members:**

Marianne Fredericks (Chairman)
Jeremy Simons, Open Spaces and City Gardens (Deputy Chairman)
Randall Anderson
Alex Bain-Stewart
Deputy John Barker, Finance Committee (Ex-Officio Member)
Revd Dr Martin Dudley
Alderman Alison Gowman, Police Committee (Ex-Officio Member)
Brian Harris
Oliver Lodge
Sylvia Moys
Graham Packham
Deputy Michael Welbank

**Enquiries:** **Katie Odling**
**tel. no.: 020 7332 3414**
**katie.odling@cityoflondon.gov.uk**

**Lunch will be served in Guildhall Club at 1pm**

**N.B: This meeting could be subject to audio video recording.**

**John Barradell**
**Town Clerk and Chief Executive**

# AGENDA

## Part 1 - Public Agenda

1. **APOLOGIES FOR ABSENCE**

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 19 January 2015.

**For Decision**
(Pages 1 - 4)

4. **OUSTANDING REFERENCES**
Report of the Town Clerk.

**For Information**
(Pages 5 - 8)

5. **REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT :-**

**a) Museum of London Roundabout - Road Danger Reduction Measures - Monitoring Report**

**For Decision**
(Pages 9 - 18)

**b) Crossrail Moorgate Gateway 4 stage 1 report**

**For Decision**
(Pages 19 - 40)

c) **Crossrail Liverpool Street** (To Follow)

d) **Transport for London (TfL) funding** (To Follow)

**e) Plough Place Environmental Enhancements**

**For Decision**
(Pages 41 - 58)

**f) Lime Street and Cullum Street Enhancement Works**

**For Decision**
(Pages 59 - 98)

g) **Cycle Superhighways - The Mayor's Decision**
*NB: The appendix to this report has been circulated as a separately bound document.*

**For Information**
(Pages 99 - 104)

6. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**

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

**STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE**

**Monday, 19 January 2015**

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Rooms, 2nd Floor, West Wing, Guildhall on Monday, 19 January 2015 at 1.45 pm

**Present**

**Members:**
Marianne Fredericks (Chairman)
Jeremy Simons (Deputy Chairman)
Randall Anderson
Alex Bain-Stewart
Deputy John Barker (Ex-Officio Member)
Brian Harris
Sylvia Moys
Graham Packham
Deputy Michael Welbank

**Officers**

| | |
|---|---|
| Katie Odling | Town Clerk's Department |
| Olumayowa Obisesan | Chamberlains |
| Anna Simpson | Comptrollers and City Solicitor's Department |
| Steve Presland | Department of the Built Environment |
| Victor Callister | Department of the Built Environment |
| Iain Simmons | Department of the Built Environment |
| Ian Hughes | Department of the Built Environment |
| Patrick Hegarty | Open Spaces Department |
| Alan Rickwood | City Police |
| Dave Aspinall | City Police |

1. **APOLOGIES FOR ABSENCE**
   Apologies for absence were received from Alderman Alison Gowman and Oliver Lodge.

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

3. **MINUTES**
   RESOLVED – That the Minutes of the meeting held on 17 November 2014 be approved.

4. **OUTSTANDING REFERENCES**

**Ludgate Circus**

The Transportation and Public Realm Director provided an update in relation to the fatality at Ludgate Circus. Various actions had been taken to mitigate the risk of further accidents including strengthening the 20mph signage. Officers were liaising with Transport for London to reinforce and address safety needs. Members were informed by the City of London Police that as the incident was still under investigation; no further details could be released.

**Cycle Superhighway**

Members were informed that the results of the public consultation would be published by Transport for London on 27 January 2015 with a view to a decision being made regarding construction on 4 February 2015. It was agreed that it would be beneficial to provide an update to the Sub Committee on 23 February 2015 and afterwards to all Members of Court in March 2015 via a briefing session.

**Parking for Motorcycles**

Members were informed that a policy document was being drafted regarding the framework for charging, provision of more parking bays and theft of motorcycles. Particular reference was made to on-street parking for motorcycles on Swan Lane and whether this was an appropriate area. The alternative was to move the parking bays to Lawrence Hill; however, this would be confirmed at a later date once the use of space had been investigated further.

**20mph Speed Limit**

Members were informed that since October there had been 100 Traffic Offence Reports, 114 Enforcement Fixed Penalty Notices and 25 summonses to court. Future reports of this kind would include details of any prosecutions.

5. **SPECIAL EVENTS ON THE HIGHWAY**

The Sub Committee considered a report of the Director of the Built Environment regarding Special Events on the public highway.

**Smithfield Nocturne**

Members were informed that this event was likely to be cancelled or relocated – the event organisers had submitted an application to move the event to the Cheapside area on a much larger scale. It was agreed to investigate whether there were any issues between the organisers and market traders at Smithfield.

Members requested further details regarding the noise complaints which had been reported from as far away as the Barbican via a briefing note outside of the meeting.

**Go Karting**

Officers had requested further information from the event organisers on similar events; however the response had been limited. At present, the City Corporation was not in a position to be able to support such an event because the vehicles were not road worthy and therefore not legal. The legislative

position was changing to permit races on the public highway, but the date for the new regulations coming into force was not known, and in addition races would need to be approved by the relevant official motor sports body. Some Members also expressed concerns that non electric Go Karts would add to both noise and pollution levels. Members noted that if the legal position changed, then a similar event might be supported in future particularly if electric vehicles were used. Members were in agreement that this event should not be supported at this time.

RESOLVED – That,

a) the retention of the British 10k, BUPA 10k and RideLondon events through the City with amended routes be approved;
b) the likely removal of the Smithfield Nocturne from this year's events calendar be noted; and
c) the City Go-Kart Grand Prix would not be supported at this time.

6. **MITRE SQUARE**

The Committee considered a report of the Director of the Built Environment regarding Mitre Square.

The Sub Committee discussed the potential source (s) of funding and the sum of £50,000 which would be used for air quality monitoring. It was noted that all S106 arrangements included a contribution for the monitoring of air quality.

The Sub Committee highlighted the importance of creating a space which was accessible to all users and also a space which did not encourage skateboarding or anti-social behaviour.

RESOLVED – That,

a) the Scheme Objectives as detailed in Appendix 1 be approved; and
b) progression of the project and the release of funds, as set out in Section 16 and Appendix 4 (Table 2) of the report be approved;

7. **ALDGATE HIGHWAY CHANGES AND PUBLIC REALM ENHANCEMENT**

The Sub Committee considered a report of the Director of the Built Environment regarding the Aldgate Highway Changes and Public Realm Enhancement.

The Sub Committee expressed thanks to Officers for an excellent piece of work.

RESOLVED – That the report be noted.

8. **ANNUAL ON-STREET PARKING ACCOUNTS 2013/14 AND UTILISATION OF ACCRUED SURPLUS ON HIGHWAY IMPROVEMENTS AND SCHEMES**

The Sub Committee received a report of the Chamberlain regarding the annual on-street parking accounts 2013/2014 and utilisation of accrued surplus on highway improvements and schemes.

RESOLVED – That the report be noted.

9. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**

**Skateboarding –** The landscaping work on the riverside near the City of London Boys School was nearing completion and was already proving attractive to skateboarders. This was causing disruption to the school and was having a negative impact on the enjoyment of visitors using the new space. Officers explained that seating planned for the scheme was yet to be installed and when it was this should limit the opportunity for skateboarding.

A Member suggested that officers be formally actioned to prepare a set of design principles for New Street and public space works that discouraged skateboarding. The design principles should be reviewed at a future meeting of the Sub Committee and afterwards by the Planning and Transportation Committee once Members were happy with the proposals.

It was also suggested that a specific design goal be adopted for all future projects of this nature and that they should be designed to discourage this activity.

It was felt that when these projects were reviewed by Members, this issue should be specifically highlighted and the proposals reviewed with this objective in mind before authorisation to proceed was given.

In reply, the Transportation and Public Realm Director confirmed that such a project was already underway focused around the prevention of skateboarding at St Paul's. This report, including design principles, is targeted for completion prior to this summer recess.

RESOLVED – That a wider review and a specific piece of work be undertaken to address skateboarding at St Paul's (an approximate timeframe would be reported to the Sub Committee).

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

There were no items of urgent business.

**The meeting ended at 3.30 pm**

---

Chairman

**Contact Officer: Katie Odling**
**tel. no.: 020 7332 3414**
**katie**.odling@**cityoflondon.gov.uk**

| *Date* | *Action* | *Officer responsible* | *To be completed/ progressed to next stage* | *Notes/Progress to date* |
|---|---|---|---|---|
| **22 September 2014 Item 6** | **Middlesex Street Estate** Information reports containing details of the use of the on-street Parking Reserve Fund to be submitted to the Streets and Walkways Sub Committee | Director of the Built Environment | | **Report to:** *Planning and Transportation Committee – 24th February 2015* *Streets and Walkways Sub Committee – 23rd February 2015* *Completed and should be taken off* |
| **22 September 2014 Item 9, 20 October 2014 Item 3; and 19 January 2015** | **Parking for Motorcyclists** As part of the review of fees and charges for car parks, consideration be given to the implications on motorcycle parking.<br><br>A further report to be submitted to the Sub Committee regarding the framework for charging, provision of more parking bays and theft of motorcycles | Director of the Built Environment<br><br>Director of the Built Environment | | • A policy document was being drafted regarding the framework for charging, provision of more parking bays and theft of motorcycles.<br>• Arrangements for parking on Sean Lane would be confirmed at a later date.<br>• Report scheduled for summer 2015 |
| | | | | |
| **19 January 2015** | Following an incident involving a cyclist and a lorry on Ludgate Circus, a Member requested that | Director of the Built Environment | | • Various actions had been taken to mitigate the risk of further accidents including strengthening the 20mph |

| | | | | |
|---|---|---|---|---|
| | consideration be given to immediate measures that could be put in place to improve the safety of this junction. The Transport and Public Realm Director assured Members he would engage with Transport for London on this matter. | | | signage.<br>• Officers were liaising with Transport for London to reinforce and address safety needs.<br>• Members were informed that as the incident was still under investigation; no further details could be released.<br>• No further update available as yet re the accident however TfL have responded to officer concerns and removed the proposals to operate with staggered pedestrian crossings when the CSH is introduced. |
| | | | | |
| **19 January 2015** | It was agreed to organise a walk about/briefing session for Members to aid the understanding of the formula for the condition index (Appendix 1 - UKPMS Carriageway condition survey 2012/13 and 2013/14) | Director of the Built Environment | | • A walk about /briefing session would be organised in due course |
| | | | | |
| **19 January 2015** | **Special Events on the Public Highway – Smithfield Nocturne** Members requested further details regarding the noise complaints which had been reported from as far away as the Barbican via a | Director of the Built Environment | | It has now been agreed that the Nocturne will take place at Smithfield this year. Both Markets staff and traders are supportive of this arrangement |

| | | | | |
|---|---|---|---|---|
| | briefing note outside of the meeting. | | | |
| | | | | |
| **19 January 2015** | **Questions – Skateboarding**<br>That a wider review and a specific piece of work be undertaken to address skateboarding at St Pauls (an approximate timeframe would be reported to the Sub Committee). | Director of the Built Environment | | It is envisaged the report to the Sub Committee will be before the 2015 recess. |
| | | | | |
| **Ongoing action required** | **20mph speed limit – To receive regular updates on enforcement action.** | City of London Police | | |
| | | | | |
| **Ongoing report required** | **Cycle Superhighway – to receive any information on progress** | Director of the Built Environment | | • Report to 23 February 2015 Sub Committee. |

This page is intentionally left blank

| Committee(s) | Dated: |
|---|---|
| **Streets & Walkways Sub Committee** | 23rd February 2015 |
| **Subject:**<br>Museum of London Roundabout - Road Danger Reduction Measures – Monitoring Report | **Public** |
| **Report of:**<br>The Director of the Built Environment | **For Decision** |

## Summary

On 20th October 2014, Members approved a scheme to improve road safety at the London Wall/Aldersgate Street roundabout. Part of the approval included changing the size and layout of the roundabout on a trial basis, with the impacts of the change being monitored. If the changes were successful, it could be made permanent.

On 6th December 2014, road markings were implemented to commence the trial. Monitoring of the trial has been quite extensive, with daily observations and specific traffic data been obtained.

The trial has been very useful in that it has shown which elements work well and which elements require further attention. Although there have been journey time increases, changes have been scheduled to improve the operation of the trial without compromising the original aims of the scheme. These changes include restoring two traffic lanes on the London Wall approach. This is expected to restore journey times and queue lengths to previous levels and will therefore provide a better balance between traffic movement and the needs to improve road safety.

The remainder of the measures have been found to work very well and no further changes to these are considered necessary at this stage. The narrower lanes and circulating area of the roundabout has reduced speeds and conflicts. There have been no collisions since the start of the trial and observations have shown that cyclists generally use the layout as intended. However there have been some perceived concerns regarding cyclists being “squeezed” in the roundabout when heading southbound in the roundabout. It is therefore recommended that the trial be extended for a further 3 months to enable the recent scheduled changes and the potential cycle safety concerns to be further monitored and if necessary, to allow for further changes to be made.

## Recommendation(s)

Members are asked to:

- Note the outcome of this trial so far and agree to an extension of the trial for a further 3 months.
- Agree that a further report be brought back to this Committee to decide whether to make the scheme permanent following the extended trial.

## Main Report

### Background

1. On 20th October 2014, Members approved a scheme to improve road safety at the London Wall/Aldersgate Street (Museum of London) roundabout. The measure consists of road markings and lighting improvements. The road markings were intended to reduce the width of the roundabout, improve lane discipline, and reduce traffic speeds and conflicts.

2. Members also agreed that, due to the potential impact on traffic capacity, the road marking proposals would be introduced on a trial basis and be closely monitored by officers. If the trial was considered successful, it would be made permanent. As there are no traffic implications arising from the lighting improvements, these were to be implemented permanently.

3. On 6th December 2014 the trial layout was introduced. This new layout has reduced the number of approaching traffic lanes from two to a single lane on all arms of the roundabout as well as reducing the circulatory area of the roundabout. A plan of the trial layout is included in Appendix A.

### Current Position

4. The trial measures have been in operation since 6th December 2014. Since then and following officer observations, a number of minor additions and amendments (such as traffic cones and signage) have been added to improve the effectiveness of the scheme.

5. The lighting works are now scheduled to commence in mid-February and will be completed by the end of February 2015.

6. Monitoring of the trial has been quite extensive. Details of the results of the monitoring are provided below.

### Monitoring

7. The performance and safety of the trial layout has been monitored using two methods. Firstly by officers carrying out daily site observations and secondly, by commissioning traffic data collection. The findings of these are summarised below.

<u>Daily Site Observations</u>

8. Site observations have shown that the scheme has been largely successful but there have also been some traffic implications. The successes include:-

    a. The narrowing of the circulating area whilst still providing sufficient width to avoid “pinching” of cyclists has been effective at guiding motorists to use it in a single lane.

b. The narrower carriageways have reduced traffic speeds both approaching the roundabout as well as going around it.
c. The “give way” markings have been moved closer to the roundabout where the inter-visibility of all users has been improved.
d. There have been no injury collisions since the trial. The majority of the previous collisions were to cyclist in the north-eastern corner. The markings have therefore separated cyclists from motor vehicles at this location therefore reducing risks. This is expected to reduce collisions from occurring here.

9. The main traffic implications relate to the westbound approach to the roundabout (London Wall). Observations have shown that there are much longer queues and delays on this approach than before. These delays are greatest during the morning period where delays have been observed to extend to Moorgate and can take over 10 minutes to proceed beyond the roundabout. Queuing traffic has also been observed to tail back beyond Moorgate on occasions but because of other variables, it is not reliable to simply attribute these delays to the changes at the roundabout.

10. There are also some delays during the afternoon (around lunch time) and evening peak periods along London Wall. The delays observed during these times are intermittent and sometimes extend back as far as Brewers Garden (east of Wood Street junction) and taking 5 to 6 minutes longer before reaching the roundabout.

11. During the morning and evening peak periods, there are many more pedestrians using the zebra crossing on London Wall. This severely restricts westbound traffic flows into the roundabout and therefore is the main factor for the delays. In addition, there are also temporary road and lane closures on Ludgate Hill, Appold Street, Sun Street, Moorgate and London Wall itself. It is considered that these have contributed to delays.

12. Observations have shown that the Aldersgate Street and Montague Street arms and the circulating area of the roundabout are operating very well with no, or very limited, traffic implications or delays.

<u>Traffic Survey Data</u>

13. Queue length, journey time and video surveys were undertaken in late January and early February 2015. Analysis of these data has shown similar results to those observed by Officers. The most significant traffic impact is during the morning period between 8am to 11am along London Wall where traffic is queuing beyond Wood Street. During this period, there is an hour (8.45am to 9.45am), where traffic queues extend back to Moorgate. Data beyond Moorgate has not been obtained for the same reason as explain in para 9. Again on London Wall, there are also delays during the afternoon and evening peak periods. The results of the London Wall queue length and journey time surveys has been summarised and are included in Appendix B. The table below provides a comparison of the journey times before and during the trial for the London Wall approach (rounded to the nearest half minute).

Journey Time Comparison

| | London Wall Approach - Journey Times | | |
|---|---|---|---|
| | AM Peak | Afternoon Peak | Evening Peak |
| Before | 3 minutes | 1 ½ minutes | 1 ½ minutes' |
| During trial layout | 11 ½ minutes | 6 minutes | 7 ½ minutes |
| Difference | + 8 ½ minutes | + 4 ½ minutes | + 6 minutes |

14. Journey times and queue lengths on Montague Street and Aldersgate Street (north) appear unchanged throughout the day from the layout prior to the trial.

**Improvements**

15. Officers recognise that the extended delays are more significant than originally envisaged. This is probably due to the frequent use of zebra crossing by pedestrians and because of the temporary traffic management arrangements employed elsewhere. Proposals for reducing the impacts without compromising on the original aims (road danger reduction) of the scheme have been developed and it is anticipated that this will be in place by the time this committee meets. This includes restoring two approach lanes (but separating the traffic movements) on London Wall. The near side lane will be marked out as a left turn only lane into Aldersgate Street (south) whilst the off side lane will be a right turn only for northbound or u-turning traffic. The change is expected to restore traffic capacities and queue lengths to levels before the trial. Furthermore, separating these traffic movements will continue to encourage motorists to use the roundabout in a single lane and will therefore also reduce conflicts that would otherwise be inherent with two un-guided lanes. The cycling elements on the westbound London Wall approach and within the south-eastern sector of the roundabout will be removed to enable the two lanes to work. These changes are considered to provide a better balance between traffic flows and road safety. The revised layout is shown in Appendix C. An update on how the improvements are operating will be provided at your meeting.

16. At this stage, no further changes are considered necessary to the remainder of the scheme. However there have been some perceived concerns regarding cyclists being "squeezed" in the roundabout when heading southbound in the roundabout. It is therefore recommended that the trial be extended for a further 3 months to enable the recent scheduled changes and the perceived cycle safety concerns to be monitored and if necessary, to allow for any further changes to be made. Officers will also seek comments from the cycling community with regard to the ease of use of the new layout and any feedback, along with accident data received will be considered alongside the trial extension.

**Implications**

17. The changes to restore two traffic lanes on the London Wall approach and to the south-eastern sector of the roundabout have been estimated to cost £2,500. This can be funded from DBE's Traffic Management Budget of £117,000 in 2014/15

## Conclusion

18. The trial scheme has been very useful in that it has shown which elements of the scheme have worked well and which requires further attention. Although there have been delays, which have been longer than first envisaged, changes to the scheme have been commissioned that will improve the operation of the scheme without compromising its original aims i.e. improved road safety. This includes the restoration of the two lanes on the London Wall approach, which is expected to restore journey times and queue lengths to previous levels. This will provide a better balance between traffic movement and the need to improve road safety.

19. The remainder of the measures have been found to work satisfactorily and no further changes to these are currently considered necessary. However, if an extension to the trial is approved, and significant problems remain, changes can be considered together with a further report being brought back to this committee for consideration.

## Appendices

- Appendix A – Trial layout plan
- Appendix B – Traffic Survey Data
- Appendix C – Layout plan of the scheduled changes

## Background Papers

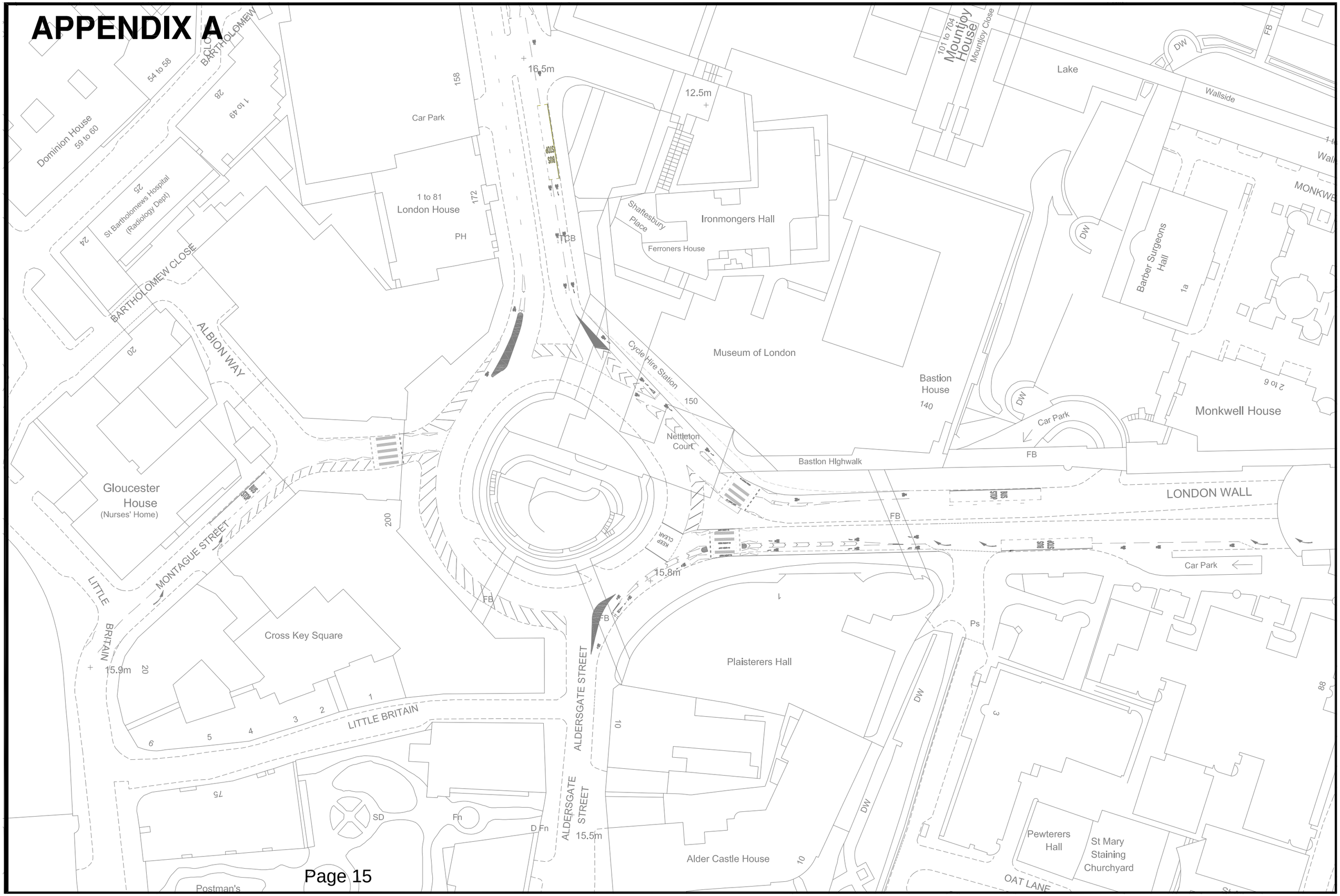
Museum of London Roundabout – Proposed Road Danger Reduction Measures (Streets & Walkways Sub Committee)

**Albert Cheung**
Project Manager

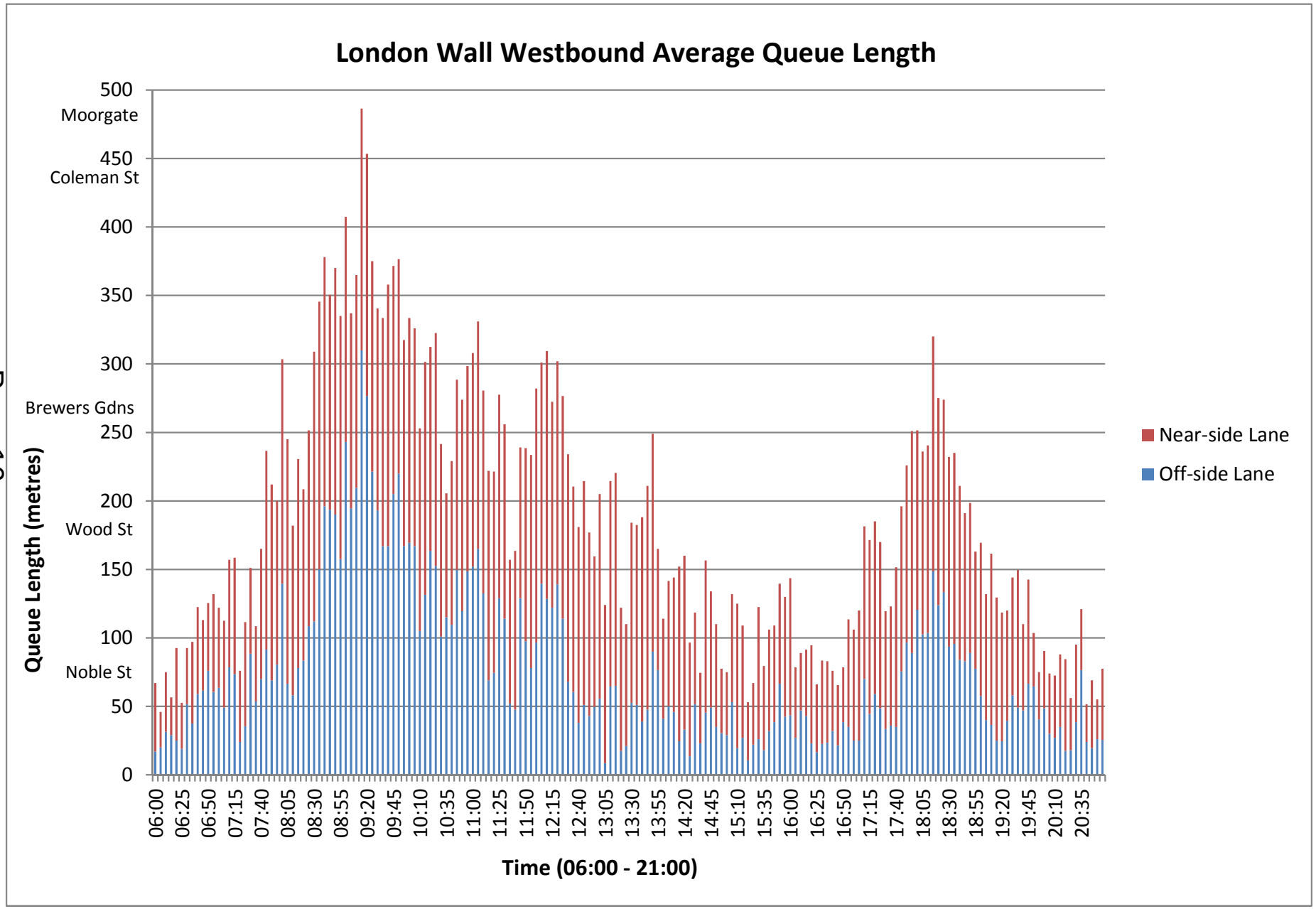
T: 020 7332 1701
E: albert.cheung@cityoflondon.gov.uk

This page is intentionally left blank

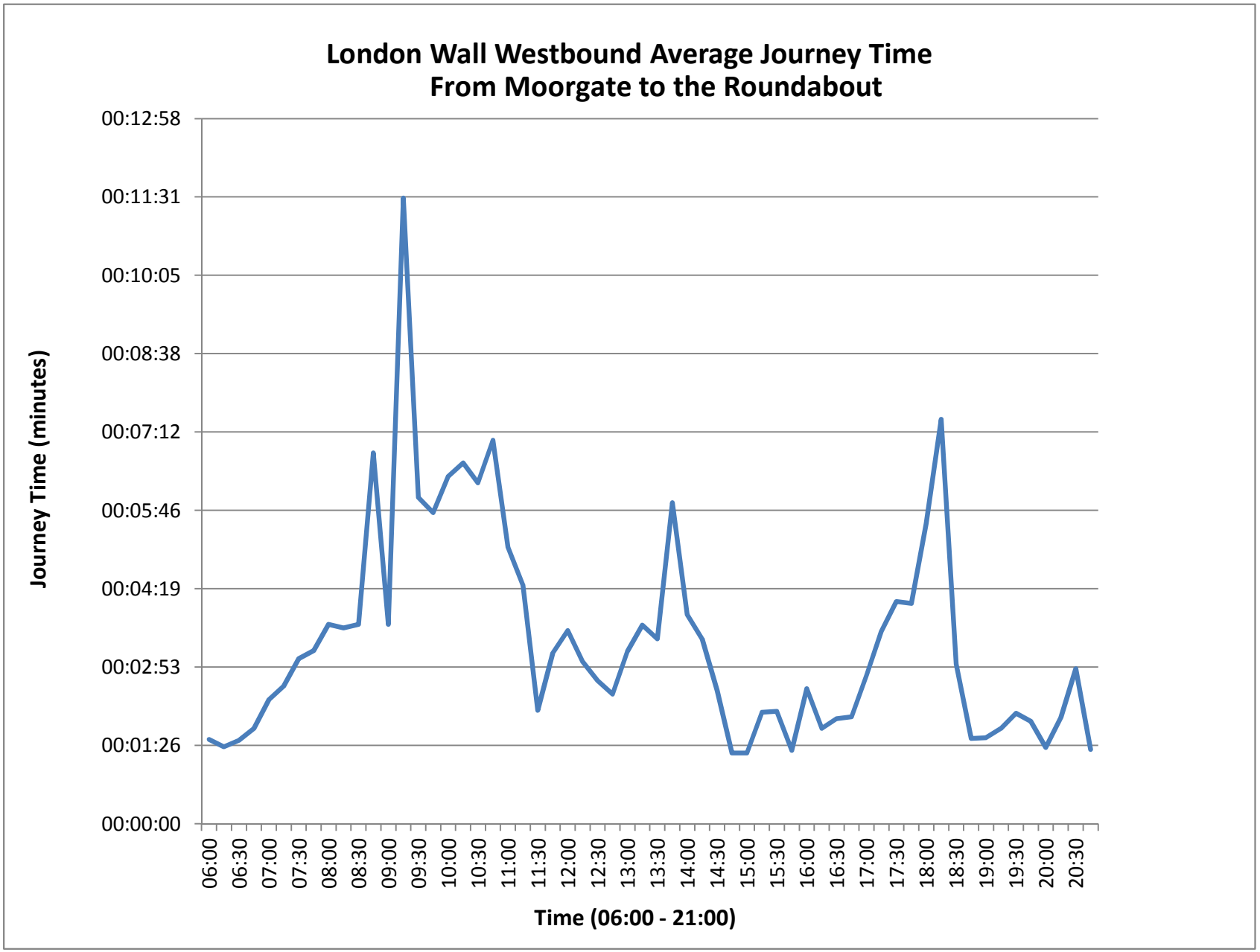
# APPENDIX A


Dominion House
59 to 60
54 to 58
28
1 to 49
ST BARTHOLOMEW
25
St Bartholomews Hospital
(Radiology Dept)
24
BARTHOLOMEW CLOSE
20
ALBION WAY
Gloucester
House
(Nurses' Home)
BUS STOP
MONTAGUE STREET
LITTLE BRITAIN
15.9m
20
Cross Key Square
6
5
4
3
2
1
LITTLE BRITAIN
75
SD
Fn
D Fn
Postman's
158
Car Park
16.5m
1 to 81
London House
172
PH
TCB
200
BUS STOP
KEEP CLEAR
FB
15.8m
ALDERSGATE STREET
15.5m
12.5m
Shaftesbury
Place
Ironmongers Hall
Ferroners House
Museum of London
Cycle Hire Station
150
Nettleton
Court
Bastion Highwalk
Bastion
House
140
Plaisterers Hall
10
Alder Castle House
101 to 704
Mountjoy
House
Mountjoy Close
Lake
DW
FB
Wallside
Barber Surgeons
Hall
1a
MONKWELL
Monkwell House
2 to 6
Car Park
LONDON WALL
BUS STOP
Ps
3
88
Pewterers
Hall
St Mary
Staining
Churchyard
OAT LANE

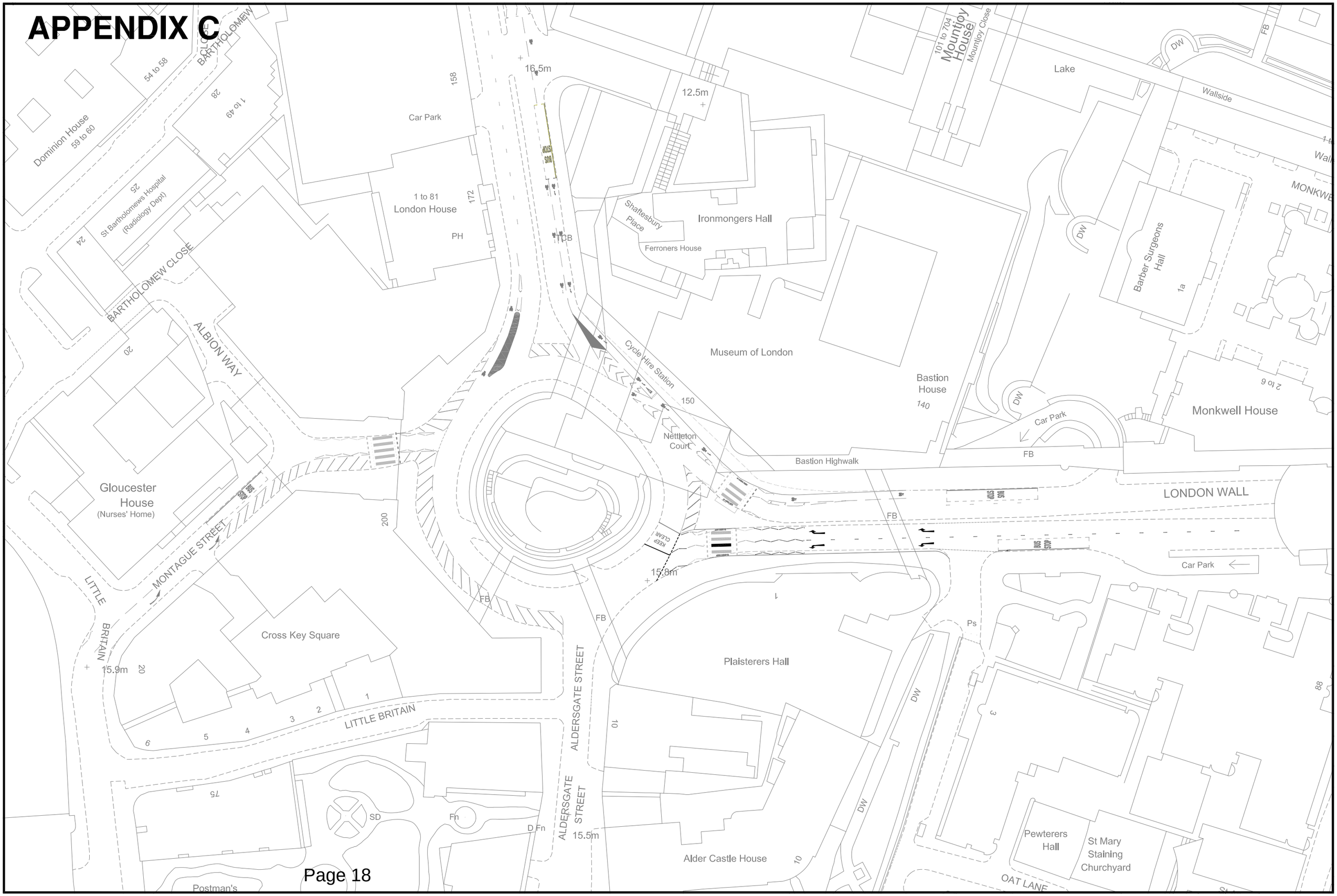
# APPENDIX B


London Wall Westbound Average Queue Length
Queue Length (metres)
500
Moorgate
450
Coleman St
400
350
300
Brewers Gdns
250
200
Wood St
150
100
Noble St
50
0
06:00
06:25
06:50
07:15
07:40
08:05
08:30
08:55
09:20
09:45
10:10
10:35
11:00
11:25
11:50
12:15
12:40
13:05
13:30
13:55
14:20
14:45
15:10
15:35
16:00
16:25
16:50
17:15
17:40
18:05
18:30
18:55
19:20
19:45
20:10
20:35
Time (06:00 - 21:00)
Near-side Lane
Off-side Lane

# APPENDIX B


London Wall Westbound Average Journey Time
From Moorgate to the Roundabout
Journey Time (minutes)
00:12:58
00:11:31
00:10:05
00:08:38
00:07:12
00:05:46
00:04:19
00:02:53
00:01:26
00:00:00
06:00
06:30
07:00
07:30
08:00
08:30
09:00
09:30
10:00
10:30
11:00
11:30
12:00
12:30
13:00
13:30
14:00
14:30
15:00
15:30
16:00
16:30
17:00
17:30
18:00
18:30
19:00
19:30
20:00
20:30
Time (06:00 - 21:00)

# APPENDIX C


BARTHOLOMEW
54 to 58
28
1 to 49
Dominion House
59 to 60
25
St Bartholomews Hospital
(Radiology Dept)
24
BARTHOLOMEW CLOSE
20
ALBION WAY
158
16.5m
Car Park
172
1 to 81
London House
PH
TCB
12.5m
Shaftesbury Place
Ironmonkers Hall
Ferroners House
Museum of London
Cycle Hire Station
150
Nettleton Court
Bastion Highway
Bastion House
140
101 to 704
Mountjoy House
Mountjoy Close
Lake
DW
FB
Wallside
MONKWELL
Barber Surgeons Hall
1a
2 to 6
Monkwell House
Car Park
LONDON WALL
Car Park
Gloucester House
(Nurses' Home)
MONTAGUE STREET
200
LITTLE BRITAIN
15.9m
Cross Key Square
LITTLE BRITAIN
ALDERSGATE STREET
15.8m
Plaisterers Hall
Ps
DW
88
3
10
Alder Castle House
15.5m
SD
Fn
D Fn
75
Postman's
Pewterers Hall
St Mary Staining Churchyard
OAT LANE

| **Committees:** | **Dates:** | |
|---|---|---|
| Streets and Walkways Sub-Committee<br>Projects Sub | 23 February 2015<br><br>23 February 2015 | |
| **Subject:** EE106 Crossrail Moorgate Gateway 4 (stage 1) report | **Gateway 4 (stage 1) - Detailed Design** | **Public** |
| **Report of:**<br>Director of the Built Environment | **For Decision** | |


**Summary**

*Dashboard*

1) Project Status: Green
2) Timeline: Design proposals agreed with stakeholders
3) Total Estimated Cost: £1-1.3 million (externally funded)
4) Spend to Date: £81,826
5) Overall project risk: Low


Context:

This report seeks approval of detail design proposals immediately around the new Moorgate Crossrail entrance, as defined by a proposed security cordon. A site location plan is attached as Appendix 1 and the proposals are set out in Appendix 2. Timely approval of these detail design proposals will allow Crossrail to proceed with applying for planning permission without risk of delay to their work programme. It will also allow the City to report back at Gateway 4 (stage 2) on the outcomes of an in-depth study into the effects of Crossrail passengers on the surrounding road network.

Crossrail have agreed a revised General Arrangement plan for the area inside the security cordon (refer to Appendix 2) with the City which replaces a plan originally produced by Crossrail's consultant in 2011. The new plan has allowed Crossrail to co-ordinate the design and development of the station entrance area with the wider public realm proposals being carried out by the City. It is expected that Crossrail will submit for planning approval for the public realm works within the security cordon in mid-2015.

A more detailed design for the area outside the security cordon will be developed in accordance with the agreed General Arrangement plans and submitted to this committee for consideration in due course.

Background:

Crossrail submitted draft proposals for the Moorgate Crossrail Station Integration project in 2011, which needed to be revised with input from key stakeholders to accord with the City's strategy for the Liverpool Street Area 2012, adopted in 2013. It was agreed with Crossrail that the design would be progressed through a Working Group process, leading to an amended design developed in partnership with the City and neighbouring stakeholders. This would allow Crossrail to proceed on their timetable provided the City had agreement from Members originally by December 2014. The December deadline was then extended to February 2015 at Crossrail's request.

Following Gateway 3 approval in August 2014 the project was approved to

proceed to Gateway 4 via a two stage reporting process.

Gateway 4 (stage 1) is intended set out the design proposals for the area immediately around the station entrance to the General Arrangement level of design. It also includes outline design proposals for a broader area of primary interest, including Moorgate.

To meet Crossrail's deadline the proposals around the station entrance requires Member approval by February 2015. The deadline enables Crossrail to develop the detail design for the area under their responsibility for implementation, and work with the City on developing this design prior to the submission of a planning application in line with their work programme.

Gateway 4 (stage 2) will require a report to committee setting out the detailed design and details of options for traffic management in Moor Place and Moorfields, in conjunction with an assessment of the broader impacts of an increase in pedestrian numbers on the road network managed by the City.

Progress to date:
A summary of spend to date is shown in Table 1, which includes commitments to date. It is estimated that an additional £7,858will be required to complete Gateway 4 (stage 1), giving an underspend of £25,315 for this stage.

**Table 1 – Financial summary: Spend to date.**

| *tem description* | *Approved budget* (£) | *Spend to date (£)* | *Balance (£)* |
|---|---|---|---|
| Consultants costs | 70,000 | 62,141 | 7,858 |
| Staff costs (transport and public realm) | 45,000 | 19,685 | 25,315 |
| *subtotal* | *115,000* | *81,826* | *33,174* |

Since Gateway 3 approval in August, officers have appointed landscape design, lighting and transportation consultants in line with the approved project brief to review and prepare the design proposals in Appendix 2. Officers have also been working constructively with stakeholders to further refine Crossrail's 2011 public realm designs, align them with the Liverpool Street Area Strategy and the City's Street Scene Manual

Overview of Options:
Two options have been developed in consultation with the Working Group for the project. The design of the area and extent of the security cordon, under Crossrail's responsibility, remains the same in both options. The area inside the security cordon has deliberately been kept free of obstructions to pedestrian movement during peak periods of activity. Cyclists will have access through the cordon and TfL have advised that the balance between cyclists and pedestrian needs can be largely left as self-managed.

Demand from service vehicles for access will be for refuse collection from 101 Moorgate but 24 hour management of the cordon will still be required for emergency vehicles. The City is expecting London Underground Limited (LUL) to take on the responsibility for being the City's agent for overseeing the proper

operation of the managed access. London Underground advises that the resource for management of access through the security cordon has been allowed for in the service management plan for 101 Moorgate. The detail of this will need to be agreed by the City, in consultation with the City of London police and the emergency services.

While both options represent a balance of priorities between security requirements, safe pedestrian dispersal, materials and vehicle access, the main difference between options is in the approach to managing traffic on Moorfields and Moor Place, north of the security cordon area.

Option 1 shows Moor Place remains open to vehicle movements, the same condition that existed prior to the beginning of Crossrail's occupation.

Option 2 proposes the Moor Place remains open but traffic using Moor Place is managed to reduce the potential for conflict between vehicles and pedestrians during peak times of pedestrian activity. Options for how traffic could be managed will be investigated further and reported back to members in Gateway 4 (stage 2).

Funding strategy:
Remediation to Crossrail's worksite (refer to the red line boundary on drawings supplied in Appendix 3) will be funded by Crossrail.

At Gateway 3, officers estimated £265,000 would be required to deliver Gateway 4 (stage 2). A review of the funding required for Gateway 4 (stage 2) was carried out. Due to a revised scope, the estimate of costs was reduced from £265,000 to £128,000 (refer to Section 23 in the Option Appraisal Matrix in conjunction with Appendix 2, showing the extent of City and Crossrail interests in this project). A summary of the estimated costs for Gateway 4 stage 2 is supplied in Table 2.

**Table 2 - Estimated costs for Stage 2.**

| Description | Approved Budget (£) | Funding Source |
|---|---|---|
| Consultants Fees | 80,000 | 72 Fore Street s106 |
| Staff Costs | 48,000 | |
| **Total** | **128,000** | |

Officers will use any carry forward from this project to part-fund Gateway 4 (stage 2) and continue to investigate potential sources of external funding from s106 agreements. The projected underspend of £25k on Stage 1 will be used to carry on with the project into Stage 2. The additional funding required for Stage 2 is £103,000.

Proposed way forward:
Agreement of proposals inside the security cordon at this stage will allow Crossrail to progress detail design development of the area inside the security cordon and bring proposals back to the City to review via the statutory planning process.

Proposals for the area of Moorfields outside the security cordon and Moor Place will be investigated by the City independently of Crossrail's programme for the worksite and reported on to members at Gateway 4 (stage 2).

Procurement approach:
Remediation to Crossrail's worksite (refer to the red line boundary on drawings supplied in Appendix 3) will be procured and funded by Crossrail.

For public highway areas outside Crossrail's worksite (refer to the blue line boundary on drawings supplied in Appendix 3), the works are anticipated to be carried out by the City's term contractor for highways, currently JB Riney, but this will be confirmed via the Gateway 4 (stage 2) report in early-mid 2015.

Recommendations:

1) Approval is given for the following design proposals in Appendix 2:
   (i) Detail design inside the security cordon to allow Crossrail to proceed with their planning application.
   (ii) Outline design proposals for the area outside the security cordon to allow the project to progress to Gateway 4 (stage 2).

2) Approval is given for the carry forward of any remaining underspend at stage 1 to be used to fund the project to Gateway 4 (Stage 2).

3) Approval is given for City officers to obtain any necessary planning, listed building, traffic order or other consents as may be necessary to implement the project as described in this report.

4) Approval is given for City officers to enter in to a Section 278 agreement with relevant parties if security measures are required on public highway.

5) Approval is given for officers to approach developers for 72 Fore Street to confirm availability of external funding for Gateway 4 (stage 2).

6) Approval is given for officers to explore the mechanisms by which Crossrail would be able to provide a maintenance contribution for hard landscaping

**Options Appraisal Matrix for Crossrail Work Site**

| *Option* | *Option 1* | *Option 2* |
|---|---|---|
| **1. Brief description** | The proposals upgrade the area immediately outside the proposed Crossrail entrance with improvements to paving, cycle access and lighting. A security cordon is installed in the southern part of Moorfields making the area immediately outside the Crossrail entrance pedestrian priority apart from refuse collections outside of peak hours. Vehicles have unrestricted access to Moor Place via Moorfields. | As Option 1, but with vehicles having restricted access to Moor Place via Moorfields. |
| **2. Key Design Elements** | - An anti-terrorist security cordon is installed around the Crossrail station entrance at 21 Moorfields.<br>- Significant improvements to the quality and ambience of the public realm are delivered in Moorfields and Moor Place.<br>- A sense of arrival is provided for Crossrail, train and London Underground passengers arriving at Moorgate transport interchange.<br>- The existing carriageway on Moorfields is raised to footway level, improving access for wheelchair users, the elderly and young.<br>- The needs of both pedestrians and cyclist road are accommodated as safely as | As Option 1, but with Vehicle access to Moor Place and Moorfields will be restricted using statutory mechanisms such as traffic orders. |

| | | |
|---|---|---|
| | possible.<br>- Vehicles have unrestricted access to Moor Place via Moorfields. | |
| **3. Scope and Exclusions** | The scope of the works described in this Gateway 4 (stage 1) report relates only to the area covered by the Crossrail worksite as shown in Appendix 3. The wider area works (Area of Primary Interest) as shown in Appendix 3 will be reported separately under the Gateway 4 (stage 2) report in mid-2015. | |
| ***Project Planning*** | | |
| **4. Programme and Key dates** | - January 2014 – Agreement of replacement design option for Crossrail worksite area;<br>- mid 2015 – Detailed design of Crossrail worksite area;<br>- mid 2015 – Design options for wider area works (Area of Primary Interest);<br>- late 2015 – Detailed design of wider area works (Area of Primary Interest);<br>- July 2015 – Crossrail submit Schedule 7 application for Planning Permission for worksite area;<br>- 2016/17 – Implementation of Crossrail worksite area works;<br>- 2016/17 – Implementation of wider area works will be coordinated with the implementation of the Crossrail worksite area works; | |

| | | |
|---|---|---|
| **5. Risk implications** | The project is considered to be Low Risk overall given it is externally funded and delivered.<br><br>The key risk for the Crossrail Work Site relates to programme and the need to agree a replacement design option with Crossrail by February 2015 to coordinate with their programme.<br><br>To mitigate the risk officers have worked with Crossrail, City of London police, London Underground, Land Securities, Transport for London and the key local façade occupiers throughout the design review process in 2014. This is to ensure a replacement design is agreed by key stakeholders in time to report to Members for approval in February 2015. | |
| **6. Benefits and disbenefits** | ***Option 1*** | ***Option 2*** |
| | Benefits:<br><br>- A more visually consistent and higher quality public realm will be provided than currently exists.<br>- Objectives set out in the Liverpool Street Area Enhancement Strategy will be delivered to the fullest extent.<br>- A sense of arrival is provided for Crossrail, train and London Underground passengers emerging at Moorgate.<br>- The existing carriageway on Moorfields is raised to footway level, improving access for wheelchair users, the elderly and young.<br>- The needs of both pedestrians and cyclists are accommodated within the cordon as safely as possible at all times.<br>- A taxi waiting area on Moorfields will be | Benefits:<br><br>The same as Option 1 apart from:<br><br>- Any conflict between pedestrians and vehicles on Moor Place is managed through the operation of statutory mechanisms such as traffic orders restricting vehicle access.<br><br>Disbenefits:<br><br>The same as Option 1 apart from:<br><br>- Traffic orders will require active enforcement if they are to be effective. |

| | | |
|---|---|---|
| | provided to service current and future developments.<br>- Any conflict between pedestrians and vehicles on Moor Place is self managed.<br>Disbenefits:<br>- The current left turn only out of Moor Place will require further measures to prevent vehicles from physically circumventing the ban.<br>- On-street catering opportunities on Moorfields (east) will partially obstructed by the current location of cycle hire stations and the need for vehicle access along Moorfields.<br>- Number of standard parking bays on Moorfields has been reduced to accommodate an enlarged taxi waiting area.<br>- Existing trees and parked vehicles may impact on the effective dispersal of Crossrail passengers and on underground utilities. | |
| **7. Stakeholders and consultees** | Key stakeholders include Crossrail, Network Rail, London Underground, Transport for London, Aviva, Land Securities and local façade occupiers along Moorfields. Officers established the Crossrail Moorgate steering group following approval of the Gateway 3 report in July 2014. Fortnightly meetings have been held to ensure all relevant views and parties are considered. | |

<table>
<tr><th colspan="2">Resource Implications</th></tr>
<tr><td>8. Total Estimated Cost</td><td>The total estimated cost range of the Crossrail worksite area is estimated at between £1-1.3 million. A more accurate total estimate will be known at Gateway 4 (stage 2).</td></tr>
<tr><td>9. Funding Strategy</td><td>Remediation to Crossrail's worksite (refer to the red line boundary on drawings supplied in Appendix 3) will be procured and funded by Crossrail. Staff costs will be covered by s106 funding from 72 Fore Street, subject to agreement with the developer.<br><br>The reduction in estimated costs for Gateway 4 (stage 2) has resulted from revised estimates of passengers exiting Crossrail and Underground entrances by Crossrail and consultants. The change in numbers is less significant than expected and has resulted in a reduction of the area expected to receive impacts.
<table>
<tr><th colspan="4">Table 3 – Estimated costs for Gateway 4 (stage 2)</th></tr>
<tr><td>Item</td><td>Reason</td><td>Cost (£)</td><td>Funding Source</td></tr>
<tr><td>Consultants costs</td><td>Transport assessment<br>Detail design of Crossrail area</td><td>80,000</td><td>S106 funding for 72 Fore Street, subject to agreement with developer.</td></tr>
<tr><td>Staff costs</td><td>Negotiate s106 funding with developer, project management, reporting, liaison, communication and administration.</td><td>48,000</td><td>S106 funding for 72 Fore Street, subject to agreement with developer.</td></tr>
<tr><td colspan="2">Sub total</td><td>128,000</td><td></td></tr>
</table></td></tr>
<tr><td>10. Estimated capital value/return</td><td>The works are estimated to have a capital value of between £1-1.3 million but will be externally funded and delivered by Crossrail.</td></tr>
<tr><td>11. Ongoing Revenue Implications</td><td>It is anticipated that the project will result in a slight saving in maintenance due to the opportunity to machine clean raised carriageway and pedestrian priority areas. Maintenance aspects will be</td></tr>
</table>

| | | |
|---|---|---|
| | investigated further as part of the Gateway 4 (stage 2) report in mid-late 2015.<br><br>Crossrail are funding the delivery of the works, following which the maintenance costs would revert to the City programmes/budgets as existing. Officers can explore whether Crossrail are able to provide a maintenance contribution for the hard landscaping elements of the works.<br><br>The cost of maintaining/repairing/replacing any security elements of the project that are located on City Highway would remain the responsibility of Crossrail (or its successor, London Underground) in perpetuity, and this provision will be formalised in a Section 278 agreement. | |
| **12. Investment Appraisal** | Not applicable. | |
| **13. Affordability** | Either option will be fully funded and delivered by Crossrail. | |
| **14. Procurement Strategy** | All works within the Crossrail worksite area will be procured and completed by Crossrail and their appointed sub-contractors. | |
| **15. Legal Implications** | The City will need to negotiate a S278 agreement with Crossrail (or its successors) to formalise the funding and maintenance of any security infrastructure required on public highway.<br><br>Section 278 of the Highways Act 1980 provides the ability for the City, as highway authority, to enter into an agreement to secure funding for works (and maintenance) relating to highway. | |
| **16. Corporate property implications** | None. | |
| **17. Traffic Implications** | While larger vehicles can move freely through Moor Place, there remains a risk of conflict with pedestrians during morning and afternoon peaks of pedestrian activity. | While larger vehicles can move freely through Moor Place, there remains a risk of conflict with pedestrians during morning and afternoon peaks of pedestrian activity. It is proposed to restrict traffic to using Moor Place during off peak times, using traffic orders. This will need further investigation in Gateway 4 (stage 2). |

| | | |
|---|---|---|
| **18. Sustainability and energy implications** | Crossrail will be expected to procure sustainably sourced yorkstone and granite, as defined in the City's standard palette. | |
| **19. IS implications** | None. | |
| **20. Equality Impact Assessment** | An Equality Impact Assessment (EQIA) has been carried out for the project and is provided in Appendix 4. In summary, the scheme considered to have positive impacts upon the users of the City's streets and spaces. | |
| **21. Recommendation** | Not recommended | Recommended |
| **22. Next Gateway** | Gateway 4 (stage 2) – Detailed design of Moor Place and assessment of wider area impacts. | |
| **23. Resource requirements to reach next Gateway** | The following funding sources have been identified as potentially available for Gateway 4 (stage 2) but remain subject to agreement. | |

**Table 3 - Funding required up to the end of Stage 2**

| Description | Revised Budget (£) | Expenditure / Commitments (£) | Variance (£) |
|---|---|---|---|
| Consultants Fees | 150,000 | 62,142 | 87,858 |
| Staff Costs | | | |
| P & T Staff Costs | 30,000 | 18,867 | 11,133 |
| Environmental Services Staff Cost | 38,000 | 818 | 37,182 |
| SUBTOTAL | 218,000 | 81,826 | 136,174 |

Note
(1) Revised budget made up of £90k projected spend for stage 1 and stage 2 estimate of £128k

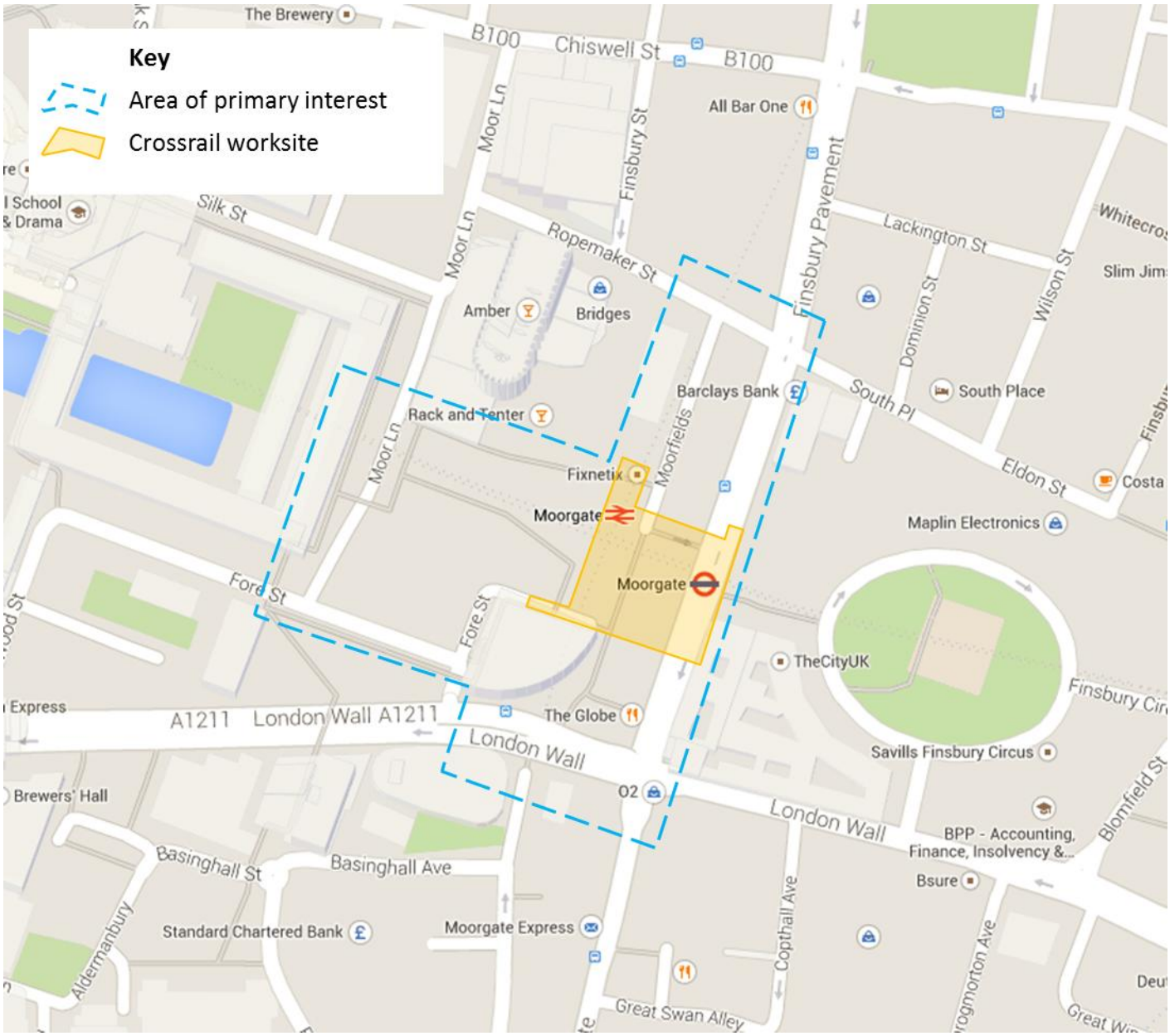
## Appendices

| | |
|---|---|
| **Appendix 1** | Location map and extent of Crossrail work site |
| **Appendix 2** | Detailed design proposals |
| **Appendix 3** | Extent of Crossrail and City interests around the Crossrail Moorgate entrance |
| **Appendix 4** | Equality Impact Assessment |

## Contact

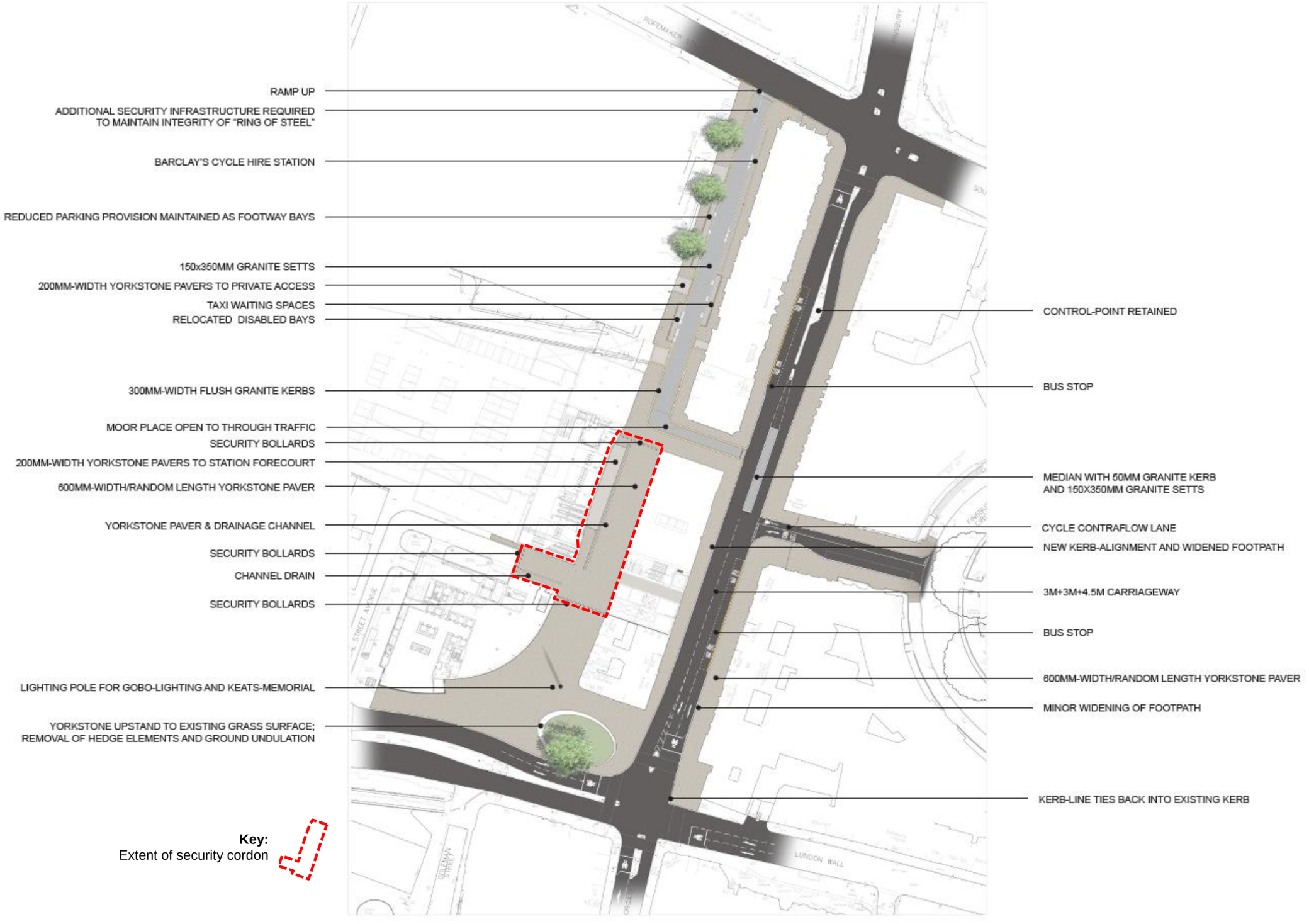
| | |
|---|---|
| **Report Author** | Steve Miles |
| **Email Address** | Steve.miles@cityoflondon.gov.uk |
| **Telephone Number** | 0207 332 3132 |

## Appendix 1: Location map and extent of Crossrail work site

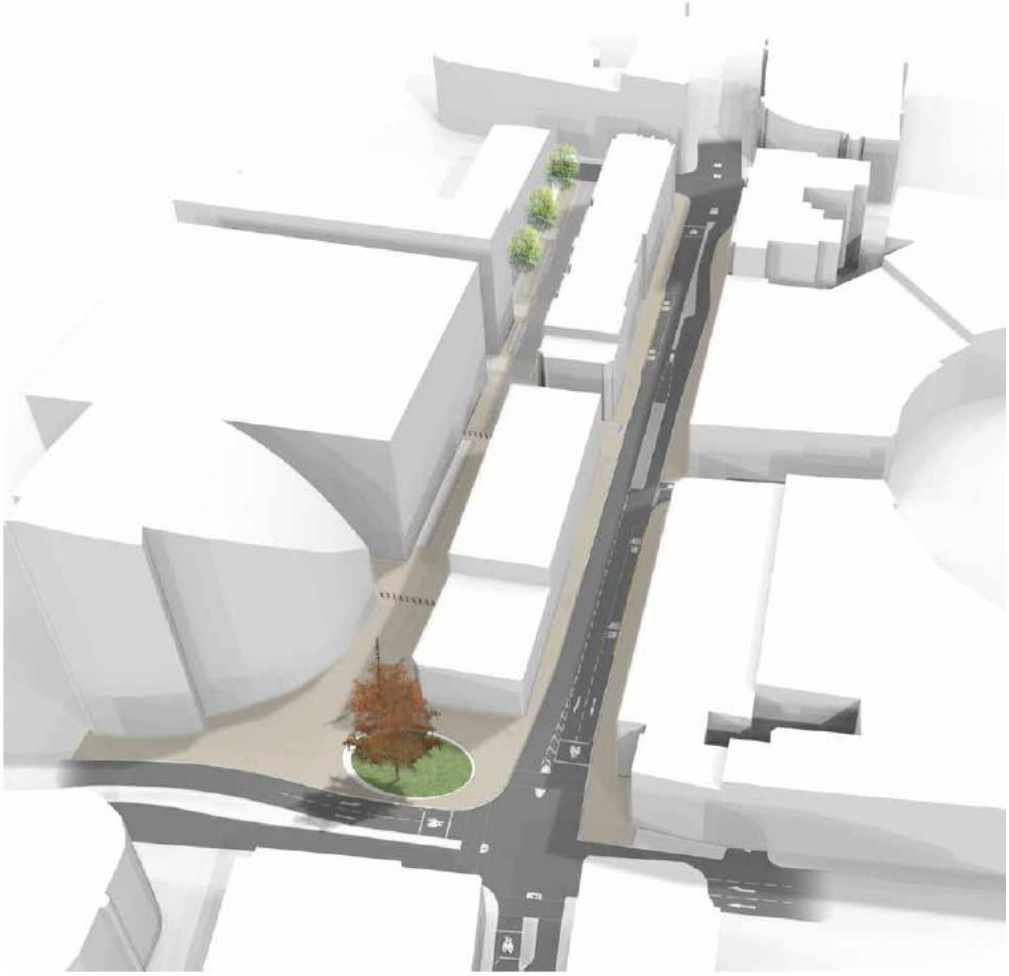


# Appendix 2: Draft detail design proposals

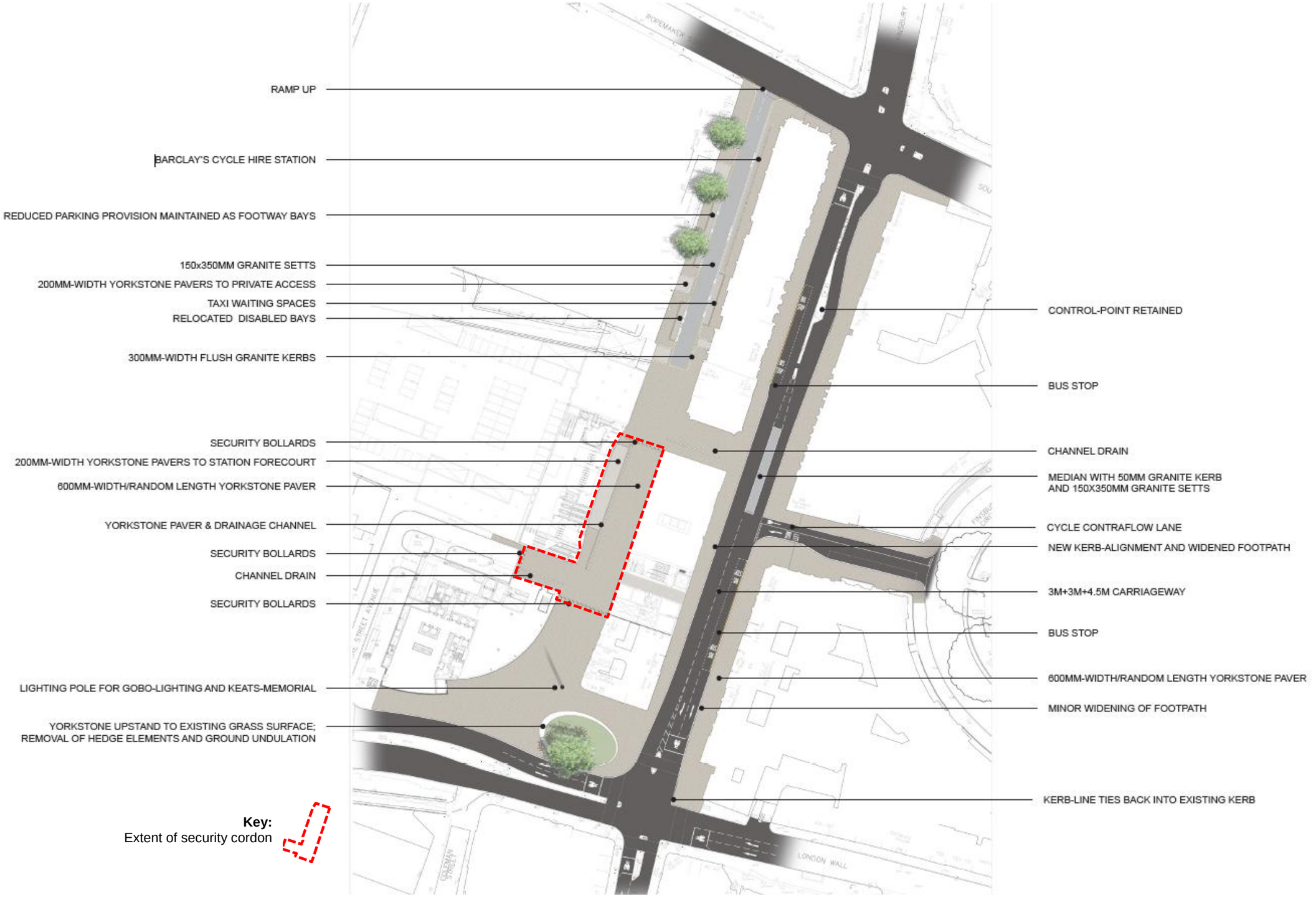
*Option 1 : Full vehicle access to Moor Place is reinstated.*



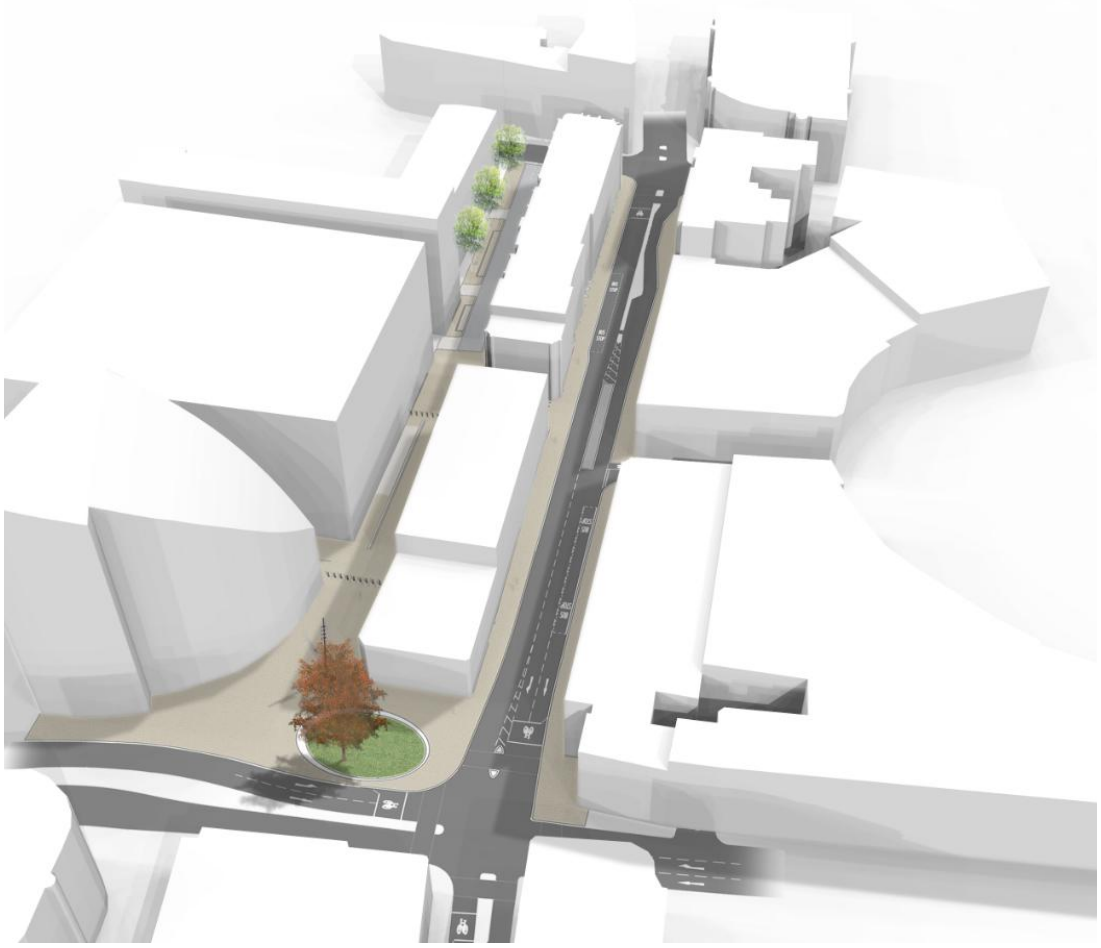
*Option 1 perspectives.*



*Option 2 : Leave Moor Place open but restrict traffic access through Moor Place during peak periods of pedestrian activity.*



*Option 2 perspectives*



**Appendix 3 – Extent of City and Crossrail interests around the Crossrail Moorgate entrance.**


**Red** = Crossrail funded area (comprising of security cordon plus redirected utilities on Moorgate)
**Blue** = Area of primary interest for the city - Gateway 4 (stage 1)

## Appendix 4 - EQIA Stage One: Initial Screening Assessment Form

This should be used once it has been decided that a specific strategy, policy or project requires an initial screening.

**Name of strategy, project, policy:** Crossrail Moorgate Urban Integration
**Department:** Built Environment
**Officer/s completing assessment:** Steve Miles

| **The strategy, policy or project** | | |
|---|---|---|
| 1. | What is the main purpose of the project? | To help mitigate localised effects of an increase in Crossrail passenger numbers on the surrounding urban realm by delivering a set of attractive, safe, integrated environmental enhancement proposals. |
| 2. | Is the project affected by external drivers for change? | Yes, the project was initiated in order to ensure Crossrail proposals are consistent with the Liverpool Street Area Strategy in time for their Schedule 7 consent in early/mid 2015. |
| 3. | List the main activities of the project? | Developing a series of enhancements for the remediation of the area covered by Crossrail's Moorgate station entrance work site. |
| 4. | Who implements the project? | Crossrail |
| 5. | Who will be affected by the project? | All users of the streets and spaces in the Moorgate/Moorfields/Fore Street Avenue areas. |
| 6. | What outcome do you want to achieve, why and for whom? | The main outcomes are:<br>• To provide a safe and attractive environment for the dispersal of both Crossrail and Underground passengers, particularly at times of peak demand.<br>• To ensure that streets and spaces are inclusive and accessible to all.<br>There is evidence that the above are required in this area to improve the local environment for the benefit of all users |
| 7. | Are any other organisations involved? | Yes, the City has been liaising closely with Crossrail, London Underground, Land Securities, Transport for London, City of London police and key façade occupiers along Moorfields. |
| 8. | Are there any existing assessments or inspections? | No |
| 9. | Who have you consulted on the project? | Consultation has so far included key City of London officers, Crossrail, London Underground, Land Securities, Transport for London, City of London police and key façade occupiers along Moorfields. |
| 10. | Who are the main beneficiaries of the policy? | It is intended that all users of the streets and spaces will be beneficiaries. |

| **The Impact:** | Tick the boxes which apply for each 'target group' | | | | | |
|---|---|---|---|---|---|---|
| **Equality Target Group** | **Positive Impact** | | **Neutral Impact** | **Negative Impact** | | **Reason/Comment** |
| | **High** | **Low** | | **High** | **Low** | |
| **Gender** | | | | | | |
| Women | | **X** | | | | The proposals are designed to be used by all, regardless of gender. |
| Men | | **X** | | | | |
| Transgender | | **X** | | | | |
| **Race** | | | | | | |
| Asian – Asian Bangladeshi; Asian British; Asian Indian; Asian Pakistani; Asian Other | | **X** | | | | The proposals are designed to be used by all, regardless of ethnicity. |
| Black – Black African; Black British; Black Caribbean; Black Other | | **X** | | | | |
| Chinese | | **X** | | | | |
| Irish | | **X** | | | | |
| Mixed – Asian & White; Black & White; Mixed Other | | **X** | | | | |
| White – White British; White European Union; White Other | | **X** | | | | |
| Disabled people | | | **X** | | | The removal of kerb edges results in positive impacts for wheelchair users by providing more consistent levels between footway and carriageway. However negative impacts may be experienced by the visually impaired given the level difference is used as a reference for where the carriageway begins. The restriction of traffic on Moor Place during periods of peak pedestrian activity will benefit all disabled. |
| Lesbians, gay men and bisexuals | | **X** | | | | The proposals are designed to be used by all, regardless of sexual orientation. |
| Older people | **X** | | | | | The removal of kerb edges results in positive impacts for elderly by providing more consistent levels between footway and carriageway. |
| Younger people and children | **X** | | | | | The removal of kerb edges results in positive impacts for elderly by providing more consistent levels between footway and carriageway. |

| The Impact: | Tick the boxes which apply for each 'target group' | | | | | |
|---|---|---|---|---|---|---|
| **Equality Target Group** | **Positive Impact** | | **Neutral Impact** | **Negative Impact** | | **Reason/Comment** |
| | **High** | **Low** | | **High** | **Low** | |
| Faith groups | | **X** | | | | The proposals are designed to be used by all, regardless of faith. |

| **Further Action** | |
|---|---|
| Does the policy have a negative impact on any of the equality target groups?<br>If so, you will need to proceed to Stage 2 | Yes |
| Is the negative impact assessed as being of high significance?<br>If so, you will need to proceed to Stage 2 | No |
| Is progression to Stage 2: Full Assessment required? | No |

Signed (Completing Officer): _____

Date: _____

Signed (Departmental Equality Champion):

_____

Date: _____

## Actions Arising from Initial Screening

| Issue | Action Required | Lead Officer | Timescale | Resource Implications | Comments |
|---|---|---|---|---|---|
| Lack of tactile confirmation of carriageway extent for visually impaired. | Investigate alternative sources of tactile feedback for the visually impaired. | Steve Miles | Address as part of Gateway 4 Stage 2 detail design. | None | Tactile paving considered best alternative solution to kerbs. There may still be a residual risk that some guide dogs will not detect the carriageway edge. |

This page is intentionally left blank

| **Committees:** | **Dates:** | |
|---|---|---|
| Streets and Walkways Sub-Committee<br>Projects Sub | 16/02/2015<br>23/02/2015 | |
| **Subject:**<br>Plough Place Environmental Enhancements | **Gateway 3 Outline Options Appraisal** | **Public** |
| **Report of:**<br>Director of the Built Environment | | **For Decision** |


**Summary**

**Dashboard**
Project Status – Green
Total Estimated Cost – £699,455
Spend to Date – £26,310
Overall project risk – Low

Located within the Chancery Lane area, the development of 12-14 New Fetter Lane is now under construction with an anticipated practical completion date of 28th September 2015. Stipulated within the Section 106 Agreement is a requirement to undertake enhancement works to Plough Place (Appendix 1) and to agree the necessary Highway Improvement Works, including the relocation of motorcycle parking on Plough Place, through a Section 278 Agreement.

The Section 278 works, and in particular, the relocation of the motorcycle parking on Plough Place, will be necessary to enable the Section 106 enhancement works to take place. The original scope of the project was a basic enhancement scheme to facilitate east-west pedestrian movement, but stakeholder engagement has revealed a strong desire to create a space with enhanced greenery and opportunities to dwell. In order to successfully co-ordinate both elements of the works, Member approval is now sought to change the scope of the project to include increased enhancements on Plough Place and incorporate the Section 278 Highway Improvement Works. The increase in the total estimated cost of the project reflects the inclusion of the Section 278 works (£267,137) and an increase in cost of the Section 106 works (£432,318) set out in Section 6.

The Plough Place project received Gateway 2 approval at Planning and Transportation Committee in November 2013. A Working Party was established with representatives from the 2 landowners fronting the space. The Working Party has established a series of objectives that are set out in Appendix 2 and form the basis of the project direction and the Gateway 3 approval. Of the two options outlined within the Gateway 2 report, the Working Party unanimously supported the full pedestrianisation of Plough Place. This will have no significant impact on the wider network as it was previously only used to access a private car park.


**Recommendations**
It is recommended that Members:

- Approve a change in project scope to include increased enhancements on Plough Place and the Section 278 Highway Improvement Works;
- Approve the project objectives set out in Appendix 2;
- Authorise the release of £125,000 to cover staff costs and fees as outlined in Section 16 of this report, subject to the receipt of the Section 278 funds;
- Authorise officers to pursue the necessary approvals to pedestrianise

Plough Place and relocate the existing motorcycle parking bay.

**Main Report**

**Progress to Date**

*Environmental Enhancements (Section 106)*

There was a slight delay in the programme following Gateway 2 approval in November 2013 due to progress on the development. Following some initial stakeholder meetings a Working Party was established in with the representatives from the 2 landowners fronting the space - Great Portland Estates and Kirkbi A/S. The Working Party has established a series of objectives set out in Appendix 2.

Townshend Landscape Architects were previously commissioned by the developer prior to the initiation of the Plough Place project. The Working Party has reviewed the initial design options and it was agreed that they should be retained. The designs undertaken on behalf of the developer and some initial response to the Working Party comments are outlined in Appendix 4. A decision is not required on these early concept designs as further work needs to be undertaken to ensure that proposals meet all of the stakeholder objectives. The design will be finalised for Member approval at the next Gateway.

*Highway Improvement Works (Section 278)*

A two stage approach has been agreed with the developer, with the first Section 278 Agreement covering the evaluation and design work and the second Section 278 Agreement covering the implementation of the local highway changes required to accommodate the development.

The scope of the Section 278 works is as follows:

- Footway upgrade around the development;
- Relocation of the motorcycle parking bay on Plough Place;
- Loading restrictions opposite service bay on Fetter Lane;
- Improvements to pedestrian crossing areas.

**Overview of Options**

The 2 options that were outlined within the Gateway 1/2 report were:

- Part pedestrianisation of Plough Place;
- Full pedestrianisation of Plough Place.

The redevelopment of 12-14 New Fetter Lane will remove the private car park that was previously accessed from Plough Place, thereby eliminating the requirement for vehicular access. In addition to this, the removal of vehicular access from Plough Place was unanimously agreed as a key aspiration of the Working Party (Appendix 2). It is therefore considered that Members support this approach as it will secure the most desirable outcomes for all key stakeholders and the City of London Corporation.

Where the proposals are contingent on traffic orders, they will be subject to statutory consultation, and a decision will be undertaken under Chief Officer delegated authority subject to consideration of the consultation responses.

**Proposed Way Forward**

*Environmental Enhancements*

The Working Party has unanimously agreed the objectives for the project and the scope of the work that needs to be carried out. Members' approval of these objectives is now sought in order to progress the project and enable works to

commence in time for the practical completion of the development.

The Working Party will continue to provide local input and guidance on the options as they are developed to ensure that proposals appropriate for current and future users of the space. Following detailed design work stakeholders in the wider area will be given an opportunity to consider and comment on the proposals ahead of a Gateway 4/5 report being presented to Members.

*Section 278*
It is proposed that the footways around the development on Fetter Lane and New Fetter Lane are upgraded from asphalt to York stone. This will enable the creation of a high quality streetscape and setting for the new development which ties in with recently completed schemes in the locality. York stone is more sustainable and durable than asphalt and is part of a palette of materials that is widely used throughout the City.

The City's Policy for on-street motorcycle parking provision is to seek to maintain on-street parking at current levels. Three potential options have been identified for the relocation of motorcycle parking from Plough Place:

- New Fetter Lane;
- Holborn;
- Bream Buildings.

Following a detailed assessment, the recommended option will be reported at the next Gateway.

**Procurement Approach**
This project will be managed by officers from the Department of the Built Environment and implemented under the term contract by JB Riney who were appointed via a competitive tender and who have a track record of delivering work of a high standard. Should any specialist contractors be required, the Department of the Built Environment will consult with City Procurement to identify the most appropriate route to market.

**Financial Implications**
To date, £26,310 has been spent from the Section 106 Pre-Evaluation budget. This can be broken down into £22,845 of staff costs involved in information gathering, project management and the coordination of the Working Party. Of the fees allocation approved at the previous Gateway £3,465 has been spent on undertaking a topographical survey of Plough Place.

Townshend Landscape Architects have been appointed to undertake the initial concept design work at a cost of £13,200 from the Pre-Evaluation fees budget. The design will be finalised for Member approval at the next Gateway.

A two stage Section 278 Agreement has been agreed, with the first agreement covering the evaluation and design work at an estimated cost of £75,000. The second agreement will cover the implementation of the local highway changes required to accommodate the development, at an estimated cost of £192,137.

**Appendices**

| | |
|---|---|
| **Appendix 1** | Plough Place Section 106 Works Area |
| **Appendix 2** | Scheme Objectives and Next Steps agreed by Working Party |
| **Appendix 3** | Plough Place concept options |
| **Appendix 4** | Gateway 2 Project Proposal Report |

**Contact**

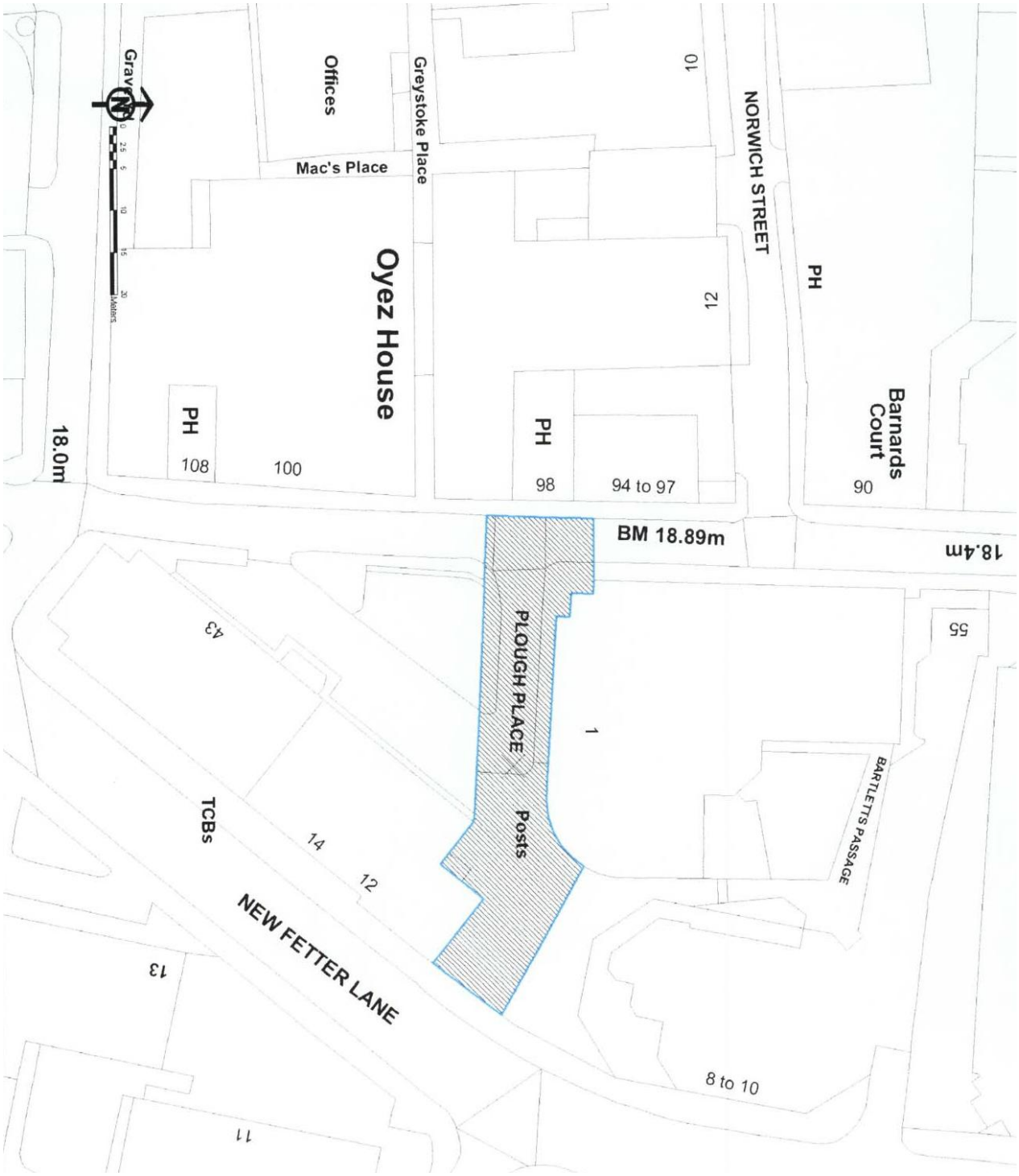
| | |
|---|---|
| **Report Author** | Luke Joyce |
| **Email Address** | Luke.joyce@cityoflondon.gov.uk |
| **Telephone Number** | 020 7332 1928 |

| | |
|---|---|
| ***Proposal*** | |
| **1. Brief description** | Options are to be developed based on the full pedestrianisation of Plough Place and the project objectives that have been agreed by the Working Party (see Appendix 1).<br><br>These objectives stem from an analysis of local needs that have been identified by officers through initial consultation with key local stakeholders.<br><br>The next steps to reach Gateway 4/5 will be the development design proposals that will address key objectives established by the Working Party and to establish an appropriate location for the relocation of the motorcycle parking. |
| **2. Scope and exclusions** | • The core design proposals for Plough Place are restricted to the areas of public highway within the boundary of the plan in Appendix 1 that forms part of the Section 106 agreement.<br>• The Highway Improvement Works will be funded through a separate Section 278 agreement, but the design and implementation of these works will dovetail with the wider enhancement works; |
| ***Project Planning*** | |
| **3. Programme and key dates** | Design Development – Feb-May 2015<br><br>Gateway 4/5 – June 2015<br><br>Implementation S278 Works – July-Sept 2015<br><br>12-14 NFL Practical Completion – 28 Sept 2015<br><br>Implementation Plough Place – Sept-Nov 2015<br><br>Gateway 7 – Early 2016 |
| **4. Risk implications** | • **Objections from local occupiers and residents**<br>Mitigate by developing design options that take account of local needs and carry out public consultation. Continue to use the project Working Party already established.<br><br>• **Design options do not meet the aspirations of the Working Party members**<br>Mitigate through agreement of design options by the Working Party.<br><br>• **Other works in the area impact on the project programme**<br>Manage by liaising closely with colleagues, assessing site access requirements and sharing relevant |

| | |
|---|---|
| ***Proposal*** | |
| | programmes.<br><br>• **Relevant Traffic and Parking Orders cannot be made**<br>Mitigate by discussing any necessary Orders during the next stage of design. |
| **5. Stakeholders and consultees** | • The Working Party is chaired by the City of London, and comprises representatives from the developer, Great Portland Estates and adjacent landowners Kirkbi A/S (8-10 New Fetter Lane and 1 Plough Place)<br>• As part of the next stage of design work, and before the next Gateway report, Ward Members, residents and other stakeholders will be consulted on the emerging proposals. |
| ***Resource Implications*** | |
| **6. Total Estimated cost** | Plough Place (S106) - £432,318. Whilst a detailed cost estimate has not yet been undertaken, the increase in cost from the Gateway 1/2 report reflects the objectives of the Working Party to achieve the creation of a Plough Place as a destination and place to dwell through the use of hard and soft landscaping, seating, lighting and public art. Whilst the previous estimate had considered some of these elements, there was a greater focus on Plough Place as a through route rather than a destination in its own right.<br><br>Highway Improvement Works (S278) £267,137 |
| **7. Funding strategy** | The project is to be entirely funded through the relevant Section 106 and Section 278 agreements. |
| **8. Ongoing revenue implications** | To be confirmed at the next Gateway. |
| **9. Affordability** | The estimated cost of the project is fully funded under the terms of the existing Section 106 agreement and the associated Section 278 agreement |
| **10. Procurement strategy** | The City's highways term contractor is likely to be recommended to implement the scheme. This is to be confirmed at the next gateway. Any other consultants that are deemed to be necessary shall be appointed by competitive tender (where appropriate) through the City of London Procurement Service. |
| **11. Legal** | There a no specific legal implications at this stage. Any |

<table>
<tr><td>Proposal</td><td></td></tr>
<tr><td>implications</td><td>emerging implications will be reported at the next Gateway.</td></tr>
<tr><td>12. Traffic implications</td><td>The pedestrianisation of Plough Place will not have significant traffic implications as it was previously only used as an access for a private car park. An assessment of the re-location of motorcycle parking on Plough Place will be undertaken and reported at the next Gateway.</td></tr>
<tr><td>13. Equality Impact Assessment</td><td>Officers have carried out an Equalities Impact Assessment, with results indicating that the project could deliver positive impacts for a number of user groups.</td></tr>
<tr><td>14. <u>Recommendation</u></td><td>It is recommended that Members approve the Scheme Objectives as set out in Appendix 2, and also approve the resources required to reach the next Gateway as set out in section 16 of this report.</td></tr>
<tr><td>15. Next Gateway</td><td>Gateway 4/5 Authority to Start Work</td></tr>
<tr><td>16. Resource requirements to reach next Gateway</td><td>Table 1 – Expenditure incurred to Jan 2015
<table>
<tr><th>Works</th><th>Approved Budget</th><th>Spent/ Committed</th><th>Remaining</th></tr>
<tr><td>Pre-Evaluation P&T Fees</td><td>£20,000</td><td>£3,465</td><td>£16,535</td></tr>
<tr><td>Pre-Evaluation P&T Staff Costs</td><td>£23,000</td><td>£22,845</td><td>£155</td></tr>
<tr><td>Total</td><td>£43,000</td><td>£26,310</td><td>£16,690</td></tr>
</table>
Table 2 – Budget required to reach next Gateway
<table>
<tr><th>Works</th><th>Approved Budget</th><th>*Additional Funds</th><th>Budget to next Gateway</th></tr>
<tr><td>P&T Fees</td><td>£20,000</td><td>£40,000</td><td>£60,000</td></tr>
<tr><td>P&T Staff Costs</td><td>£23,000</td><td>£59,550</td><td>£82,550</td></tr>
<tr><td>Highways Staff Costs</td><td>£0</td><td>£25,450</td><td>£25,450</td></tr>
<tr><td>Total</td><td>£43,000</td><td>£125,000</td><td>£168,000</td></tr>
</table>
*Additional £125,000 funded from:<br>12-14 New Fetter Lane s106 - £50,000<br>12-14 New Fetter Lane s278 - £75,000</td></tr>
</table>

Appendix 1 - Plough Place Section 106 Works Area



Appendix 2 - Scheme Objectives and Next Steps agreed by Working Party

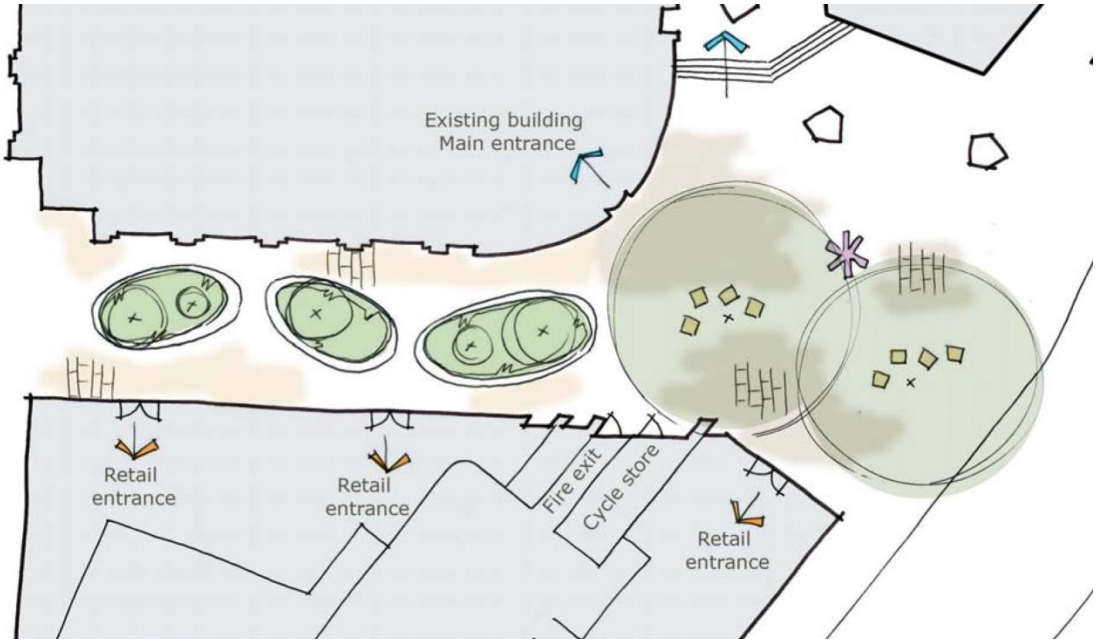
| Plough Place public realm objectives | | | |
|---|---|---|---|
| **ID** | **Connectivity & Wayfinding** | **Outcome / objective** | **Next steps** |
| C1 | There is a strong pedestrian desire line across the site | CO1 To create a pedestrian focussed space with a clear route through and opportunities to dwell. | CoL to quantify pedestrian movement and establish the requirements for cycle parking in the area.<br><br>All parties to explore the necessary emergency and maintenance access requirements.<br><br>As built drawings or a radar survey to be undertaken. |
| C2 | Removal of vehicles from the space supported by all parties. | | |
| C3 | Cycle parking is well used and needs to be re-provided, but should be carefully considered – cycling through the space should not be encouraged. | | |
| C4 | Building maintenance and emergency access needs to be maintained (UKPN Access Hatch in Area 2). | CO2 To develop an inclusive design that supports universal access and considers the necessary access requirements for maintenance and emergency services. | |
| C5 | Accessibility should be improved for all user groups | | |
| **ID** | **Materials & Maintenance** | **Outcome / objective** | **Next steps** |
| M1 | Retention of existing trees is supported by all parties | MO1 To create a green space where soft landscaping is integrated with the hard urban environment. | Landowners to explore the possibility of private maintenance of green spaces.<br><br>Meeting to be held with CoL Open Spaces team, Townshends and Working |
| M2 | Need to increase greenery in the space | | |

| | | | |
|---|---|---|---|
| M3 | Orientation of the space and scale of adjacent buildings means there will not be a significant amount of sun. | MO2 To deliver a design with appropriate planting and materials that can be adequately maintained in the long term. | Party members to establish exact requirements for soft landscaping |
| M4 | Ongoing maintenance costs (up to 20 years) of any proposed planters must be secured from the private landowners. | | |
| M5 | Materials should be of a high quality and comply with the City's street scene manual. | | |
| **ID** | **Design features** | **Outcome / objective** | **Next steps** |
| D1 | Landscape should be designed to respond to the form of the buildings - aligning landscape with facade | DO1 A design that creates a strong local identity by responding to the local character, context and site constraints. | Townshend to explore design options that achieve the desired outcomes |
| D2 | A design should respond to the local character, considering spaces such as Bartlett's Passage as design drivers. | | |
| D3 | Although the area is likely to be in shade for long parts of the day due to its orientation, this should be considered as an asset rather than a weakness. | | |
| D4 | Plough Place should be considered as a destination in which to dwell, rather than simply a through route. | DO2 To provide appropriate seating that encourages use of the space throughout the day. | |

| | | | |
|---|---|---|---|
| D5 | Street furniture and, in particular, cycle parking needs to be carefully considered in order to minimise clutter in such a narrow space. | DO3 A simple design for an uncluttered space that provides the necessary facilities without hindering access. | |
| D6 | Lighting should form an important part of the design in order to create a safe, attractive space. Need to focus on simple, high quality lighting. | | |
| **ID** | **Responding to land uses** | **Outcome / objective** | **Next steps** |
| R1 | Break out area for seating – cafes etc. 1 Plough Place | RO1 To create a space which is flexible enough to enable active ground floor uses to spill out into the public realm. | Townshend to explore design options that achieve the desired outcomes |
| R2 | Change of use – 8-10 frontage? | | |
| R3 | Ground floor frontages should be clearly legible and free from obstruction | RO2 Planting should be designed to ensure that building frontages are unobstructed visually or physically. | |

## Appendix 3 - Plough Place concept options

The images below represent the initial concept design work undertaken by Townshend Landscape Architects on behalf of the developer of 12-14 New Fetter Lane.




The following images represent further options currently being explored for the design of the space that will be progressed further and presented in more detail at the next Gateway.

Appendix 4 Gateway 2 Project Proposal Report

| Project Gateway 2 | |
|---|---|
| **Project:** Plough Place | **Public** |
| **Report of:** Director of the Built Environment | **For Decision** |

**Overview**

| |
|---|
| **1. Spending Committee**<br>Streets & Walkways Sub-Committee |
| **2. Project Board**<br>A Project Board is not recommended given the scale and nature of this project. Regular design team meetings will be held with the project team and Senior Responsible Officer. |
| **3. Area Strategy Authorising Committee and date of Authorisation**<br>The project area is contained within the boundary of the Chancery Lane Area Strategy which was approved by Court of Common Council in 2010; however no specific proposals were included for the project area. |
| **4. Brief description of project**<br>As stipulated in the Section 106 agreement relating to the development site at 12-14 New Fetter Lane and 43 Fetter Lane, initial works will focus on enhancements to Plough Place, a small but important east-west route through the area for pedestrians. The existing site at 43 Fetter Lane contains a car park which is accessed via Fetter Lane and Plough Place. The redevelopment will remove this car park, thereby eliminating the requirement for access from Plough Place and presenting an opportunity to fully pedestrianise the street. The focus of this project will therefore be to investigate options for the enhancement of Plough Place (see Appendix 1 for a site plan).<br><br>Plough Place is located within the area covered by the Chancery Lane Area Enhancement Strategy, although no specific proposals for this street were included. However, Chancery Lane is connected to Plough Place and New Fetter Lane via Cursitor Street, which has recently been improved and so options for the enhancement of Plough Place will take these works into consideration.<br><br>The enhancement of Plough Place may involve the introduction of street trees, seating, improved lighting and public art, taking the proposed local frontages and uses into consideration. A Traffic Order will be required to formally remove vehicular access to the street, and options for the existing motor cycle parking on the street will be investigated as the project develops. |
| **5. Do materials used comply with 'material review' approved use?**<br>Yes. |
| **6. Success Criteria**<br>• Improved east-west links through the Chancery Lane area; |

- Accessibility improvements.

**7. Key options to be considered**

The key options to be considered will be centred on the enhancement of the public realm as defined in the Section 106 agreement.

The key options are likely to include:

- Part pedestrianisation of Plough Place;

- Full pedestrianisation of Plough Place.

Both options will consider the introduction of street trees, new seating, improved lighting and public art.

These options and their prioritisation will be developed at the options appraisal stage and will be in accordance with the Chancery Lane Area Enhancement Strategy.

**8. Links to other existing strategies, programmes and/or projects**

The project will link with the existing Chancery Lane Area Enhancement Strategy. Although not included as a specific project within the strategy document, Chancery Lane is connected to Plough Place and New Fetter Lane via Cursitor Street, which has recently been improved and so options for the enhancement of Plough Place will take these works into consideration.

The project aim to deliver some of the main aims of the area strategy, namely to create new public space and improve pedestrian links through the area.

**9. Within which category does this project fit?**

Fully reimbursable.

Asset enhancement/ improvement (capital).

**10. What is the priority of the project**

Advisable.

**Financial Implications**

**11. Likely capital/supplementary revenue cost range**

£150,000 - £200,000.

**12. Potential source (s) of funding**

Fully funded through the Section 106 agreement related to the development site at 12-14 New Fetter Lane and 43 Fetter Lane, the total contribution of which is £432,318 (for Local Community & Environmental Improvement Works). However, it should be noted that the initial 10% contribution (£43,232) has not yet been received from the developer, despite preparatory works for the development commencing (which is the trigger for such payments). Therefore the progression of the project is subject to this funding being received from the developer.

**13. On-going revenue requirements and departmental local risk budget (s) affected**

It is anticipated that the project would be largely revenue neutral as the area is already cleansed and maintained by the City. There may be revenue implications if increased soft landscaping is proposed however this will be identified as the design develops and reported at the next Gateway.

**14. Indicative Procurement Approach**

It is anticipated that all works will be undertaken by the City's term contractor, JB Riney. The use of J.B Riney will be confirmed in future Gateway reports.

**15. Major risks**

Overall Project - Low Risk

Risk breakdown:

*1. Full cost of works unknown*

As the design options are identified the anticipated cost of the scheme will be refined. The scope of the project will be tailored to ensure delivery within the available Section 106 funding.

*2. Presence of utilities requires additional works*

Appropriate surveys, such as radar surveys and trial holes, will be carried out during the design stage to establish the presence of utilities and any required works.

*3. The project is delayed due to uncertainty arising from the developer*

The City will continue to liaise with the developer to understand the expected timescales, and no substantive design work will take place until such confirmation is received.

**16. Anticipated stakeholders and consultees**

- Developer
- Local business owners/occupiers
- Local residents
- City of London Police
- City Transportation
- Highways
- City Surveyors
- Open Spaces
- Access Team
- Chamberlain
- Comptroller & City Solicitor

**17. Sustainability Implications**

It is anticipated that all materials will be sustainably sourced where possible and be suitably durable for construction purposes. This will be confirmed as design options are refined.

**18. Resources requirements to reach next Gateway**

- Staff costs allocation - £23,000

- Professional fees allocation - £20,000

The staff allocation will allow for approximately 120 hours of time for the Project Officer, and approximately 20 hours of time for the Assistant Director

| |
|---|
| where required; this will include work to progress the project to outline options appraisal, conduct initial consultation work including liaison with local stakeholders, and to prepare necessary reports back to Members.<br><br>The professional fees allocation will be used for the appointment of consultants to undertake any initial transport reviews or surveys if so required.<br><br>Any unspent resource will be reported at the next gateway and allocated to future stages of the project.<br><br>These resources are fully externally funded through the Section 106 agreement relating to the development site at 12-14 New Fetter Lane and 43 Fetter Lane. |
| **19. Standard or streamlined approval track**<br>Streamlined. |

**Appendix 1 –** Map of the project area

This page is intentionally left blank

| Committees: | Dates: | Item no. |
|---|---|---|
| Streets and Walkways Sub-Committee<br>Projects Sub | 16/02/2015<br>23/02/2015 | |
| **Subject:**<br>Lime Street and Cullum Street Enhancement Works | **Gateway 6 Progress Report** | **Public** |
| **Report of:**<br>Director of the Built Environment | | **For Decision** |


**Summary**

**Dashboard**
Project Status – Green
Total Estimated Cost – **£653,963**
Spend to Date – **£215,062**
Overall project risk – Low

Authority to Start Works (Gateway 5) for the Lime Street and Cullum Street enhancement project was approved in May 2012 (Appendix 1). The implementation of the enhancement works at Cullum Street are largely complete; however building works on the adjacent site of 31-33 Lime Street (Asia House) have delayed the final completion of this scheme, with reparations work and the installation of seating due to occur pending the completion of the development.

A consultation was held prior to the Gateway 5 report seeking views on a proposal to introduce restricted access to vehicles on Lime Street from 7am to 7pm on weekdays. A majority of respondents were in favour of the management of traffic, although a number of key concerns were raised over the impact on local deliveries (Appendix 5). To establish the effects of closures on local traffic and network resilience an experimental traffic scheme was approved, with works agreed to follow the next report to Members on the results of the experiment.

The experiment was previously scheduled for autumn 2013, but has been delayed on a number of occasions in an attempt to coordinate works with development at 21 Lime Street, which also requires a closure of the street to through traffic to carry out the development. The developer has not been able to provide the City with a firm timetable; it is therefore intended to implement the experimental closure (Appendix 2) immediately, so as to remove this uncertainty and the risk of further delay to the project.

The next steps for this project are to progress with stakeholder engagement as part of a wider Communication Strategy (Appendix 3) and then implement the closure of Lime Street through an experimental Traffic Order.


**Recommendations**
It is recommended that Members:

- Approve the implementation of the traffic experiment, subject to obtaining the necessary traffic orders;
- Authorise a budget adjustment of £22,500 from the contingency budget of the Cullum Street works as set out in Appendix 4.

**Main Report**

| | |
|---|---|
| **1. Reporting period** | May 2012 - December 2014 |
| **2. Progress to date** | The re-development of 21 Lime Street requires the closure of Lime Street in line with the proposals set out in the experiment (Appendix 2). It was previously envisaged that monitoring would take place by the City of London throughout the period of this closure, however delays to the commencement of the development have necessitated that the City of London progress with the experiment so as to remove the risk of further delay to the project.<br><br>As part of the pre-experiment preparation officers have commissioned specialist transport consultants to undertake a baseline study on Lime St and the surrounding area. The purpose of the pre-experiment surveys was to capture the existing pedestrian and vehicle volumes, movements, conflicts and behaviours in order to establish a baseline to assess any changes that take place over the course of the experiment.<br><br>**Communication Strategy**<br>A communication strategy has been developed in order to outline how stakeholders affected by the experiment will be kept informed prior to and throughout the process (see Appendix 3 for summary). As part of this strategy, two levels of stakeholders have been identified in the area:<br><br>**Level 1 stakeholders** include all buildings and businesses that are directly impacted by the road closure and any large organisations in the locality that are likely to be affected during the experiment. A series of 1-to-1 meetings will be held with all Level 1 stakeholders prior to the road closure to inform them of the proposed traffic management arrangements and gather possible issues/comments related to the project.<br><br>**Level 2 stakeholders** include building owners/occupiers in the surrounding areas which could be affected indirectly by the road closure. This group of stakeholders will be informed via mail correspondence prior to the closure of Lime Street.<br><br>During the road closure all stakeholder groups will be kept informed on the progress of the project and associated construction works monthly via an E-Bulletin. |
| **3. Next steps** | To progress with stakeholder engagement and the experimental closure of Lime Street through the implementation of an experimental Traffic Order. The proposals will be subject to statutory consultation, and a decision will be undertaken under Chief Officer delegated authority subject to consideration of the consultation responses.<br>The closure will need to be in place for the length of the |

construction works at 21 Lime Street, currently anticipated to be 18 months. It is proposed that monitoring of the closure is undertaken for a period of 12 months. If successful the conclusions of the experiment will be incorporated into the previously approved design and submitted for Member approval, with works to be implemented immediately following completion of the development. A summary of the project programme and key dates is set out below.

Table 1 – Estimated Programme & Key Dates

| Task | Dates |
|---|---|
| Pre-Experiment consultation | Feb - April 2015 |
| Commence road closure | May 2015 |
| Monitoring of closure | May 2015 – May 2016 |
| Review of Lime Street design | May – July 2016 |
| Gateway 6 Progress Report | July 2016 |
| Undertake construction package | July – October 2016 |
| Completion of 21 Lime Street | November 2016 |
| Implementation of Lime Street works | Nov 2016 – June 2017 |

Whilst the closure is in place, monitoring will be undertaken to assess the effect of the closure on road safety, servicing and deliveries, pedestrian and cycle behaviours, and any conflicts arising between vehicles, pedestrian and cyclists.

**Resource requirements to reach next Gateway**
Following the pre-experiment surveys (outlined in Section 2 above) there is now £20,556 remaining in the budget for the Lime Street Traffic Management Experiment.

There is a £104,232 remaining in the budget for the Cullum Street works, with only some minor reparations and seating to be installed. Of the remaining monies, £22,500 was allocated as a contingency. Given the scope of the remaining works this contingency will not be necessary to complete Cullum Street.

Member approval is now sought for a budget adjustment to enable the contingency budget from Cullum Street to be utilised for the traffic experiment as set out in Appendix 4.

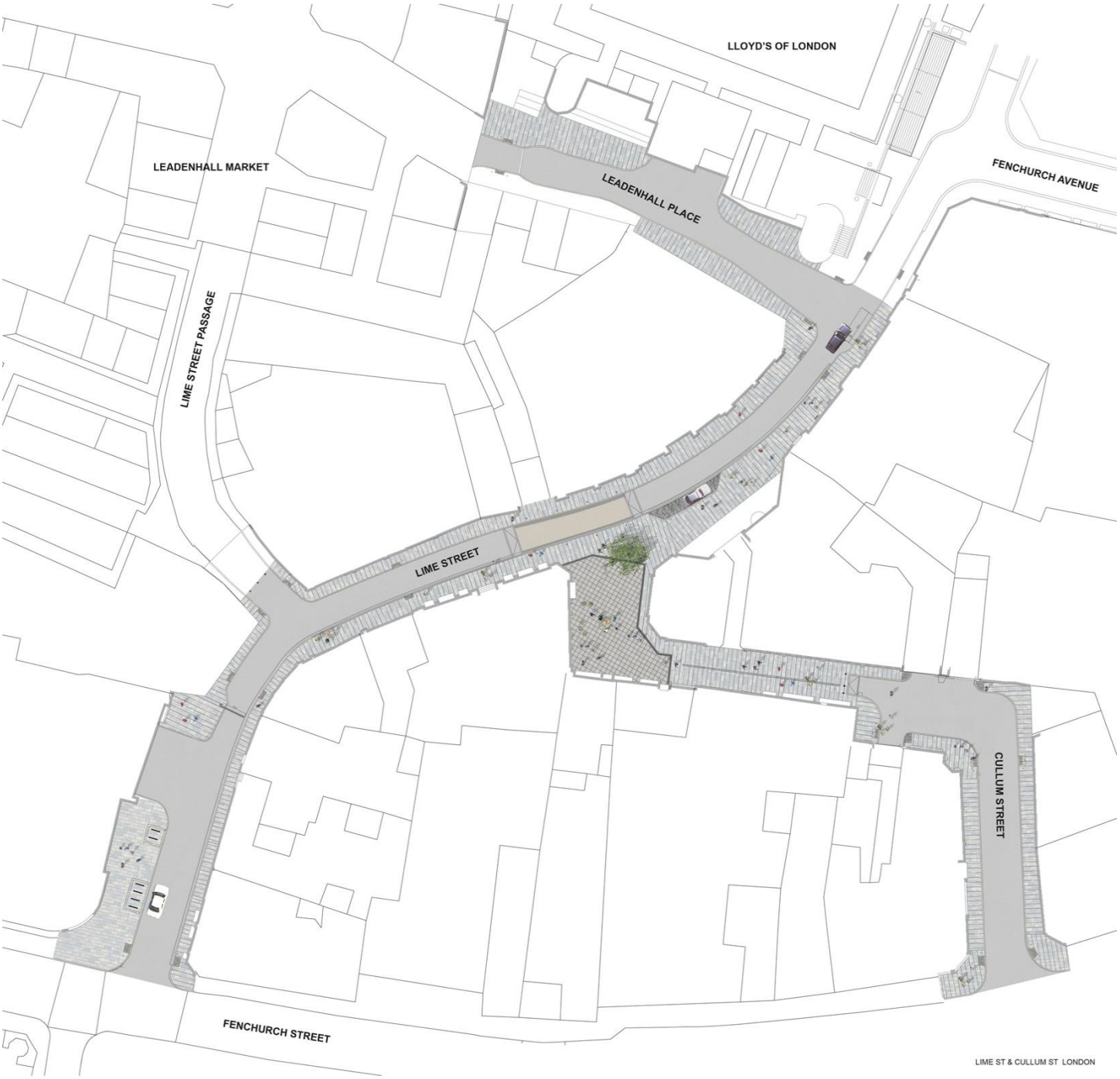
## Appendices

| | |
|---|---|
| **Appendix 1** | Proposed Road Layout – Experimental Closure |
| **Appendix 2** | Approved Lime St & Cullum St Enhancement Works |
| **Appendix 3** | Summary of Communication Strategy |
| **Appendix 4** | Financial Summary |
| **Appendix 5** | Gateway 5 Report – For Information Only |

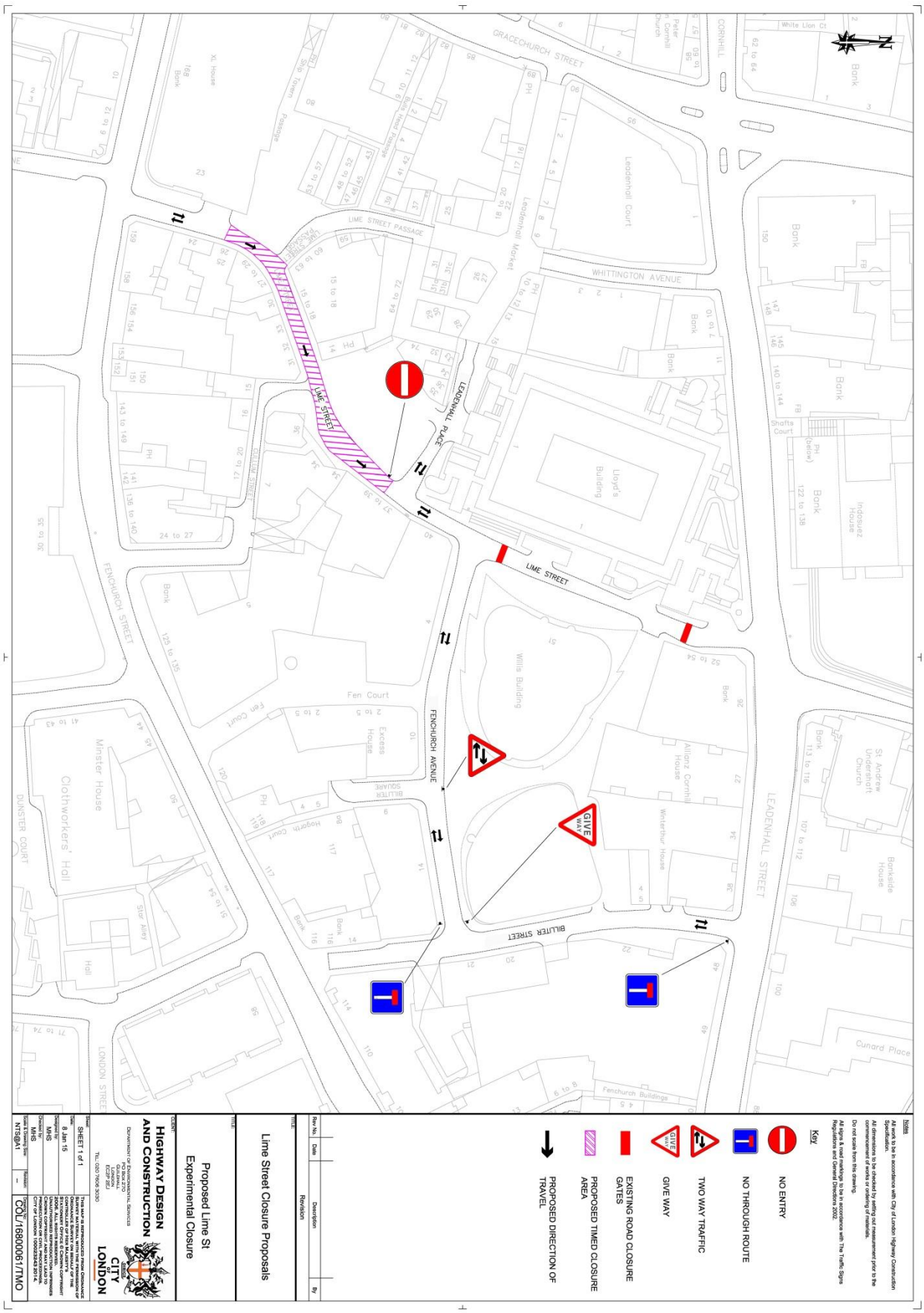
## Contact


| | |
|---|---|
| **Report Author** | Luke Joyce |
| **Email Address** | luke.joyce@cityoflondon.gov.uk |
| **Telephone Number** | 020 7332 1928 |

## Appendix 1 - Approved Lime St & Cullum St Enhancement Works



## Appendix 2 - Proposed Road Layout – Experimental Closure



**Appendix 3 - Summary of Communication Strategy**

The Communication Strategy has been developed in order to outline how stakeholders affected by the scheme will be kept informed prior to and throughout the traffic experiment, and to ensure the impact of closures on stakeholders is minimised.

The strategy sets out:

- Communications Plan
- Communications Stakeholder List
- Communications Methods & Approval Processes

All stakeholder communications with the City will be monitored and managed and the strategy evaluated and amended as necessary to ensure a high level of two way communications is being achieved. The plan builds on the successful communication strategies implemented for the schemes at Silk Street, Milton Court and Holborn Circus.

The objectives of the Communication Strategy are:

- To ensure stakeholders affected by the traffic experiment are identified;
- To ensure the needs of stakeholders affected by the experiment are identified and mitigated against as required;
- To ensure stakeholders affected by the experiment are kept fully informed of the project and any changes to the programme;
- To develop relationships with stakeholders affected by the work in order to keep them onside throughout the project, and;
- To continually assess the success of the communications strategy.

**Stakeholders**

In addition to internal consultees and the relevant Ward and Committee Members, two groups of key external stakeholders have been identified:

**Level 1 stakeholders** include all buildings and businesses that are directly impacted by the road closure of Lime street (buildings facing Lime Street) and all large organisations located in close proximity of the area that are likely to be affected during the experiment.

**Level 2 stakeholders** include building owners/occupiers/managing agencies in the surrounding areas which could be affected indirectly by the road closure. It includes building and businesses of Cullum Street, Leadenhall Place, Fenchurch Avenue, Lime Street Passage and 20 Fenchurch Street.

The communication between our project's team and the two groups of stakeholders will be structured as follow:

Level 1 Stakeholders

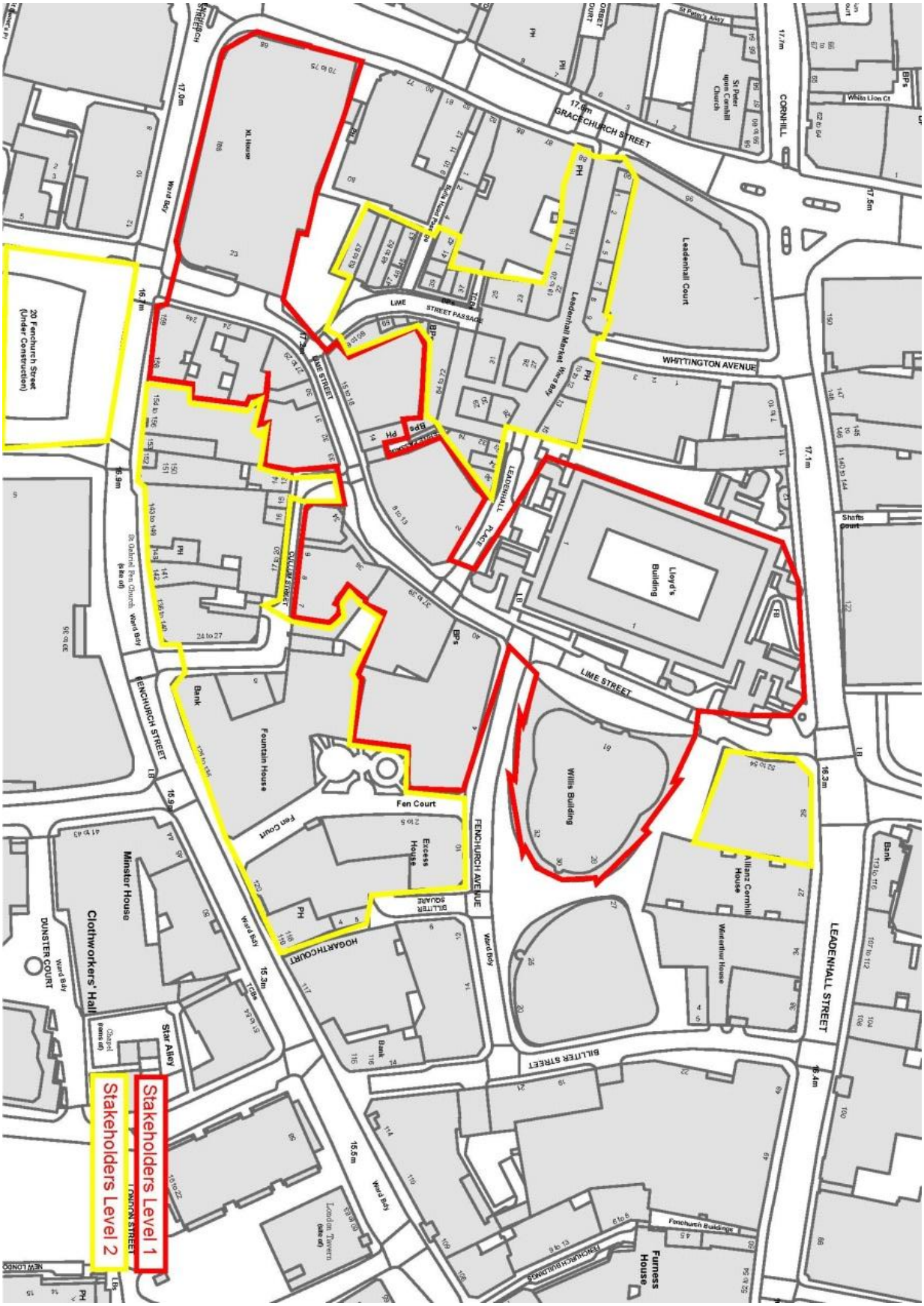
A list of management companies/building owners/occupiers has been compiled. Meetings are planned to take place in March/April 2015, prior to the commencement of the road closure, to inform the various stakeholders of the proposed traffic management arrangements and gather possible issues/comments related to the project.

During the road closure level 1 stakeholders will be kept informed on a monthly basis on the road monitoring progress as well as on 21 Lime Street development's construction works.

Level 2 Stakeholders

This group of stakeholders will be informed via mail correspondence prior to the closure of Lime Street and subsequently every month with an update of the road monitoring progress as well as on 21 Lime Street development's construction works.

Plan of Key Stakeholders



## Appendix 4 – Financial Summary

Table 1 Spend to Date

| Description | Approved Budget (£) | Expenditure / Commitments (£) * | Balance (£) |
|---|---|---|---|
| **Cullum Street Enhancement (16100255)** | | | |
| **Evaluation** | **0.00** | **0.00** | **0.00** |
| **Fees** | **18,750.00** | **8,707.39** | **10,042.61** |
| **CoL Staff Costs** | **33,700.00** | **28,034.12** | **5,665.88** |
| **Works** | **204,901.00** | **138,877.26** | **66,023.74** |
| **Contingency** | **22,500.00** | **0.00** | **22,500.00** |
| **Maintenance** | **0.00** | **0.00** | **0.00** |
| **Total for 16100255** | **279,851.00** | **175,618.77** | **104,232.23** |
| **Lime Street Traffic Management Experiment (16800061)** | | | |
| **Evaluation** | **0.00** | **0.00** | **0.00** |
| **Fees** | **21,500.00** | **18,389.14** | **3,110.86** |
| **CoL Staff Costs** | **27,000.00** | **14,054.39** | **12,945.61** |
| **Works** | **11,500.00** | **7,000.00** | **4,500.00** |
| **Contingency** | **0.00** | **0.00** | **0.00** |
| **Maintenance** | **0.00** | **0.00** | **0.00** |
| **Total for 16800061** | **60,000.00** | **39,443.53** | **20,556.47** |
| **GRAND TOTALS** | **339,851.00** | **215,062.30** | **124,788.70** |

*Costs incurred to 14 Jan 2015

Table 2 Budget adjustment required to next Gateway (6)

Given the scope of the remaining works on Cullum Street, the contingency budget will not be necessary to complete the works. Member approval is therefore sought to carry out a budget adjustment that will enable £21,700 to cover the fees necessary to undertake the traffic experiment (currently anticipated to be £20,000) and £800 to cover an overspend of staff costs within the Cullum Street project.

| Task Name | Approval Amount (Budget) | Adjustment Amount | Revised Budget |
|---|---|---|---|
| **16100255 - Cullum Street Enhancement** | | | |
| Contingency | 22,500.00 | -22,500.00 | 0.00 |
| **Total Contingency** | **22,500.00** | **-22,500.00** | **0.00** |
| **Fees** | | | |
| Design Fees | 15,250.00 | | 15,250.00 |
| Traffic Orders | 3,500.00 | | 3,500.00 |
| **Total Fees** | **18,750.00** | | **18,750.00** |
| **Staff Costs** | | | |
| Env Servs Staff Cost | 15,300.00 | | 15,300.00 |
| Open Spaces Staff Co | 2,500.00 | | 2,500.00 |
| P&T Staff Costs | 7,469.12 | 800.00 | 8,269.12 |
| Staff Costs | 8,430.88 | | 8,430.88 |
| **Total Staff Costs** | **33,700.00** | **800.00** | **34,500.00** |
| **Works** | | | |
| Street Furniture | 18,581.00 | | 18,581.00 |
| Soft Landscaping | 4,600.00 | | 4,600.00 |
| Main Works | 147,970.00 | | 147,970.00 |
| Lighting | 5,000.00 | | 5,000.00 |
| Drainage/Utilities | 28,750.00 | | 28,750.00 |
| **Total Works** | **204,901.00** | | **204,901.00** |
| **Total Budget** | **279,851.00** | **-21,700.00** | **258,151.00** |
| | | | |
| **16800061 - Lime Street Traffic Management Experiment** | | | |
| **Fees** | | | |
| Design Fees | 18,000.00 | 21,700.00 | 39,700.00 |
| Traffic Orders | 3,500.00 | | 3,500.00 |
| **Total Fees** | **21,500.00** | **21,700.00** | **43,200.00** |
| **Staff Costs** | | | |
| Staff Costs | 2,854.66 | | 2,854.66 |
| Env Servs Staff Cost | 3,000.00 | | 3,000.00 |
| P&T Staff Costs | 21,145.34 | | 21,145.34 |
| **Total Staff Cost** | **27,000.00** | | **27,000.00** |
| **Works** | | | |
| Traffic Management | 11,500.00 | | 11,500.00 |
| **Total Works** | **11,500.00** | | **11,500.00** |
| **Total Budget** | **60,000.00** | **21,700.00** | **81,700.00** |
| **Sum Total** | **339,851.00** | **0.00** | **339,851.00** |

**Appendix 5 – Gateway 5 Report – For Information Only**

| Committee(s): | Date(s): | Item no. |
|---|---|---|
| **Streets & Walkways Sub-Committee**<br><br>**Projects Sub-Committee** | **21st May 2012**<br><br>**23rd May 2012** | |
| **Subject:**<br>**Lime Street & Cullum Street enhancement works - Gateway 5 report** | | **Public** |
| **Report of:**<br>**Director of the Built Environment** | | **For Decision** |
| **Ward (if appropriate):**<br>Lime Street and Langbourn | | |


**Summary**

This report sets out the results of detailed design work into enhancements to Lime Street and Cullum Street and incorporates a public consultation into the possible management of traffic on Lime Street, in line with Committee approval of November 2010.

The existing area is already very busy and the streets are especially crowded at peak times. With several tall buildings currently under construction at either end of Lime Street, the area will shortly experience a large increase in working population and in visitors to the Leadenhall Market Principal Shopping Centre. The proposed enhancements will provide an increase in pedestrian space, improved and fully accessible walking routes, and new seating and greenery.

A key element of the enhancement works has been an investigation into ways to manage road safety for the vehicles, cyclists and pedestrians that use Lime Street daily. Officers carried out a public consultation, survey work and traffic and loading analysis, to assess the needs and issues in Lime Street and recommend what measures could make the area safer. This report recommends an experiment to test traffic management measures including loading facilities in surrounding streets, subject to further Member approval in 2013.


**Recommendation**

It is recommended that Members:

(a) Approve environmental enhancement works in Lime Street and Cullum Street including an experiment on managing traffic access in Lime Street at a cost of £653,963 as set out in this report, subject to obtaining necessary traffic orders and legal agreements;

(b) Approve the implementation of enhancement works in Cullum

Street subject to obtaining the necessary traffic orders and any legal agreements;

(c) Approve preparation for a traffic experiment to investigate traffic management on Lime Street and any facilities required on nearby streets, and seek authority to start the experiment from Members in autumn 2013;

(d) Approve implementation of physical enhancement works to Lime Street subject to obtaining necessary traffic orders and legal agreements only after the experiment has been concluded, if run, and Members have approved any design amendments in light of the experiment results.

**Gateway 5: Authority to Start Work**

| Committee(s): | Date(s): | Item no. |
|---|---|---|
| Streets & Walkways Sub-Committee<br><br>Projects Sub-Committee | 21/05/2012<br><br>23/05/2012 | |
| Subject:<br><br>Lime Street & Cullum Street enhancement works - Gateway 5 report | Public | |
| Report of:<br><br>Director of the Built Environment | For Decision | |

**Overview**

| | |
|---|---|
| **Context** | An evaluation report for the enhancement of Lime Street and Cullum Street was approved by Committees in October and November 2010. The approval was conditioned on receipt of the necessary Section 106 monies, a public consultation on the possible management of traffic on Lime Street and a design report.<br><br>The scheme is fully externally funded through the Section 106 Agreement for 20 Fenchurch Street which provides £1,143,224 (excluding interest and indexation) for environmental enhancement works, with first consideration for enhancement works being adjacent to the site and in Lime Street and Cullum Street. The planning application was implemented in January 2011, and the funds were received in March 2011. A consultation on the possible traffic management was carried out in November 2011 – January 2012.<br><br>Proposed enhancements include measures to address the existing transport issues in Lime Street. Lime Street currently caters for high numbers of pedestrians during AM, lunchtime and PM peaks. Pedestrian usage is increasing as Lime Street is a key route connecting public transport hubs and the Eastern City Cluster area, where the majority of tall building developments are being located. The footways on Lime Street are too narrow to accommodate the existing pedestrian numbers. The existing unmanaged arrangement of cyclists, vehicles and pedestrians creates road safety issues, restricts cycle and pedestrian connections and routes, and affects the vitality and viability of the Leadenhall Market Principal Shopping Centre. |
| **Brief** | The project involves public realm enhancements in Lime Street, |

| | |
|---|---|
| **description of project** | Cullum Street and Leadenhall Place, including the creation of a new public space at Cullum Street, footway widening and repaving, tree planting and proposed managed access on Lime Street for vehicles.<br><br>This report recommends a timetable for first delivering enhancements to Cullum Street, then undertaking an experiment to assess the possible management of traffic on Lime Street, then delivering enhancements to Lime Street including any traffic management measures, and lastly enhancing Leadenhall Place if sufficient funds remain. |
| **Success Criteria** | • Accommodate increasing numbers of City workers using the public realm as a direct result of the redevelopment<br>• Improve accessibility for all through the area, in particular pedestrian movement along footways and across Lime Street, where the kerbs are high compared to other City streets<br>• Reduce potential vehicle, cyclist and pedestrian conflict in the area<br>• No negative impact on through traffic in the local area<br>• Improve connectivity and safety for cyclists<br>• Ensure loading facilities meet the needs of local businesses<br>• Provide a new public space for the benefit of the City community<br>• Increase greenery and biodiversity<br>• Enhance the Leadenhall Market Conservation Area and Principal Shopping Centre<br>• increase facility for cultural/leisure activities in the public realm |
| **Notable Exclusions** | None |
| **Link to Strategic Aims** | *Aim 1: To support and promote 'The City' as the world leader in international finance and business services*<br>The project will create a new public space and improve key routes in the Eastern City Cluster – one of the City's focal points for national and international inward investment.<br><br>*Aim 2: To provide modern, efficient and high quality local services and policing within the Square Mile for workers, residents and visitors with a view to delivering sustainable outcomes*<br>The City's working population is expected to grow by 89,000 from 2007 to 2026 and many of these workers will be located in the Eastern City Cluster. The improvements will provide more accessible routes from offices to transport links, enhance an existing destination for workers and visitors, and create a new cultural and leisure activity space. |
| **Within which category does the project fit** | • Substantially reimbursable<br>• Asset enhancement/ improvement (capital) |

| | |
|---|---|
| **Resources Expended To Date** | In line with Member approvals, a total of £77,176 has been spent on the evaluation and design of the scheme (staff costs and fees). This includes the public consultation on the Lime Street proposals. |
| **Option Selected at Detailed Options Appraisal** | The approved option comprised enhancement works to Lime Street, Cullum Street and Leadenhall Place at a cost of £659,126, fully funded from the Section 106 Agreement connected to the development at 20 Fenchurch Street.<br>The outline design was approved subject to:<br>• A detailed design report for future Member approval (which this report now comprises) and the making of any necessary traffic orders<br>• A consultation on better managing vehicle use of Lime Street, the results to be reported to Committee on completion of the design report (included in this report)<br>• Production of the design report only to commence once the development was implemented and all funds were received (now received) |

**Authority to Start Work**

| | |
|---|---|
| **Design summary** | The scheme comprises three parts –<br>• physical enhancement works to Cullum Street;<br>• possible traffic management on Lime Street; and<br>• physical enhancement works to Lime Street including the junction with Leadenhall Place<br><br>**Physical enhancement works to Cullum Street**<br>It is proposed physical works would comprise the following:<br>• Pedestrianisation of the western half of the street to enhance the function of the retail area and create a new public space in line with the objectives of the Open Spaces Strategy, subject to a statutory Traffic Regulation Order;<br>• Minor alterations to the footway in the eastern half of the street to enable manoeuvring of servicing vehicles. Repaving of footways in York stone to enhance the conservation area.<br><br>**Recommendation:**<br>That the enhancement work in Cullum Street be implemented, subject to the making of necessary Traffic Orders.<br><br>**Possible traffic management on Lime Street**<br>Lime Street is a busy walking route all day, but is especially well-used in the morning and evening rush hours, when |

| | |
|---|---|
| | people often walk in the carriageway due to narrow footways. Light and heavy delivery vehicles are using Lime Street, which creates road safety issues and potential conflict between pedestrians, cyclists and vehicles. Increasing numbers of people are coming to Leadenhall Market and the surrounding area during the day.<br><br>Following observation of the way that Lime Street functions and discussions with key users, the following proposal was developed for public consultation on managing vehicular access:<br><br>• A traffic gate on Lime Street (south of Lime St Passage to manage vehicle access beyond the Marks and Spencer servicing entrance) between 7am and 7pm on weekdays<br>• The gate could be managed by Leadenhall Market staff, subject to confirmation of hours of operation. Alternative arrangements would be explored when developing the experiment<br>• Cyclists to remain able to travel along Lime Street<br>• Vehicles to gain access to Leadenhall Market and Leadenhall Place from the north via Leadenhall Street, with Fenchurch Avenue and part of Lime Street becoming two-way<br><br>In November 2011 a letter and plan seeking views on this proposal was circulated to the 225 businesses in the local area. 18 responses were received in December 2011 and January 2012. Officers met with local businesses that had questions to discuss the proposal in more detail.<br><br>Eight of the respondents were in favour of the management of traffic on Lime Street. Two respondents were in favour with slight alteration. Two respondents wanted to see further detail, and six respondents were concerned. A number of questions were raised over the impact on local deliveries and how this would be accommodated in surrounding streets. Please see Appendix B for a copy of the letter and plan and a summary of responses.<br><br>At the same time, a traffic and loading survey was carried out on Lime Street on a typical Tuesday, Thursday and Saturday. There was very little loading or traffic activity observed on the Saturday. Observations were done on a Tuesday and two Thursdays. On the Tuesday and Thursday surveys, there was loading and servicing observed throughout the day. Analysis |

indicated activity peaks in the morning, at lunchtime and after 8pm. The table below shows the peak number of vehicles loading and traffic flow numbers.

| | AM Peak (hour of peak flow) | Lunch Peak (hour of peak flow) | PM Peak (hour of peak flow) |
|---|---|---|---|
| **Vehicle loading activity** | | | |
| Lime Street (between Fenchurch Street and Lime St Passage) | 11 (6-7am) | 15 (12-1pm) | 13 (8-9pm) |
| Lime Street (between Lime St Passage and Cullum Street) | 11 (10-11am) | 11 (12-1pm) | 2 (9-10pm) |
| Lime Street (between Cullum Street and Leadenhall Place) | 10 (9-10am) | 11 (1-2pm) | 6 (4-5pm) |
| Leadenhall Place | 8 (7-8am) | 7 (11am-2pm) | 4 (8-9pm) |
| **Vehicle traffic flow activity** | | | |
| Accessing Lime St Passage from Lime Street | 23 (7-8am) | 2 (12-1pm) | n/a |
| Accessing Lime Street from Cullum Street | 30 (8-9am) | 32 (12-1pm) | 11 (10-11pm) |
| Travelling along Lime Street between Cullum Street and Leadenhall Place | 359 (8-9am) | 170 (11am-12pm) | 136 (7-8pm) |
| Accessing Leadenhall Place from Lime Street | 20 (8-9am) | 10 (1-2pm) | 8 (6-7pm) |

The surrounding network in Fenchurch Street, Gracechurch Street and Leadenhall Street would not be significantly affected by the addition of the recorded peak time traffic flow that traffic management of Lime Street would generate.

It is considered that the displacement of loading activities,

| | |
|---|---|
| | however, could have an adverse impact on the surrounding traffic network. However, the benefit to be had for other road users from removing this traffic from the narrow street makes it worth undertaking an experiment to see what the impact would be. It is recommended an experimental traffic scheme is undertaken and monitored prior to making any final traffic order, and to ensure the scheme objectives outlined within the success criteria would be met. Adjustments could be made during the experiment, such as to the hours of operation of the managed access, to work around needs in the local area.<br><br>Please see Appendix C for details of Lime Street Traffic Management Analysis, and Traffic Impact Analysis incorporating the approach to the experiment.<br><br>**Recommendation:**<br>Once Cullum Street has been completed, it is recommended to prepare for an experimental traffic scheme to fully test traffic management on Lime Street and the displacement measures required in surrounding streets. Once the experiment has been designed in detail, a proposal to start the experiment will be submitted to Members for approval.<br><br>**Physical enhancement works to Lime Street including junction with Leadenhall Place**<br>Design development work included consideration with the Access team of how to provide fully inclusive access between Leadenhall Market and Cullum Street, where there is insufficient space for drop kerbs. It is proposed physical works, subject to the findings of any experimental traffic scheme, would comprise the following:<br>• Footway widening and repaving in York stone between Fenchurch Street and the junction with Leadenhall Place;<br>• Introduction of a raised asphalt or similar material pedestrian table with bollards providing level and fully inclusive access across Lime Street between Beehive Passage and Cullum Street;<br>• Provision of a vehicle loading bay north of Cullum Street, planting of a new street tree.<br><br>**Recommendation:**<br>Physical enhancement works in Lime Street (and Leadenhall Place subject to sufficient funds remaining from the contingency sum) could be informed by the findings of the traffic experiment. It is proposed works would be implemented only after the experiment has been completed |

<table>
<tr><td></td><td>and Members have decided whether to make managed traffic access on Lime Street permanent.</td></tr>
<tr><td>Proposals for delivery of the project</td><td>It is proposed to use the City's term contractor to carry out the works. This approach offers greater flexibility for the implementation of a scheme of this scale and nature where there is a need to ensure that access to retail units is maintained and the construction is managed so as to cause minimum disruption.</td></tr>
<tr><td>Benefits and details of how they will be achieved</td><td>The benefits of the enhancement works would be measured through a combination of surveys and possible pedestrian counts (subject to funds remaining).<br><br>The benefits of any experiment and subsequent management of traffic on Lime Street would be measured through a combination of on-street filming, interviews with City and external stakeholders, and vehicle survey data taken before and after the experiment/implementation. A presentation or report may be produced for City and external stakeholders.</td></tr>
<tr><td>Scope and exclusions</td><td>For scheme scope please see map in Appendix A. Exclusions are areas outside Lime Street including the end of Lime St Passage, Cullum Street, Leadenhall Place</td></tr>
<tr><td>Constraints and assumptions</td><td>Current cost estimated have been based o the existing City term contractor arrangements (FM Conway and Laing's).</td></tr>
<tr><td>Programme</td><td>
<table>
<tr><th>Date</th><th>Activity</th></tr>
<tr><td>May – Oct 2012</td><td>Commence Traffic Regulation Order (TRO) statutory advertisement period on the pedestrianisation of part of Cullum Street. This is a 3 month process, however if objections are received it becomes a 6 month process and would require a report back to Committee in October/ November 2012.</td></tr>
<tr><td>Nov 2012 – Apr 2013</td><td>Subject to Committee approval being required in October/ November 2012, appoint consultants and complete the construction package for all physical enhancement works.</td></tr>
<tr><td>Apr – Nov 2013</td><td>Procure materials for Cullum Street (16 week process) and implement works.</td></tr>
<tr><td>Aug – Nov 2013</td><td>Plan an experiment to investigate traffic management on Lime Street and necessary support facilities, to be run once the enhancement works are complete, to be fully funded through the 20 Fenchurch Section 106 Agreement.</td></tr>
<tr><td>Nov 2013</td><td>Seek Member authority to start the experiment</td></tr>
<tr><td>Nov 2013</td><td>Commence experiment for a period of 6-18</td></tr>
</table>
</td></tr>
</table>

| | | |
|---|---|---|
| | –2014/5 | months. |
| | tbc | Implement Lime Street works and result of experiment.<br>Produce an outturn report with filming for evaluation and information purposes. |

| **Risk implications** | **Risk** | **Risk Category** | **Risk Value** | **Mitigating Action** |
|---|---|---|---|---|
| | Risk of utility works exceeding the £40,000 budget allocated | Cost/ Scope | Medium | Accept. A contingency sum of £45,000 has been set aside to allow for increased costs. |
| | Risk of pedestrianisation of Cullum Street not being approved through Traffic Regulation Order statutory process | Scope | Low | Reduce<br>Scheme has been designed to ensure that there will be minimal impact on servicing in the area. Key stakeholders have already been made aware of proposals. |
| | Risk of experiment on a managed traffic access into Lime Street leading to a conclusion that no traffic management should occur in this area | Scope | Low | Accept<br>The experiment will ensure that this proposal is fully tested |

| | |
|---|---|
| **Legal implications** | |
| **HR implications** | N/A |
| **Communications strategy** | The enhancement works have been developed in consultation with relevant internal City Departments. Officers have kept key local stakeholders including Leadenhall Market, Lloyd's and Willis up to date with developments and will continue to do so. For the enhancement works, officers will continue to manage external and internal communications through existing established relationships.<br><br>The public consultation completed in November and December 2011 for the possible traffic management on Lime |

| | |
|---|---|
| | Street involved 225 local businesses. Officers will continue to notify local businesses of further developments. |
| **Results of consultation carried out to date** | Please see Appendix B. |
| **Quality control arrangements** | Progress reports and project management procedures in accordance with approved City of London processes. |
| ***Financial Implications*** | |
| **Total capital cost (£)** | The preferred design was approved in 2010 in an evaluation report at an estimated cost of £659,126. This included £27,000 for production of a detailed design report including £6,000 for a consultation on the possible traffic management on Lime Street.<br><br>The total revised cost is £653,963. Please see Appendix D for a full breakdown and phasing of expenditure.<br><br>This comprises £27,000 spent on this detailed design report, £419,504 for the capital works to Lime Street and Cullum Street, £82,500 for associated fees and staff costs including any evaluation or reporting work required revised estimate, and £60,000 for a new experiment on managing traffic access in Lime Street, in order to fully explore the issues raised in the public consultation.<br><br>The works budget has decreased by £4,743 to £419,504. This reflects a combination of the increased cost of the new pedestrian raised table and utilities works, and a reduced project scope due to an amended focus on Lime Street and Cullum Street only. Works to Leadenhall Place would only be implemented if sufficient funds remain after the priority areas (Lime Street and Cullum Street) have been delivered and the contingency was not needed for utilities works. Works to Lime Street north of junction with Leadenhall Place would be transferred to the enhancement project funded by the 51 Lime Street Section 106 Agreement.<br><br>Fees have increased by £4,800 to £28,000, to cover landscape and civil design work required. Estimated staff costs remain unchanged. Revenue costs have decreased by £366 to £19,959 for 5 years cleansing and maintenance of the proposed tree. |
| **Breakdown of capital** | Please see Appendix D. |

| | |
|---|---|
| **expenditure** | |
| **Contingency** | £40,000 has been allocated within the project budget for utilities works, in particular works to alter utilities covers. However, a contingency element of £45,000 is recommended to cater for any further utilities works costs incurred, as officers have experienced increasing cost of such works in recent years. If not required for utilities works, the contingency will be used to repave Leadenhall Place. |
| **Source of capital funding** | The scheme is fully externally funded through the Section 106 Agreement signed with the developer of 20 Fenchurch Street. |
| **Phasing of capital expenditure** | Please see Appendix D. |
| **Anticipated capital value/return (£)** | It is anticipated the improved public realm will have a significant positive impact on the vitality and viability of retail units in the eastern part of Leadenhall Market and on Cullum Street. It is expected pedestrian footfall and rental returns will increase as a direct result of these works. |
| **Fund/budget to be credited with capital return** | Any unspent monies will be used for other enhancements works in the area in line with the Section 106 Agreement and the Fenchurch Street Area Strategy. |
| **Estimated revenue implications (£)** | Hard landscaping works are expected to be revenue neutral, as public highway is already subject to footway and carriageway cleansing maintenance regimes. Five years revenue funding for cleansing is provided for the extra seating area through the project at a total cost of £18,091.<br>Five years establishment funding of the tree at £1,868 has been included. |
| **Source of revenue funding** | The first five years are funded through the Section 106 Agreement signed with the developer of 20 Fenchurch Street at a total cost of £19,959 for the five years. Following this, revenue requirements for the public highways and the tree would be funded from the local risk allocation of Open Space and Built Environment Departments. |
| **Fund/budget to be credited with income/savings** | n/a |
| **Anticipated life** | n/a |
| **Budgetary control arrangements** | Day-to-day project management and supervision of works on site |
| ***Recommendation*** | *It is recommended that Members:*<br><br>*(a) Approve environmental enhancement works in Lime Street and Cullum Street including an experiment on managing traffic access in Lime Street at a cost of £653,963 as* |

| | |
|---|---|
| | *set out in this report, subject to obtaining necessary traffic orders and legal agreements;*<br><br>*(b) Approve the implementation of enhancement works in Cullum Street subject to obtaining the necessary traffic orders and any legal agreements;*<br><br>*(c) Approve preparation for a traffic experiment to investigate traffic management on Lime Street and any facilities required on nearby streets, and seek authority to start the experiment from Members in autumn 2013;*<br><br>*(d) Approve implementation of physical enhancement works to Lime Street subject to obtaining necessary traffic orders and legal agreements only after the experiment has been concluded, if run, and Members have approved any design amendments in light of the experiment results.* |
| **Tolerances** | A contingency would be retained to cover the risk of significant utility costs associated with the delivery of Lime Street and Cullum Street. If a sufficient sum remains after the priority elements have been delivered, it will be used to deliver repaving on Leadenhall Place, and resurfacing and carriageway resurfacing on Lime Street and on Leadenhall Place, where the kerb height creates access problems. |
| **Progress reporting** | Autumn 2012 if a report is required due to the traffic Regulation Order process relating to Cullum Street. If not, a progress report will be submitted in Autumn 2013. |

Appendices

**Appendix A** Scheme area and annotated plan of scheme

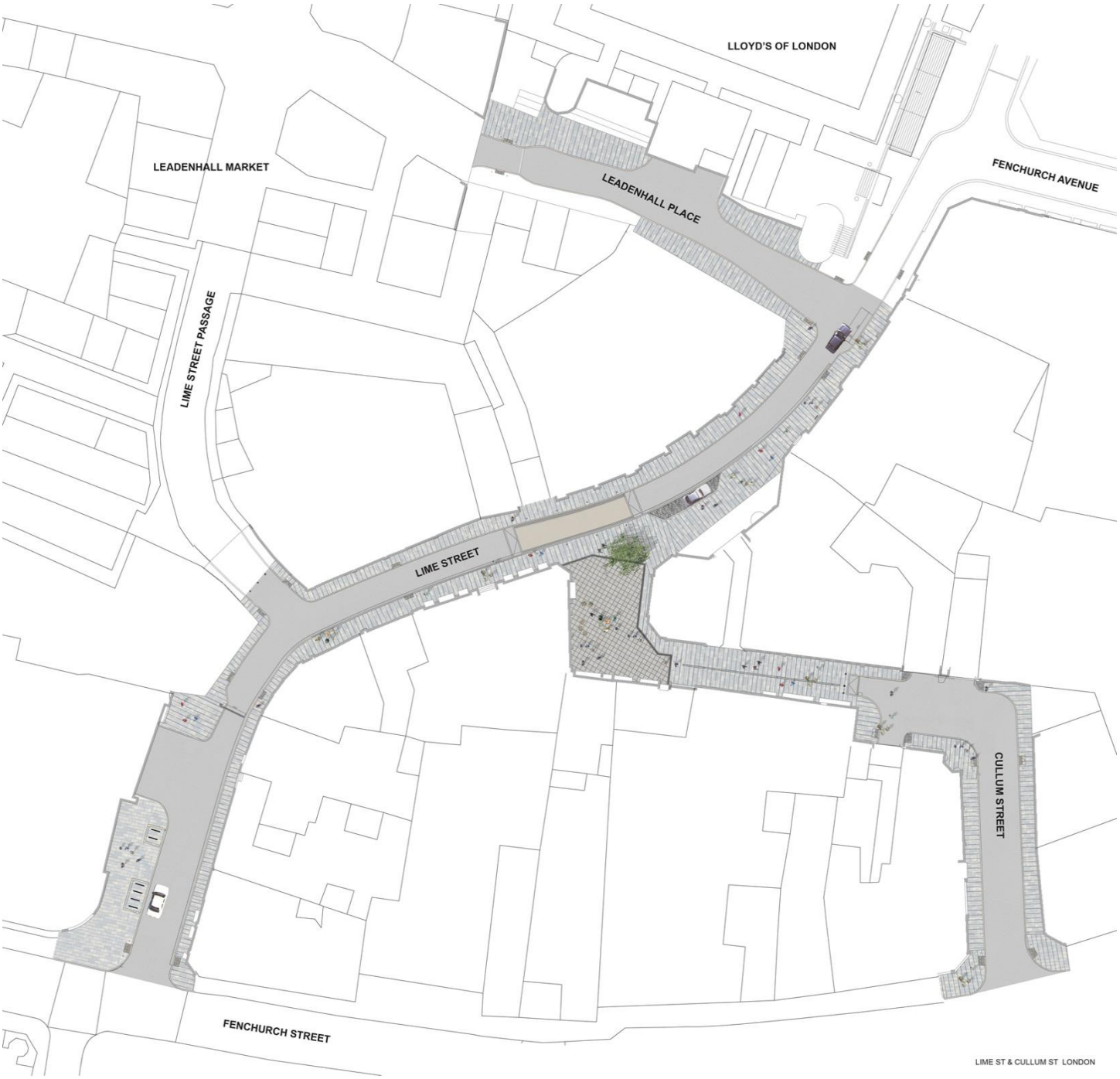
**Appendix B** Consultation on traffic management in Lime Street – letter, plan and results

**Appendix C** Lime Street Traffic Management Analysis and Traffic Impact Analysis

**Appendix D** Cost and phasing breakdown

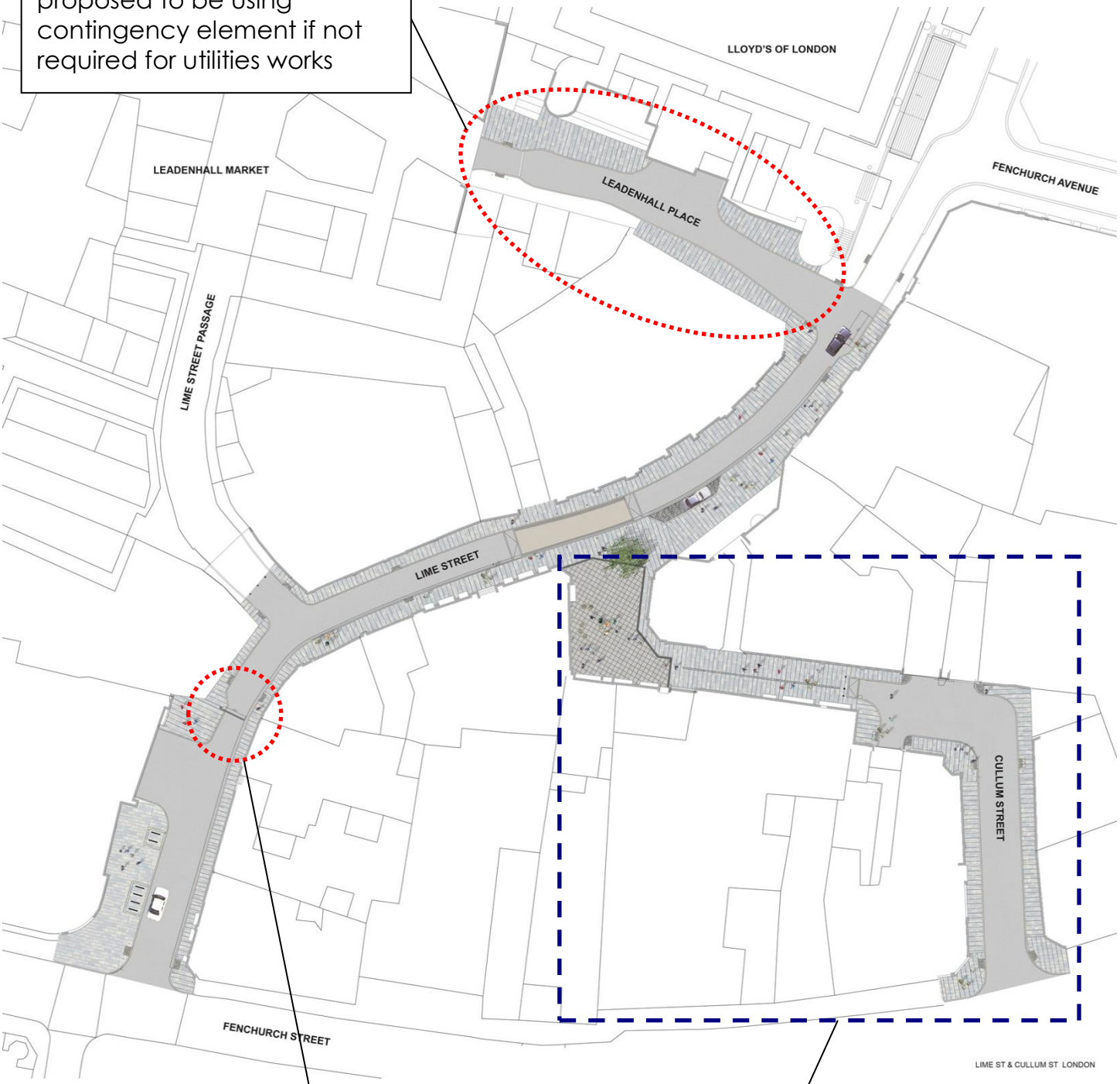
**Appendix E** Existing and proposed images of Cullum Street

**Appendix A** Scheme area




North

Annotated plan of scheme



**Appendix B** Consultation on traffic management in Lime Street – letter, plan and results

Officers sought to investigate the opinion of local businesses on possible measures to better manage vehicle use on Lime Street.

In November 2011 a letter with a plan seeking views on a proposal to introduce restricted access to vehicles on Lime Street from 7am to 7pm on weekdays was circulated to the 225 businesses in the local area.

Officers received views in December 2011 and January 2012, and met with local businesses in December and January to get further detail on concerns raised.

A majority of respondents were in favour of the management of traffic on Lime Street. There were key material concerns raised over the impact on local deliveries and how this would be accommodated in surrounding streets. Please find below a summary of the consultation responses received of the consultation were:

*Summary of comments in support:*

- Very greatly in favour, only issue being deliveries, would like barrier moved to north of Lime St Passage
- The more walking the better
- Current pavements are totally inadequate for the footfall
- Cannot emphasize enough the need to restrict access. Would suggest essential access only. Have nearly been hit by a courier bike and black cab several times
- Agree, as have observed some dangerous near misses over the years
- Would have a positive impact on Leadenhall Market, would like to consider increasing loading bays on Gracechurch Street or Fenchurch Street, concern over crowding on Leadenhall Place
- Brilliant regenerative move, would like to keep barrier south of Lime St Passage to minimise possible road safety issues, would like to investigate whether 7am start is best time given existing 10am barrier on Lime St Passage
- Support stopping of traffic entering Leadenhall Market through Lime St Passage in the mornings as would benefit the Market and prevent large vehicles who currently ignore Leadenhall Market vehicle restriction times

*Summary of comments in partial support:*

- Support removing large vehicles but would like to retain taxis, cyclists, cars so a barrier would not be the best way
- Would it be better to limit traffic between 7-10am and 4-7pm

- Concerns over possible pinch points in Leadenhall Place, by Lloyd's servicing, and on Lime Street outside Lloyd's main entrance

*Summary of comments against:*

- It would impede emergency services, deliveries and people with mobility impairments accessing the area
- It would cause problems for businesses with deliveries and collections in Lime St Passage (would be satisfied if barrier was moved to north of Lime St Passage)
- It would cause problems for businesses with deliveries through out the day in Lime St Passage (would be satisfied if barrier was moved to north of Lime St Passage)
- Would like to maintain existing arrangement; often need access to make deliveries to maintain plant displays
- Do not think it is realistic for deliveries to be scheduled before 7am or after 7pm, can foresee chaos in Lime Street by Fenchurch Street and in Leadenhall Place/Lime Street/Fenchurch Avenue area. Cullum St could also be a problem
- Would cause significant issues with deliveries, couriers and taxis having difficulty finding the address or refusing to drive round to access. Possible risk to pedestrians from vehicles turning at junctions of Leadenhall Place-Lime Street, and Fenchurch Street-Lime Street.
- Completely disagree with the proposal, people choose to walk in the road to overtake other pedestrians

Officers sought advice from the Access Team on the comments received. The Access team supported an experiment that tests restricting access through signage only, as well as with a physical barrier.

**Appendix C** Lime Street Traffic Management Analysis and Traffic Impact Analysis

**Lime Street Traffic Management Analysis**

Introduction
This is an initial assessment of issues that need to be further assessed in developing the detail of the traffic experiment and the potential permanent traffic order.

Traffic Flow and Composition
A traffic flow survey in December 2011, showed morning peak hour flow of 359 vehicles on Lime Street (between Cullum Street and Leadenhall Place) between the hours of 8.15 am to 9.15 am. (This time period was selected for further analysis as it constitutes the single highest hourly peak flow surveyed.)

These 359 vehicles comprised 181 cycles, 46 motorcycles and 132 motorised vehicles including cars, taxis, light goods vehicles, heavy goods vehicles, refuse vehicles and buses. The number of heavy goods vehicles and refuse vehicles were low at six and two respectively.

In considering the traffic impact, the 181 cycles can be excluded from consideration as they will continue to enjoy the same level of access into Lime Street since pedal cycles will be exempt from the proposed traffic restriction.

Likewise, the impact on queues and waiting times at nearby junctions will be negligible for an additional 46 motorcycles. This leaves the balance of 178 motorised vehicles to be taken into account at the morning peak hour.

The corresponding loading survey for this time period shows a total of 17* of the 178 motorised vehicles (about 10 percent) requiring access to properties at Lime Street or Leadenhall Place. It can therefore be concluded that the remaining 161 motorised vehicles are using Lime Street as a through-fare during the morning peak hour. This traffic should be encouraged onto other more suitable routes in the highway hierarchy.

* Area 1 (5 vehicles loading), Area 2 (0), Area 3 (7), Area 4 (5)

Loading Issues
It is noted that traffic management on Lime Street would alter existing loading activity, as the majority of deliveries currently occur between the hours of 7 am to 7 pm. This loading activity may be displaced to

earlier and later in the day. It is possible that there could be an adverse impact on surrounding streets from loading activities displaced onto these streets.

It is recommended an experiment be prepared that is based on a full analysis of the existing provision of delivery and servicing facilities, expected need for additional loading facilities on nearby streets, and prepared in consultation with local stakeholders including Leadenhall Market, Lloyd's and Willis.

Origin-Destination

The surrounding street network has a number of existing traffic restrictions including one-way operations and turning restrictions. It is noted that vehicles that enter Lime Street (which is one-way northbound) are only able to exit onto Leadenhall Street either (a) via Fenchurch Avenue, Billiter Street then Leadenhall Street, or (b) via Leadenhall Place, Whittington Avenue and Leadenhall Street (before 10 am).

One of the reasons why vehicles undertake this route may be that northbound vehicles along Gracechurch Street are not able to turn right at Leadenhall Street. Similarly, vehicles that continue eastbound down Fenchurch Street are not able to turn left into Leadenhall Street. The destination of vehicles beyond Leadenhall Street is not obvious from the existing traffic survey.

It is further noted that when the survey was conducted in early December 2011, road works / utility works in the immediate vicinity necessitated a southbound restriction along Gracechurch Street (i.e. Gracechurch Street operated one-way northbound only during this period). The traffic diversion along Leadenhall Street, Aldgate Gyratory and Fenchurch Street was lifted in February 2012. This temporary restriction is considered unlikely to have affected the results of the survey.

If Lime Street (from the south of Lime Street Passage) was closed to motor vehicles, and assuming their destination is Leadenhall Street and surrounding areas, the alternative routes for the remaining 161 motorised vehicles would be:

(a) Continuing northbound along Gracechurch Street and Bishopgate, then turning right into Camomile Street

(b) Continuing eastbound along Fenchurch Street, and entering the Aldgate Gyratory.

Highway Hierarchy

The displacement of the 161 motorised vehicles onto the above identified routes will generally result in a wider dispersion of traffic onto more strategic parts of the network, consistent with our adopted highway hierarchy:

(i) Gracechurch Street being a TLRN / local distributor road;

(ii) Fenchurch Street as a local distributor road;

(iii) Outwich Street and Aldgate Gyratory are borough distributor roads.

Assuming a worse case scenario where all 161 motorised vehicles were to divert onto the same route, this would translate into an additional 2-3 vehicles per minute during the morning peak hour. This increase in traffic can be considered negligible in the overall scheme. It is considered appropriate that through traffic use these streets instead of Lime Street which is a local access road.

**Traffic Impact Analysis**

Officers recommend a traffic impact analysis study on possible traffic management on Lime Street forms part of the experiment to be prepared, to enable before and after data to be reported back to Members once the experiment has been undertaken.

The traffic impact analysis will incorporate the following subjects:

| Element | Relevant 2011 LIP objective | 2012 assessment | Experiment monitoring |
|---|---|---|---|
| Pedestrian connectivity | 5 – increase permeability, connectivity and accessibility;<br>8 – plan for a City with operational Crossrail and increased pedestrians and cyclists | Limited connectivity due to high kerbs, lack of drop kerbs, presence of vehicle traffic travelling at varying speeds. | |
| Pedestrian safety | 3 – reduce road traffic dangers and casualties;<br>8 – plan for a City with operational Crossrail and increased pedestrians and cyclists | Perception of danger from vehicles of varying sizes overriding the kerb, overtaking. | |
| Cyclist connectivity | 5 – increase permeability, connectivity and accessibility;<br>8 – plan for a City with | Partial connectivity, presence of vehicles has an impact. | |

| | | | |
|---|---|---|---|
| | operational Crossrail and increased pedestrians and cyclists | | |
| Cyclist safety | 3 – reduce road traffic dangers and casualties;<br>8 – plan for a City with operational Crossrail and increased pedestrians and cyclists | Perception of danger from vehicles of varying sizes overriding the kerb, overtaking. | |
| Local vehicle speed | 5 – increase permeability, connectivity and accessibility;<br>6 – smooth traffic flow and reduce journey-time variability | Varying speeds, anecdotal evidence of vehicles travelling at high speeds at certain times of day. | |
| Journey waiting times at local junctions | 5 – increase permeability, connectivity and accessibility;<br>6 – smooth traffic flow and reduce journey-time variability | To be assessed as part of preparation for the experiment, if approved. | |
| Vehicles using appropriate road in adopted highway hierarchy | 5 – increase permeability, connectivity and accessibility;<br>6 – smooth traffic flow and reduce journey-time variability;<br>8 – plan for a City with operational Crossrail and increased pedestrians and cyclists | Survey data indicates vehicles using Lime Street in an inappropriate manner – as a cut through rather than being a destination. | |
| Access for emergency services to Lloyd's and vicinity, including in a terror attack | 5 – increase permeability, connectivity and accessibility | Emergency vehicles would not be affected. The emergency services hold keys to all managed traffic gates in London. Not having other moving or parked vehicles in the street would be a benefit. | |
| Access for people with mobility impairments to Lloyd's and vicinity | 5 – increase permeability, connectivity and accessibility;<br>8 – plan for a City with operational Crossrail and increased pedestrians | Access arrangements to, or within the Lloyd's building would not be altered. | |

| | | | |
|---|---|---|---|
| | and cyclists | | |
| Access for people with mobility impairments to avoid walking on cobbles | 5 – increase permeability, connectivity and accessibility;<br>8 – plan for a City with operational Crossrail and increased pedestrians and cyclists | Plans to widen the eastern footway on Lime Street. | |
| Impact on deliveries and servicing affecting business operation, and a lack of manoeuvring ability for vehicles in Lime Street/ Fenchurch Street area | 5 – increase permeability, connectivity and accessibility;<br>8 – plan for a City with operational Crossrail and increased pedestrians and cyclists | It was confirmed this is the main impact of the proposal and needs careful consideration. The impact would depend on the operating time of any restriction, and would happen in two ways:<br><br>1. displacement onto other streets in the vicinity of Lloyd's, or into certain areas in Fenchurch Avenue, Lime Street and Leadenhall Place<br><br>2. displacement to parts of the day or week when access is not restricted | |
| Issues of client drop off/ pick up area for taxis servicing Lloyd's and vicinity | 5 – increase permeability, connectivity and accessibility | This issue could be picked up as part of the investigation into the displacement of delivery and servicing vehicles. | |
| Reduction of unnecessary vehicle journeys | 1 – reduce pollution from transport;<br>2 – reduce contribution of transport to climate change;<br>4 – reduce adverse effects of transport on health;<br>6 – smooth traffic flow and reduce journey-time variability; | Survey data indicates vehicles using Lime Street in an inappropriate manner – as a cut through rather than being a destination. | |

| | | | |
|---|---|---|---|
| | 8 – plan for a City with operational Crossrail and increased pedestrians and cyclists | | |

**Appendix D** Cost and phasing breakdown

Table 1 below details the design budget approved in November 2010 and actual expenditure:

| **Table 1 - design budget** | Approved/ Actual |
|---|---|
| **Fees:** | |
| Design fees | 5,000 |
| Surveys | 4,000 |
| **Staff Costs:** | |
| Built Environment (Highways) Staff Costs | 3,000 |
| Open Spaces Staff Costs | 2,000 |
| Built Environment Staff Costs | 7,000 |
| **Sub-total** | **21,000** |
| **Revenue** | |
| Public consultation on timed closure | 3,000 |
| Built Environment Staff Consultation Costs | 3,000 |
| **Sub-total (design)** | **27,000** |

Table 2 below details the estimated cost of the scheme approved at evaluation on 18th November 2010:

| **Table 2: Guideline Cost Estimate** | **Value (£)** |
|---|---|
| **Design report** | |
| Fees and staff costs | 27,000 |
| **Capital works** | |
| **Works:** | |
| Site preparation and hard landscaping works | 305,270 |
| Drainage/ utilities | 44,500 |
| Street furniture | 33,415 |
| Lighting | 10,000 |
| Soft landscaping | 9,062 |
| Traffic management | 12,000 |
| Timed closure | 10,000 |
| **Sub-total (Works)** | **424,247** |
| **Fees:** | |
| Design fees including CDM Coordinator | 13,000 |
| Traffic orders and management | 10,200 |
| **Staff costs:** | |
| Built Environment (Highways) Staff Costs | 25,500 |
| Open Spaces Staff Costs | 2,500 |

| | |
|---|---|
| Built Environment Staff Costs | 26,500 |
| **Sub total (Fees and Staff costs)** | **77,700** |
| **Revenue** | |
| Open spaces maintenance (5 years) | 3,325 |
| Built Environment (Highways) maintenance (5 years) | 17,500 |
| **Sub-total (Revenue)** | **20,325** |
| | |
| Contingency @ 20% | 109,854 |
| | |
| **Overall total** | **659,126** |

Table 3 below outlines the estimated costs of delivering the designed scheme as at 4th May 2012. Each column shows the total cost of delivering the overall enhancement in the order laid out in the recommendation, namely:

1. Enhancement works to Cullum Street, subject to necessary traffic orders (proposed delivered first),
2. Experiment to assess managed traffic element on Lime Street (proposed delivered second),
3. Enhancement works to Lime Street, subject to necessary traffic orders (proposed delivered third).

Enhancement works to Leadenhall Place will only be taken forward once all works in elements 1-3 above are completed, and officers can confirm there is sufficient money remaining from the contingency element.

| **Table 3: Estimated cost of the proposed works to Cullum Street, experiment to assess managed traffic on Lime Street, and proposed works to Lime Street** | **Cullum Street**<br><br>**Value (£)** | **Experiment to assess managed traffic on Lime Street estimate**<br><br>**Value (£)** | **Lime Street**<br><br>**Value (£)** |
|---|---|---|---|
| **Capital works** | | | |
| **Works:** | | | |
| Site preparation and hard landscaping works | 147,970 | 0 | 180,853 |
| Drainage/ utilities | 28,750 | 0 | 28,750 |
| Street furniture | 18,581 | 0 | 0 |
| Lighting | 5,000 | 0 | 5,000 |

| | | | |
|---|---|---|---|
| Soft landscaping | 4,600 | 0 | 0 |
| Traffic management | 0 | 0 | 0 |
| Timed closure | 0 | 11,500 | 0 |
| **Sub-total (Works)** | **204,901** | **11,500** | **214,603** |
| **Fees:** | | | |
| Design fees including CDM Coordinator | 15,250 | 18,000 | 5,750 |
| Traffic orders and management | 3,500 | 3,500 | 3,500 |
| **Staff costs:** | | | |
| Built Environment (Highways) Staff Costs | 15,300 | 27,000 | 10,200 |
| Open Spaces Staff Costs | 2,500 | 0 | 0 |
| Built Environment Staff Costs | 15,900 | 0 | 10,600 |
| **Sub total (Fees and Staff costs)** | **52,450** | **48,500** | **30,050** |
| **Revenue** | | | |
| Open spaces maintenance (5 years) | 1,868 | 0 | 0 |
| Built Environment (Highways) maintenance (5 years) | 7,236 | 0 | 10,855 |
| **Sub-total (Revenue)** | **9,104** | **0** | **10,855** |
| | | | |
| Contingency @ 20% | 22,500 | 0 | 22,500 |
| | | | |
| **Overall total** | **288,955** | **60,000** | **278,008** |

These tables show the total cost of all proposed works including the funds used for the design report, the managed traffic experiment, all fees, staff costs, revenue and the contingency element is now estimated at £653,963. This represents a saving of £5,163 on the estimate in the evaluation report approved on 18th November 2010.

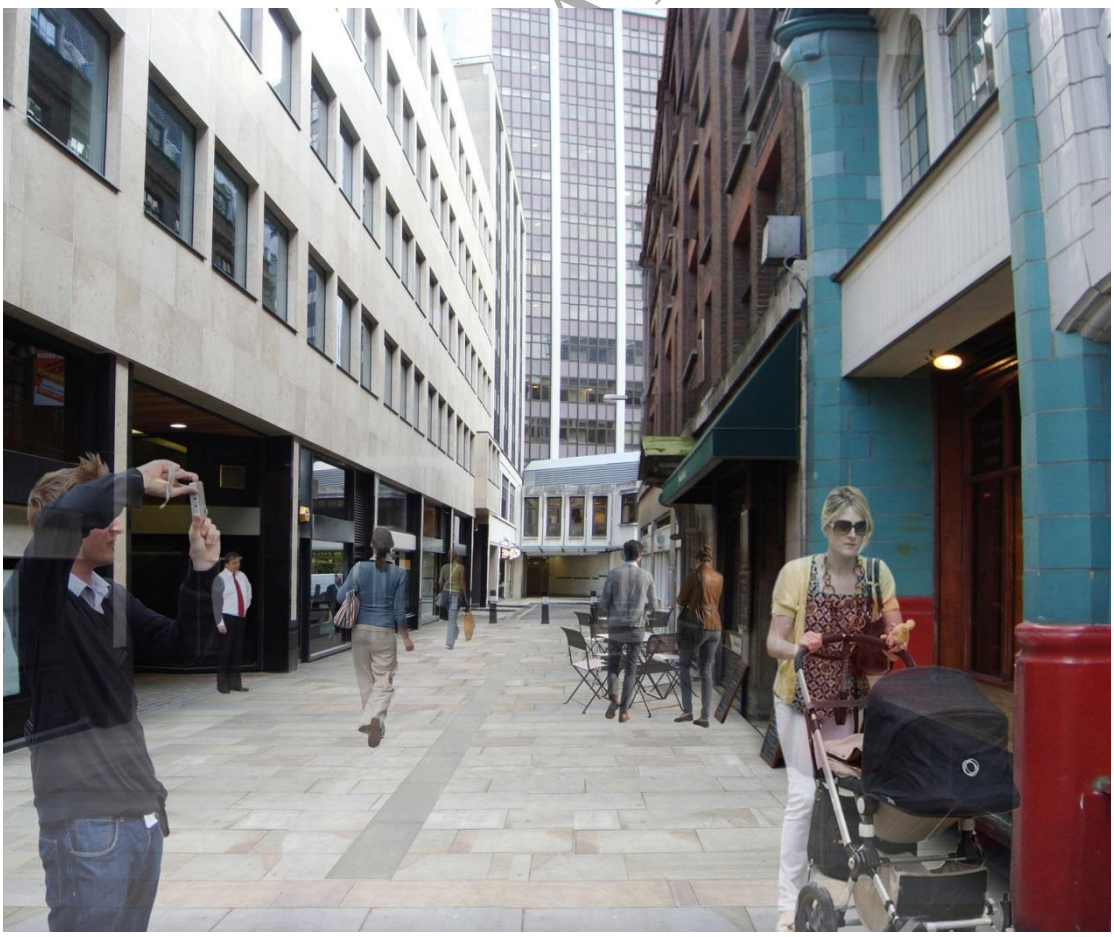
Table 4 below details the estimated phasing of expenditure:

| **Table 3 phasing of expenditure** | **2012/13** | **2013/14** | **Later years** | **Total** |
|---|---|---|---|---|
| **Experiment to assess managed traffic gate on Lime Street** | | | | |
| Fees | | 9,000 | 12,500 | 21,500 |
| Staff costs | | 12,000 | 15,000 | 27,000 |
| Works | | | 11,500 | 11,500 |
| **Capital works** | | | | |
| Fees | 15,000 | 3,750 | 9,250 | 28,000 |
| Staff costs | 16,000 | 17,700 | 20,800 | 54,500 |
| Works | | 204,901 | 214,603 | 419,504 |

| | | | | |
|---|---|---|---|---|
| Revenue | | 1,821 | 18,138 | 19,959 |
| Contingency | | | 45,000 | 45,000 |
| **Total** | **31,000** | **249,172** | **346,791** | **626,963** |

**Appendix E** Existing and proposed images of Cullum Street

Cullum Street looking east - existing



Cullum Street looking east - proposed

Cullum Street at junction with Lime Street - existing

Cullum Street at junction with Lime Street - proposed

| Committee(s) | Dated: |
|---|---|
| Policy and Resources Committee – For decision<br>Streets and Walkways Sub-Committee – For Information<br>Planning and Transportation Committee – For decision | 19/02/2015<br>23/02/2015<br>24/02/2015 |
| **Subject:**<br>Cycle Superhighways – The Mayor's Decision | **Public** |
| **Report of:**<br>Director of the Built Environment | **For Information** |


**Summary**

Following consultation, the Mayor of London has decided to proceed with his programme of Cycle Superhighways in London; in particular, the East/West and North/South routes within the City of London. The Transport for London Board endorsed this position on 4 February 2015.

The City responded to the consultation and expressed concerns about:

- Road safety
- Pedestrian convenience
- Local access
- Network resilience
- Knock on impacts on the City's highways

Whilst concerns remain for the City about some of the local impacts, the Cycle Superhighway proposals are a key element of the Mayor's Vision for Cycling and are seen by him as being beneficial overall for London. The documentation presented by TfL to their Board (Appendix 1) confirms this position and shows a positive overall outcome for London.

The Mayor's proposals are most beneficial for cyclists. However, the City has consistently expressed concern about the needs of those on foot and it has been possible to agree with TfL for improvements to be made throughout the rest of the City that will benefit pedestrians. The most significant of these will be a shift in signal timings to better serve the needs of those on foot.

The City Corporation has consistently supported the principle of the Cycle Superhighway whilst expressing considerable reservations regarding the design detail.Changes have been made at Ludgate Circus but there are no further design changes that TfL are willing or able to make to the cycling proposals at this point in time. This leaves access to Trinity Square and narrow footways at Tower Hill as the two significant detailed points of concern that remain. However, TfL acknowledge that further changes to their proposals are desirable and they have offered to work with the City to make improvements.

Bearing in mind the position reached and the documentation now provided by TfL, officers recommend that Members accept that the cycling proposals will be implemented and that Castle Baynard Street can be used for the East/West Cycle Superhighway.

## Recommendation(s)

Members are asked to:

- Accept the Mayor of London's proposals for Cycle Superhighways within the City of London, as set out in Appendix 1 of this report.
- Agree that Officers work with TfL to facilitate introducing the proposals using the powers and authority available to the City Corporation.
- Direct officers to work with TfL to identify and bring forward further improvements to the Cycle Superhighway infrastructure.

## Main Report

### Background

1. The original proposals were presented to Members in October last year. At that time there were concerns about aspects of the proposals and a complete lack of information on the impacts of the changes. Transport for London began to release information and, consequently, a further report was considered by Members in November. A detailed response to the consultation was authorised and sent. Subsequently, a number of meetings took place with senior TfL staff; involving Members and officers.

### Current Position

2. TfL has made limited adjustments to their proposals for the North/South and East/West Cycle Superhighways across London and also within the City of London. Changes have been made to deliver improvements for pedestrians at Ludgate Circus but the 'experience' for pedestrians trying to cross the Cycle Superhighways elsewhere within the City remains poor. TfL has also modified the East/West route through the City to provide for greater capacity for the movement of motor vehicles. This change reduces delay to traffic throughout London but means that concerns over access to the Trinity Square area have not been addressed.

3. The main paper presented to the TfL Board is attached to this report as Appendix 1. The TfL paper sets out, for the first time, the overall impact of all of the proposed Cycle Superhighways; individually and collectively. Very simply, the proposals are portrayed as being beneficial for London. But, it is acknowledged by TfL that there are disbenefits for some users and in some local areas.

4. The consultation from TfL generated a huge number of responses. It is said that the majority of those were in support. Public campaigns were generated and the

emotion of the debate often spilt out into the public arena via social media and newspaper articles.

5. Without exception, the local Authorities impacted by the Cycle Superhighway proposals supported the proposals in principle but also expressed concern at the lack of detail provided. After some information was provided by TfL the concern remained and focussed on the impacts of the proposals.

**TfL's Proposals**

6. The position that the City finally reached through discussion with the Mayor and TfL is this:

**7. Overall changes made to proposals**

- Most of the City's 13 detailed requests have not been adopted or addressed. However, this means that the proposals are workable but, in the view of your officers, poor (The greatest concerns that remain relate to access to Trinity Square and footway widths at Tower Hill)

**8. Changes proposed**

- Some change at Ludgate Circus: (direct crossings for pedestrians on Fleet Street and Ludgate Hill).
- Turns from Lower Thames Street into Fish Street Hill have been reinstated.
- Widening of a pedestrian crossing at Tower Hill.
- Greater capacity for east/west traffic movement is proposed but was not asked for by the City.

**9. Significant remaining concerns**

- Appropriate and safe access into the Trinity Square area for vehicles servicing the six hotels, the offices, the residential and public transport related buildings.Reduced footway widths in the vicinity of the Tower of London.
- Isolation of residents south of the East-West route. They have the same routes of access but more limited routes for egress. Journey times along the route will increase and therefore it may take longer to access premises along the route.

**10. Commitments offered by TfL**

- Work with the City to develop a much better long term solution at Blackfriars.
- Work with the City to develop a surface level crossing to the riverside (New Blackfriars Pier location) at Puddle Dock.
- To work in close partnership with the City to manage the construction.
- To work in close partnership with the City to monitor the operation of the new infrastructure and improve the timings for pedestrians, if possible.

11. **Commitments asked for by City and agreed by TfL**

- Provide resources (funding) to help the City secure approvals and manage the implementation (at present, 3 people are envisaged but it could require more)
- Help the City to improve the environment for pedestrians throughout the rest of the City, by way of compensation/mitigation for the direct impact of the cycle routes. This will be covered in two ways:
  i. Alter the traffic signal operating plans to better prioritise pedestrians off the Superhighway routes
  ii. Support the City to deliver change projects to enhance the sense of place and prioritise the pedestrian throughout the City (funding and approvals)

**Corporate & Strategic Implications**

12. The Cycle Superhighways accord with many of the City's strategic and corporate policy objectives. The reduction in motor vehicles should deliver components of the Air Quality Strategy, the Climate Change Mitigation Strategy, the Health and Wellbeing Strategy and the Noise Strategy. The proposals should lead to a reduction in casualties on the City's Streets.

**Implications**

13. These proposals, to deliver a major component of the Mayor's Vision for Cycling, will hasten the changing patterns and types of movement on the City's streets.

14. TfL maintain that it will be managing traffic throughout London to ensure that central and inner London continues to operate well whilst the Superhighways and other schemes are constructed. As an organisation, it managed this well during the Olympics in 2012 and it must do the same again for the sake of London and the City.

15. The Mayor requires the City to play a supporting role in delivering the cycling infrastructure, mainly as Highway and Traffic Authority for local streets within the City of London. A project is already open (Mayor's Vision for Cycling) so the detailed approvals and permissions can be progressed through the City of London's normal project governance processes. Currently it is still not clear what permissions and actions are required of the City, or the timescales involved. However, the challenging agenda set by the Mayor for work to start in April 2015 indicates that much is expected of the City of London within a shortspace of time.

16. Many on-going issues will be of a technical nature and solutions will be found but formal consultation is still to happen for the detailed Traffic Regulation Order changes. It could be that many individuals or representative organisations within the City object to the details of the orders. In that circumstance, the City must retain its right to determine the outcome of those objections based on their merit.

17. Further public consultations are expected in the coming months for three Cycle Superhighways that also touch the City. These are CS1, CS3 upgrade and CS4.

Of these three, CS4 will have the greatest impact as it is due to run across London Bridge and terminate at the north end of the Bridge. Officers have no information on any of these three proposals but will bring them to the Planning and Transportation Committee and the Streets and Walkways Sub-Committee for consideration.

**Conclusion**

18. The City Corporation has always supported the principle of the Cycle Superhighways whilst having concerns about their design. Despite senior level discussions with TfL at Officer and Member level little of what the City asked for by way of modifications to the design have been accepted although some improvements for pedestrians elsewhere have been secured along with other commitments being agreed by TfL as set out above. The Superhighways proposals have now been agreed by the TfL Board; on 4 February 2015. This is a TfL scheme, primarily on their roads, and in the circumstances Officers are recommending that Members accept that the cycling proposals will be implemented and that Castle Baynard Street can be used for the East/West Cycle Superhighway.

**Appendices**

- Appendix 1 – TfL report to the TfL Board

**Background Papers**
**none**

**Iain Simmons**
Assistant Director (City Transportation) Department of the Built Environment

T: 020 7332 1151
E: iain.simmons@cityoflondon.gov.uk

This page is intentionally left blank