Public Document Pack

# Streets and Walkways Sub (Planning and Transportation) Committee

**Date:** **MONDAY, 11 JANUARY 2016**

**Time:** **11.30 am**

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

**Members:**

Marianne Fredericks (Chairman)
Deputy Brian Harris (Deputy Chairman)
Randall Anderson
Alex Bain-Stewart
Deputy John Barker, Finance Committee (Ex-Officio Member)
Revd Dr Martin Dudley
Alderman Alison Gowman (Ex-Officio Member)
Christopher Hayward
Sylvia Moys
Graham Packham
Jeremy Simons
Michael Welbank

**Enquiries:** **Katie Odling**
**020 7332 3414**
**katie.odling@cityoflondon.gov.uk**

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

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

# AGENDA

## Part 1 - Public Agenda

1. **APOLOGIES**

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 30 November 2015.

**For Decision**
(Pages 1 - 6)

4. **THE ROLE OF A ROAD TRAFFIC ENFORCEMENT OFFICER (RTEO)**
To receive a brief presentation from a representative of the Enforcement and On-Street Operations Directorate, Transport for London.

**For Information**

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

a) London Wall Place (Pages 7 - 64)

b) City Streets SPD (Pages 65 - 158)

c) Bream Buildings (Pages 159 - 172)

d) North-South Cycle Superhighway - Objections to the associated proposals and additional mitigation measures (Pages 173 - 192)

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

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

8. **EXCLUSION OF THE PUBLIC**
MOTION – That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part I of Schedule 12A of the Local Government Act.

## Part 2 - Non-public Agenda

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

10. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

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

**Monday, 30 November 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, 30 November 2015 at 1.45 pm

**Present**

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

**Officers:**

| | | |
|---|---|---|
| Katie Odling | - | Town Clerk's Department |
| Deborah Cluett | - | Comptroller and City Solicitor's Department |
| Steve Presland | - | Department of the Built Environment |
| Iain Simmons | - | Department of the Built Environment |
| Ian Hughes | - | Department of the Built Environment |
| Kay English | - | Department of the Built Environment |
| Patrick Hegarty | - | Open Spaces Department |
| Alan Rickwood | - | City Police |
| Inspector Dave Aspinall | - | City Police |
| Henry Tanner | - | Public Relations |

1. **APOLOGIES FOR ABSENCE**
   Apologies for absence were received from Reverend Dr Martin Dudley and Alderman Alison Gowman.

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 19 October 2015 be approved.

4. **OUTSTANDING REFERENCES**

RESOLVED – That the list of outstanding references be noted.

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

5.1 **Bank Junction Improvements Project: 'All Change at Bank'**

The Sub-Committee received a report of the Director of the Built Environment regarding the 'All Change at Bank' improvement project.

The purpose of the project was to improve safety, improve air quality and enhance its sense of place, whilst also addressing the functioning and efficiency of the junction and the surrounding road network.

Members were informed that a range of options had been considered to gauge impacts on the road network details of which were provided within the report. The options presented capture an increasing recognition that a significant change at Bank Junction was essential to cope with continuing growth.

Officers had developed a concept of an interim scheme that could be implemented in late 2016 which was to allow pedal cycles and buses only through the junction during the working day. Members were informed that the interim scheme would deliver a significant safety benefit and help improve pedestrian crossing and crowding issues in and approaching the junction.

The Assistant Director (Local Transportation) emphasised that experience of developing schemes such as Cheapside and Aldgate suggested that if the option chosen to progress the implementation was the full closure and associated changes, the total project cost was likely to be in the region of £18m.

Members were informed that the Policy and Resources Committee would consider giving approval to progress the interim scheme to Gateway 5 provided that further work did not demonstrate that any of the objectives for the interim scheme would not be achieved. The final design would be approved by the Spending Committee.

Members noted that the interim proposal would make a significant contribution to reducing casualties and a positive step forward in reducing nitrogen dioxide levels in the junction and therefore improving air quality.

With regard to pedestrian movement, Members were advised that observed 'informal' crossing movements identified that 5,000 movements took place outside of formal crossing zones within the junction in the morning peak and 6,000 in the afternoon peak.

The overall view of the Sub-Committee was that the proposals should be supported, however the changes should not be at the expense of diminishing traffic flow through the city. Furthermore, the credibility of modelling needed to

be considered as well as the security of the delivery. Members agreed that an effective PR campaign was required.

RESOLVED - That

1. approval be given to
   a) progress Options 1 (full closure), 2 (no north south), 4 (one east west route removed) and 5 (50% capacity reduction on each arm) to be carried forward into detailed options appraisal, Gateway 4;
   b) include the remaining £20,000 S106 from the Cheapside stage 4 underspend into the Bank Junction Project.
   c) include £150,909 into the Capital programme for continuation of the overall project to Gateway 4;
   d) include £120,000 into the Capital Programme for the Interim Safety scheme.
   e) develop the interim safety scheme as part of the programme for the Bank Junction Improvements Project. This element will be reported back to both committees for approval at the authority to start works stage as a separate Gateway 5 report, subject to confirmation of funding.
2. authority be delegated to the Director of the Built Environment and Head of Finance to adjust the budget between the fees, staff costs and surveys/works (as indicated above for both the long term and short term projects) once more robust estimates have been established, providing it remains within the approved budgets; and
3. the increase of the potential top end expenditure for the total project to £18m be noted; and
4. the consideration by the Policy and Resources Committee to approve progression of the interim scheme to Gateway 5 (provided that further work did not demonstrate that any of the objectives for the interim scheme would not be achieved) be noted. The final design would be approved by the Spending Committee.

5.2 **Issue Report and Request for Delegated Authority - Aldgate Highway Changes and Public Realm Improvements**

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

RESOLVED – That,

a) the following risk items and associated cost implications be noted:
   - A potential £0.5M increase in construction costs of the Pavilion;
   - A further £0.5M which may be required to cover costs of removal of failed material associated with sealing and filling the pedestrian subway exits.
b) it be noted that there will be further cost penalties incurred, should Kier be delayed in procuring the Pavilion construction; and
c) authority be delegated to the Town Clerk, in conjunction with the Chairmen and Deputy Chairmen of the Streets and Walkways and

Projects Sub-Committees respectively to authorise a project budget increase. (The combined worst-case costs of each of the risk items detailed in this report comes to £1M. The Town Clerk would further review the impact on the project construction budget and agree funding proposals to address any shortfall.)

5.3 **Gateway 4b Approval of the Court of Common Council: Bloomberg Development - s278 Highway Changes**

The Sub-Committee considered a report of the Director of the Built Environment regarding the S278 highway changes to the Bloomberg Development.

RESOLVED – That,

a) It be noted that the project has progressed to Gateway 4b with funding sought from "CIL – Department of the Built Environment" and "voluntary contribution from the developer" (as opposed to "Parking Reserve Fund" and / or "CIL – Neighbourhood / Unallocated" funding);
b) the allocation of £425,500 from CIL-Department of the Built Environment to specifically progress the improvements to the southern side of Cannon Street to address the road safety issues at Cannon Street as part of the wider proposal be approved; and
c) the progression of improvements at Bucklersbury and the northern end of Walbrook should a voluntary contribution from the developer be secured be approved.

**EXTENSION OF MEETING**

At this point, the time limit for Committee meetings as set out in Standing Order No 40 had been reached, but there being a two-thirds majority of the Committee present who voted in favour of an extension, the Committee agreed to continue the meeting.

5.4 **Major Highway Works for 2016**

The Sub-Committee received a report of the Director of the Built Environment regarding the major highway works for 2016.

Members noted that the City had a statutory responsibility to minimise disruption as part of its Network Management Duty, and so officers would continue to work to ensure the co-operation of major project sponsors, utility companies and developers in co-ordinating their works and minimising disruption.

The Chairman thanked Officers for an excellent report.

RESOLVED – That the report be noted.

5.5 **Special Events on the Public Highway**

The Sub-Committee received a report of the Director of the Built Environment which provided an update on the management of major special events on the highway in 2015.

Further to a question, it was agreed to ask the City's Film Office to remind film crews to ensure that residents were informed when filming was taking place.

RESOLVED – That the report be noted.

6. **ANNUAL ON-STREET PARKING ACCOUNTS 2014/15 AND UTILISATION OF ACCRUED SURPLUS ON HIGHWAY IMPROVEMENTS AND SCHEMES**

The Sub-Committee received a report of the Chamberlain which informed Members that

- the surplus arising from on-street parking activities in 2014/15 was £5.786m
- a total of £6.452m was applied in 2014/15 to fund approved projects; and
- the surplus remaining on the On-Street Parking Reserve at 31st March 2015 was £14.987m, which would be wholly allocated towards the funding of various highway improvements and other projects over the medium term.

RESOLVED – That the report be noted.

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

Questions were raised as follows –

**a) Pedestrian refuge (Cheapside)** – A Member reported that lorries on Cheapside block pedestrian refuges when queuing in traffic and asked that consideration be given to options to prevent this. The Assistant Director, Highways agreed to take this matter forward.

**b) Moor Lane improvement works** – In response to a question, the Assistant Director, Highways advised that he would clarify when the project was likely to move forward.

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

There were no items of urgent business.

**The meeting ended at 4.00 pm**

---

Chairman

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

This page is intentionally left blank

| **Committees:** | **Dates:** |
|---|---|
| Streets and Walkways Sub-Committee<br>Planning and Transportation Committee<br>Projects Sub-Committee<br>Open Spaces and City Gardens Committee | 11 January 2016<br>12 January 2016<br>26 January 2016<br>01 February 2016 |
| **Subject:**<br>Gateway 4 Detailed Options Appraisal:<br>London Wall Place Section S106/278 Highway and Public Realm Improvements | **Public** |
| **Report of:**<br>Director of the Built Environment | **For Decision** |


**Summary**

Dashboard

- Project Status: Green
- Timeline: Gateway 4
- Project estimated cost: Circa £ 4.8M
- Spent to date: £342,924 of approved budget of £388,000
- Overall project risk: Green
- Importance to Cultural Hub: Medium


**1.0 Progress to date including resources expended and any changes since previous gateway**

1.1 Planning permission for the London Wall Place development at the former St. Alphage House site was granted in June 2011. This project relates to the highway changes (Section 278 funded) and public realm improvements (Section 106 funded) required to integrate the development into the public highway and must be delivered in time for the building's practical completion in May 2017. The first Section 278 Agreement was signed in September 2014.

1.2 The project involves a wide range of measures on the highway around the development that: enables access to the new buildings for people and vehicles; enables and enhances provision for pedestrians by providing improved footways and crossings; and enhances the public realm in St. Alphage Gardens to provide an improved environment for the high number of workers, residents and visitors expected in the area.

1.3 The Gateway 3 report for this project was approved in March 2015 where approval was given for the development of detailed options.

1.4 The project objectives for the highway changes and public realm improvement proposals have been developed in conjunction with key stakeholders who make up the London Wall Place Working Party (see Appendix 10 for Working Party members).

1.5 Of the **31** project objectives (see Appendix 11):

- **23** are delivered by the proposals for highway change and public realm improvements in this project;
- **4** relate to building management issues which do not involve highway

interventions (and can be addressed through other processes); and
- **2** are outside the scope of this project and will be addressed by other programmes.

1.6 The two remaining objectives that are not met by the project proposals relate to issues regarding the location and nature of building protection measures on London Wall for London Wall Place; and how these could be integrated with measures to improve the quality of the public realm (i.e. landscaping or "greening") along London Wall.

1.7 It is noted that a number of Working Party members (including the tenant, the Barbican Association and the Alderman for the Ward of Bassishaw) feel that further public realm improvements should be made on London Wall, where feasible and subject to funding.

1.8 As reported in the last Gateway 3 report; the City, developer and tenant are working jointly to resolve the above issue which sits outside the scope of this (primarily) s278 project. The results of this parallel work stream will be reported separately to Members.

1.9 Briefing sessions on the highway and public realm proposals have been held, with the Ward Members of Aldersgate, Bassishaw, Coleman Street and Cripplegate invited to attend.

1.10 Since the project commenced in September 2013, a total of £342,924 of an approved budget of £388,000 has been expended as shown in Appendix 1.

## 2.0 Overview of options

2.1 The proposed highway changes and public realm improvements, which have been developed in consultation with the London Wall Place Working Party, consist of three main work streams:

(i) Highway changes to accommodate the development (s278 developer obligation) on Fore Street, Fore Street Avenue, London Wall and Wood Street; and

(ii) Kerbside provision and public realm improvements on Fore Street and Wood Street - split funding between s278 (essential works) and s106 (enhancements)

(iii) Public realm improvements on St. Alphage Garden (the street) and in St. Alphage Gardens -split funding between s278 (essential works) and s106 (enhancements)

2.2 The recommended changes to the highway required to accommodate the new buildings are detailed in Appendix 2:
- Widening of the footway on the northern side of London Wall between Wood Street and Fore Street Avenue;
- Repaving of footways around the development in York stone;

– A courtesy crossing on Fore Street Avenue;
– Renewal of structural joints and waterproofing on London Wall;
– An informal crossing point for pedestrians on London Wall;
– Lighting works at various locations around the development;
– Upgrading the London Wall / Wood Street junction*.

These highway changes are presented as a single option as they have been influenced by the form of the development and are supported by the Working Party.

*As part of upgrading the London Wall / Wood Street junction, the feasibility of removing the right turn ban into Wood Street north will be explored as part of the detailed design stage.

2.3 In addition there are two highway proposals that are presented as options:

- 3 options to change the highway layout on London Wall eastbound between Wood Street and Fore Street Avenue; and
- 2 options to change kerbside provision on Fore Street and Wood Street.

<u>Highway Layout Options on London Wall (between Wood Street and Fore Street Avenue)</u>

2.4 The modelling of projected pedestrian demand on the north side of London Wall provides a robust case for the need to widen the footway. Widening of the footway entails the subsequent narrowing of the eastbound London Wall carriageway. Due to the underlying structural constraints of the London Wall Car Park it is not practically feasible to move or remove the central reservation. With the remaining 6.4m of carriageway, the following three options have been drafted for changing the highway layout on London Wall (eastbound), see Appendix 3:

Option 1 – two traffic lanes (removal of cycle lane);
Option 2 – one traffic lane and one cycle lane (removal of 1 traffic lane); and
Option 3 – one bus lane and one traffic lane (converting 1 traffic lane to a bus lane that can be used by buses and cyclists)

2.5 The cost implications between the 3 options is negligible as the primary cost difference relate to signing and road markings.

2.6 Members are asked to note that proposals are emerging from Transport for London to re-route a number of bus services along London Wall as a result of the change that the arrival of Crossrail will make to London travel patterns.

2.7 Therefore, as the design and cost implications between the options are negligible, a decision on the highway layout for London Wall eastbound (between Wood Street and Fore Street Avenue) can be taken at Gateway 5 (in about 6 month's time) when more detail on the bus route proposals will be available.

2.8 An equalities impact assessment has been undertaken and the design proposals, providing improved pedestrian crossings, widened footways and courtesy crossings will provide a safer area for all users, including the visually impaired and less ambulant pedestrian or wheelchair user.

Options for Kerbside provision on Wood Street and Fore Street

2.9 In response to the locations of the new buildings' service bays, changes must be made to the locations of parking bays, a cycle hire docking station and yellow lines on Fore Street, Fore Street Avenue, St. Alphage Garden and Wood Street. Two options have been considered to achieve the change required. See Appendix 4 for details of Options A and B.

2.10 Option A represents the minimum intervention required to meet the needs of the development which involves the reorganisation of parking bays, cycle hire site and yellow lines. Option B delivers the same function but with additional public realm enhancements in the form of widened footways on Fore Street and Wood Street (and potentially trees). Option B has a higher cost but more closely aligns with the project objective of making Fore Street and Wood Street a pedestrian friendly environment.

2.11 In a briefing to Barbican Association residents (the St. Alphage sub committee), both options had varying degrees of support. Therefore both Options should be consulted on, with the design, cost and funding source of the preferred option to be reported at the next Gateway.

2.12 A preferred option to improve the public realm in St. Alphage Gardens was agreed unanimously by the Working Party. This will see the gardens widened and enhanced to provide a more pleasant and flexible space. This improvement will be split between S278 funding (on public highway) and S106 funding (in the gardens).

Public realm improvements on St. Alphage Garden and St. Alphage Gardens

2.13 The London Wall Place Working Party established seven clear objectives for the enhancement of St Alphage Garden (the street) and St Alphage Gardens (the open space) set out in Appendix 5. These objectives were approved by Streets and Walkways and Projects Sub Committees at Gateway 3 and have formed the basis of the design proposals for the space.

2.14 The site is bounded by the historic London Wall and Salters' Hall Gardens to the north, the development of London Wall Place to the east and south, and Wood Street to the west. It is a multi-level space which includes the public highway of St Alphage Garden, the raised space owned by the Parish of St Giles' Cripplegate Church, and the sunken space owned by the City of London (see Appendix 6).

2.15 Whilst there are significant opportunities associated with the site context, there are also a number of key constraints. St. Alphage Gardens is a sensitive historical and archaeological location, enclosed to the north by a section of the Roman and medieval City wall and with the potential for burials and medieval remains, including the foundations of the church. Therefore much of the site is designated as a scheduled monument, which will necessitate careful design and planning of the implementation.

2.16 The significant level changes mean that creating step free access into the

lower space will not be feasible within the site; however level access will be provided via the new publicly accessible landscape at London Wall Place and Salters' Hall Gardens.

2.17 In order to address the objectives set by the project Working Party, two distinct design options were developed following Gateway 3 approval (see Appendix 7). The two design approaches were presented back to the Working Party and unanimous support was given to the open design approach where redundant carriageway space is utilised to extend the gardens and create greater connection with the new landscape at London Wall Place.

2.18 The preferred option as shown in Appendix 8 is based around the concept of creating three interconnected yet distinctive spaces with the historic London Wall as the backdrop, providing continuity and a strong sense of place. The key proposals include:

- A new reoriented staircase into the sunken garden;
- Extension of the upper area into the public highway in the form of stepped seating;
- New accessible seating throughout the area;
- Partial removal of the carriageway of St Alphage Garden to be paved with York stone;
- Raised carriageway east of vehicle loading entrance, to be paved in granite setts;
- New lighting to complement emerging proposals at London Wall Place;
- Retention or replacement of existing trees where appropriate;
- Interpretation of the history of the site integrated within the landscape;
- Minimising opportunities for skateboarding in the design approach.

2.19 The preferred option has been progressed with the involvement of key stakeholders, including local Ward Members, the church, the developer and residents from the Barbican Association and Roman House.

2.20 Whilst the original driver for this project was the works to the public highway through the Section 278 Agreement, the level of intervention through the emerging proposals goes beyond the scope of functional Section 278 works. It is therefore recommended that the funding for these works are divided between the Section 278 and Section 106 Agreements associated with the development. The s278 funding would cover works on the public highway and the s106 funding would cover works in the gardens.

**3.0 Proposed way forward and summary of recommended option**

3.1 It is proposed the project now progresses to detailed design including further investigation on the details of the car park structures and other infrastructure.

3.2 As part of the detailed design process, consultation will be undertaken with local residents, businesses and the wider public on the measures proposed.

3.3 The highway works required have positive impact on the Cultural Hub by improving connections and conditions for pedestrians along London Wall

which is one of the key approach routes for the area. Any of the highway options proposed are forecast to have minimal traffic impact and will not compromise the possibility for future change at the western end of London Wall.

## 4.0 Procurement approach

4.1 The design drawings and construction package will be produced by our in-house design team. Other external suppliers will be procured in compliance with City Procurement Regulations**.**

4.2 The works will be implemented by the City of London's Term Highway Contractor. These will be delivered in phases and coordinated with the developer's programme and the operational needs of the local key stakeholders, such as Crossrail.

## 5.0 Financial implications

5.1 The table below shows the total estimated costs of the recommended highway changes in Appendices 2, 3 and 4.

Total Estimated Project Costs s106/s278

| **Description** | **Estimated Cost – Recommend Options + Option A (kerbside provision)** | **Estimated Cost – Recommend Options + Option B (kerbside provision)** |
|---|---|---|
| Works Costs | £3,627,225 | £3,927,225 |
| Commuted Maintenance sum | £185,000 | £185,000 |
| Fees | £370,000 | £400,000 |
| Staff Costs | £630,000 | £650,000 |
| Hospitality | £2,000 | £2,000 |
| **Total Estimated Costs** | **£4,814,225** | **£5,164,225*** |

* in the event that Option B becomes the recommended option for the kerbside provision on Fore Street and Wood Street (following the results of the public consultation) and the projected project costs exceed £5M, a Gateway 4b report will be sent for consideration by the Court of Common Council.

5.2 The table below summarises the current funding strategy for the project.

Funding Strategy

| **Funding Source** | **Amount** |
|---|---|
| London Wall Place - s278 | £ 3,723,825 |
| London Wall Place - s106 Local Community and Environmental Improvement Works Contribution | £ 1,094,420* |
| **Total** | **£ 4,814,225** |

* s106 Local Community and Environmental Improvement Works Contribution plus any accumulated interest

**6.0 Recommendations**

6.1 It is recommended that Members of the Streets and Walkways and Projects Sub Committees:

- Approve the proposed highway changes shown in Appendix 2 to be progressed to detailed design;
- Note that public consultation on the proposals for Options A and B (kerbside provision) follows this report;
- Agree an increase in budget of £583,300 to complete detailed design as shown in Appendix 9;
- Delegate authority for any adjustments between elements of the £971,300 required budget to the Director of the Built Environment in conjunction with the Chamberlain's Head of Finance provided the total approved budget of £971,300 is not exceeded; and
- Authorise Officers to enter into any legal agreements required to progress as proposed.

6.2 It is recommended that Members of the Open Spaces and City Gardens Committee and Projects Sub Committee:

- Approve the recommended option for St. Alphage Gardens to be progressed to detailed design.

6.3 It is recommended that Members of the Planning and Transportation Committee:

- Approve the undertaking of detailed design on the structural elements of the project proposals.

**Options Appraisal Matrix**

See attached.

**Appendices**

| | |
|---|---|
| **Appendix 1** | Expenditure Incurred to Date |
| **Appendix 2** | Recommended Highway Changes |
| **Appendix 3** | London Wall Highway Layout Options |
| **Appendix 4** | Wood Street / Fore Street Kerbside Provision Options |
| **Appendix 5** | St. Alphage Gardens Working Party Objectives |
| **Appendix 6** | St. Alphage Gardens Existing |
| **Appendix 7** | St. Alphage Gardens Design Options |
| **Appendix 8** | St. Alphage Gardens Recommended Option |
| **Appendix 9** | Estimated Cost to Complete Detail Design |
| **Appendix 10** | London Wall Place Working Party members |
| **Appendix 11** | London Wall Place Project Objectives |

**Contact**



| | |
|---|---|
| **Report Author** | Kristian Turner |
| **Email Address** | kristian.turner@cityoflondon.gov.uk |
| **Telephone Number** | 020 7332 1745 |

**Options Appraisal Matrix – London Wall**

The Options Appraisal Matrix below is presented as a single recommended option as the majority of the highway changes are required for the development and are agreed by the Working Party. There are two areas for which separate options are presented but these are relatively minor in the wider project scope.

| | ***Recommended Option*** |
|---|---|
| **1. Brief description** | The recommended highway changes are shown in Appendix 2 and consists of:<br>– The widening of the footway on the northern side of London Wall between Wood Street and Fore Street Avenue;<br>– Repaving of footways around the development in York stone;<br>– Upgrading the London Wall/Wood Street junction;<br>– A courtesy crossing on Fore Street Avenue;<br>– Renewal of structural joints and waterproofing on London Wall;<br>– An informal crossing point for pedestrians on London Wall;<br>– Lighting works at various locations around the development.<br><br>Two highway changes are presented as options, shown in Appendices 3 and 4:<br>• 3 options to change the highway layout on London Wall; and<br>• 2 options to change kerbside provision on Fore Street and Wood Street.<br><br>The recommended design option for St Alphage Gardens will utilise redundant carriageway space to extend the gardens and create greater connection with the new landscape at London Wall Place. A new reoriented staircase along with new seating, lighting, hard and soft landscaping will deliver a significantly improved public space for workers, visitors and residents in the area.<br><br>The London Wall Place landscaped private realm is of a very high quality, hence the streets and spaces surrounding the development need to match this high standard. The use of high quality material such as York stone and granite setts (at crossovers, where feasible) is therefore proposed at the request of the developer. |

<table>
<tr><td></td><td>Recommended Option</td></tr>
<tr><td>2. Scope and exclusions</td><td>The project involves the evaluation, design and implementation of the recommended option if approved by Members.<br><br>A notable exclusion is the works to the highwalks through the development which are covered by a separate Section 106 Agreement.</td></tr>
<tr><td>Project Planning</td><td></td></tr>
<tr><td>3. Programme and key dates</td><td>
<table>
<tr><th>Date</th><th>Task</th></tr>
<tr><td>January 2016</td><td>Gateway 4 (as submitted)</td></tr>
<tr><td>March 2016</td><td>Public Consultation</td></tr>
<tr><td>June 2016</td><td>Enter into second Section 278 Agreement</td></tr>
<tr><td>July 2016</td><td>Gateway 5</td></tr>
<tr><td>Nov-2016 onwards</td><td>Construction begins for about 12-18 months</td></tr>
<tr><td>Mid-2018</td><td>Gateway 7</td></tr>
</table>
</td></tr>
<tr><td>4. Risk implications</td><td>Overall project risk: Low<br><br>Risk breakdown:<br><br>• Damage to reputation of the City of London from non-delivery or delayed delivery.<br>• Securing design approvals from external parties such as Transport for London.<br>• Risk to project programme from development contractor releasing the highway back for s278 works.<br>• Risk to project programme from possible archaeological finds at St. Alphage Gardens.</td></tr>
<tr><td>5. Benefits and disbenefits</td><td>Not applicable as no other real options exists for the purposes of comparison.</td></tr>
<tr><td>6. Stakeholders and</td><td>Anticipated external stakeholders are already engaged as part of the London Wall Place Working Party.</td></tr>
</table>

<table>
<tr><td></td><td>Recommended Option</td></tr>
<tr><td>consultees</td><td>Internal stakeholders are represented on the Senior Officer group and on the joint design meetings that are held internally and with the developer.<br><br>Crossrail will be a key consultee in the development of the implementation programme and during the works as their Lorry Holding Area is on London Wall.<br><br>Other internal stakeholders such as the Access Team, Planning and Chamberlains will be consulted as necessary.<br><br>St. Alphage Garden is a sensitive historic and archaeological location and all stakeholders, including the City Development Division and Historic England, will be consulted as necessary.</td></tr>
<tr><td>Resource Implications</td><td></td></tr>
<tr><td>7. Total Estimated cost</td><td>The total estimated costs for the recommended option will be in the order of £4.8M inclusive of staff costs, professional fees and construction costs as shown below.<br><br>This cost includes the costs of structural works to the roof of the London Wall car park which has not yet been formally agreed by the developer. The status of this will be confirmed at Gateway 5.<br><br>
<table>
<tr><th>Description</th><th>Estimated Cost – Recommend Options + Option A (kerbside provision)</th><th>Estimated Cost – Recommend Options + Option B (kerbside provision)</th></tr>
<tr><td>Works Costs</td><td>£3,627,225</td><td>£3,927,225</td></tr>
<tr><td>Commuted Maintenance sum</td><td>£185,000</td><td>£185,000</td></tr>
<tr><td>Fees</td><td>£370,000</td><td>£400,000</td></tr>
<tr><td>Staff Costs</td><td>£630,000</td><td>£650,000</td></tr>
</table>
</td></tr>
</table>

<table>
<tr><td></td><td>Recommended Option</td></tr>
<tr><td></td><td>
<table>
<tr><td>Hospitality</td><td>£2,000</td><td>£2,000</td></tr>
<tr><td>Total Estimated Costs</td><td>£4,814,225</td><td>£5,164,225*</td></tr>
</table>
* in the event that Option B becomes the recommended option for the kerbside provision on Fore Street and Wood Street (following the results of the public consultation) and the projected project costs exceed £5M, a Gateway 4b report will be sent for consideration by the Court of Common Council.
</td></tr>
<tr><td>8. Funding strategy</td><td>
<table>
<tr><th>Funding Source</th><th>Amount</th></tr>
<tr><td>London Wall Place - s278</td><td>£ 3,723,825</td></tr>
<tr><td>London Wall Place - s106 Local Community and Environmental Improvement Works Contribution</td><td>£ 1,094,420*</td></tr>
<tr><td>Total</td><td>£ 4,814,225</td></tr>
</table>
* Includes the s106 Local Community and Environmental Improvement Works Contribution plus any accumulated interest
</td></tr>
<tr><td>9. Estimated capital value/return</td><td>Not applicable as no other real options exists for the purposes of comparison.</td></tr>
<tr><td>10. Ongoing revenue implications</td><td>There is a revenue implication to maintain the improved footways which are requested by the developer. A commuted sum has been estimated for to maintain the York stone paving for the anticipated lifecycle of the building. This will be funded through the Section 278 Agreement.</td></tr>
<tr><td>11. Investment appraisal</td><td>Not applicable as no other real options exists for the purposes of comparison.</td></tr>
<tr><td>12. Affordability</td><td>The extent of the recommended option that will be implemented is subject to funding and will be confirmed at Gateway 5.</td></tr>
<tr><td>13. Procurement strategy</td><td>The detail design and construction package will be undertaken by the in-house Highways Team. Other external suppliers will be used for technical surveys and investigations such as utility searches and radar surveys. These will be procured in compliance with the City Procurement Regulations.</td></tr>
</table>

| | ***Recommended Option*** |
|---|---|
| | Construction will be undertaken by the City of London's Term Highway Contractor. |
| **14. Legal implications** | There are no known legal implications resulting from this proposal aside from the need for a legal agreement should any voluntary contribution be forthcoming from the developer.<br>The s106 Agreement pertaining to London Wall Place was concluded on 26th August 2011, followed by the s278 Agreement on 9th September 2014. |
| **15. Corporate property implications** | There are no known corporate property implications at this time although it is acknowledged that the City of London is also the owner and of the London Wall Car Park. |
| **16. Traffic implications** | Whilst this location on London Wall is not part of the Strategic Road Network (SRN), the SRN is nearby to the east at Moorgate and to the west at the Rotunda, therefore the appropriate co-ordination will be done with Transport for London.<br>Traffic analysis and modelling of the pedestrian and cycling improvements at the London Wall / Wood Street has demonstrated that the current proposals can be achieved with minimal impact to the movement of motorised vehicles on the local traffic network. The traffic modelling results at this junction demonstrates:<br>• That whilst degree of saturations will increase in general on the approaches, the junction will continue to operate within capacity and less than the practical maximum operating capacity of 90 percent.<br>• The proposal will also cause traffic queue lengths to increase slightly. However, these increases will only vary between one and six cars from existing at peak times and is not expected to affect the operation of the remainder of London Wall.<br>For the remainder of London Wall there will be negligible traffic impact as the proposals do not cause any change to the operation of the Moorgate junction which is the main constraint on traffic in the area. |
| **17. Sustainability and energy implications** | It is anticipated that all materials will be sustainably sourced where possible and be suitably durable for the design life of the asset. |

<table>
<tr><th></th><th>Recommended Option</th></tr>
<tr><td></td><td></td></tr>
<tr><td>18. IS implications</td><td>There are no known IS implications at this time.</td></tr>
<tr><td>19. Equality Impact Assessment</td><td>The Access Team has been consulted throughout the project and will continue to be consulted throughout the detailed design process.</td></tr>
<tr><td>20. <u>Recommendation</u></td><td>Recommended</td></tr>
<tr><td>21. Next Gateway</td><td>Gateway 5 - Authority to Start Work</td></tr>
<tr><td>22. Resource requirements to reach next Gateway</td><td>The budget required to reach the next Gateway is £971,300, of which £760,500 is s278 funded and £210,800 is s106 funded.
<table>
<tr><th colspan="4">London Wall Place Section 278</th></tr>
<tr><th>Description</th><th>Approved (£)</th><th>Increase (£)</th><th>Revised Budget (£)</th></tr>
<tr><td>Pre-evaluation Fees</td><td>173,000</td><td>97,000</td><td>270,000</td></tr>
<tr><td>Pre-evaluation P&T Staff Costs</td><td>179,000</td><td>109,500</td><td>288,500</td></tr>
<tr><td>Pre-evaluation Highways Staff Costs **</td><td>31,000</td><td>149,000</td><td>180,000</td></tr>
<tr><td>Pre-evaluation Open Spaces Staff Costs **</td><td>3,000</td><td>0</td><td>3,000</td></tr>
<tr><td>Pre-evaluation DBE Structures Staff Costs **</td><td>0</td><td>17,000</td><td>17,000</td></tr>
<tr><td>Hospitality *</td><td>2,000</td><td>0</td><td>2,000</td></tr>
<tr><td>Total</td><td>388,000</td><td>372,500</td><td>760,500</td></tr>
</table>
* Revenue item<br>** After budget adjustment in Appendix 1</td></tr>
</table>

| | ***Recommended Option*** |
|---|---|
| | |

| **St. Alphage Gardens Section 106*** | | | |
|---|---|---|---|
| **Description** | **Approved (£)** | **Increase (£)** | **Revised Budget (£)** |
| Pre-evaluation Fees | 0 | 99,400 | 99,400 |
| Pre-evaluation P&T Staff Costs | 0 | 63,045 | 63,045 |
| Pre-evaluation Highways Staff Costs | 0 | 46,355 | 46,355 |
| Pre-evaluation Open Spaces Staff Costs | 0 | 2,000 | 2,000 |
| **Total** | **0** | **210,800** | **210,800** |

*Funded by the s106 Local Community and Environmental Improvement Works Contribution from London Wall Place

Appendix 1 – Expenditure Incurred to Date

Appendix 2 – Recommended Highway Changes

Appendix 3 – London Wall Highway Layout Options

Appendix 4 – Wood Street / Fore Street Kerbside Provision Options

Appendix 5 – St. Alphage Gardens Working Party Objectives

Appendix 6 – St. Alphage Gardens site

Appendix 7 – St. Alphage Gardens Design Options

Appendix 8 – St. Alphage Gardens Recommended Option

Appendix 9 – Estimated Cost to Complete Detailed Design

Appendix 10 – London Wall Place Working Party Members

Appendix 11 – London Wall Place Project Objectives

This page is intentionally left blank

## Table 1: Expenditure Incurred to Date

Spend to 30 November 2015

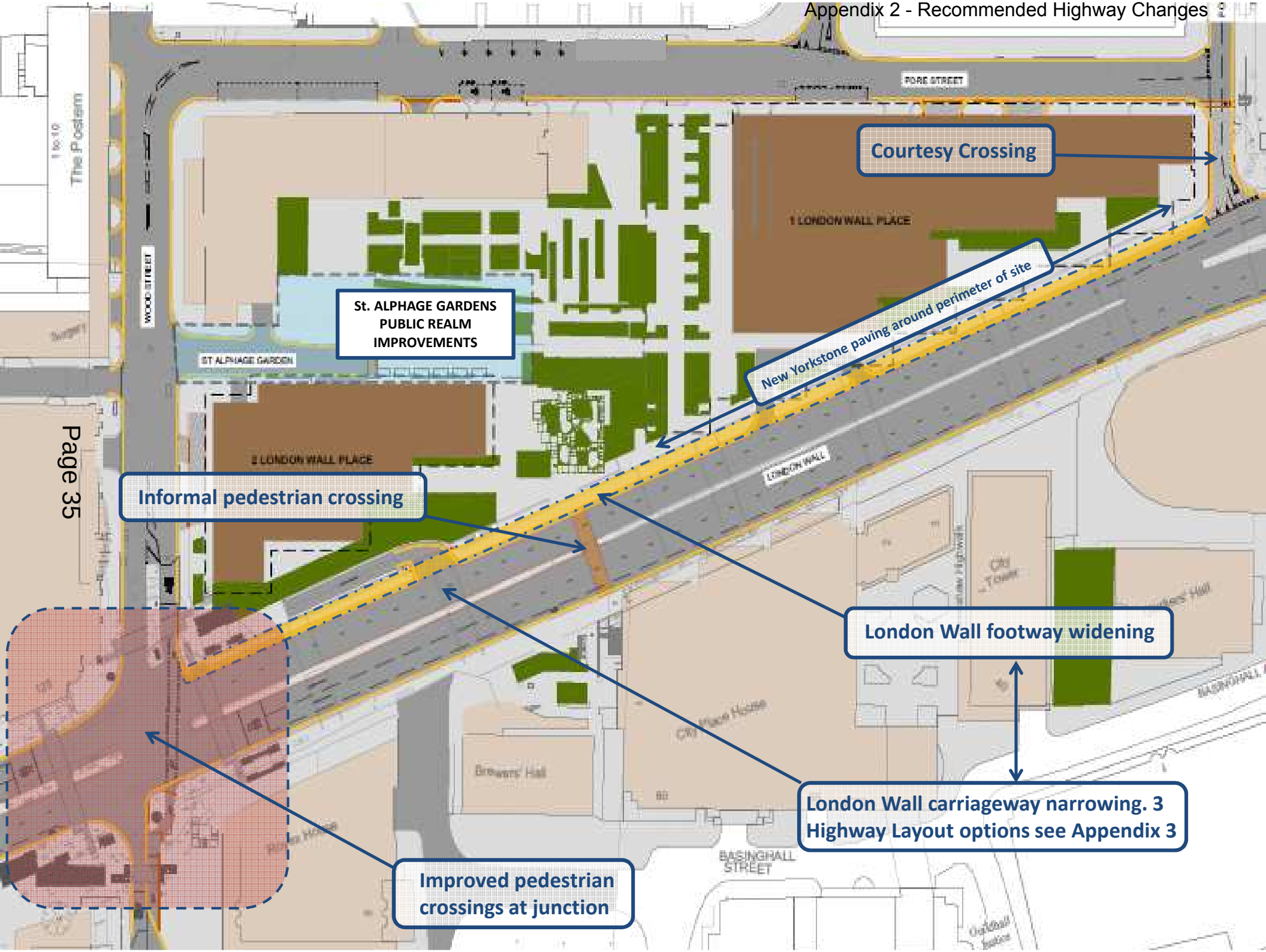
| 16800279 – London Wall Place s278 - Highway Works | | | |
|---|---|---|---|
| **Description** | **Approved (£)** | **Spent (£)** | **Balance (£)** |
| Pre-evaluation Fees | 173,000 | 168,666 | 4,334 |
| Pre-evaluation P&T Staff Costs | 179,000 | 146,077 | 32,923 |
| Pre-evaluation Highways Staff Costs | 14,000 | 27,751 | (13,751) |
| Pre-evaluation Open Spaces Staff Costs | 5,000 | 0 | 5,000 |
| Pre-evaluation DBE Structures Staff Costs | 15,000 | 0 | 15,000 |
| Hospitality * | 2,000 | 0 | 2,000 |
| **Total** | **388,000** | **342,494** | **45,506** |

* Revenue item

## Table 2: Budget Adjustment

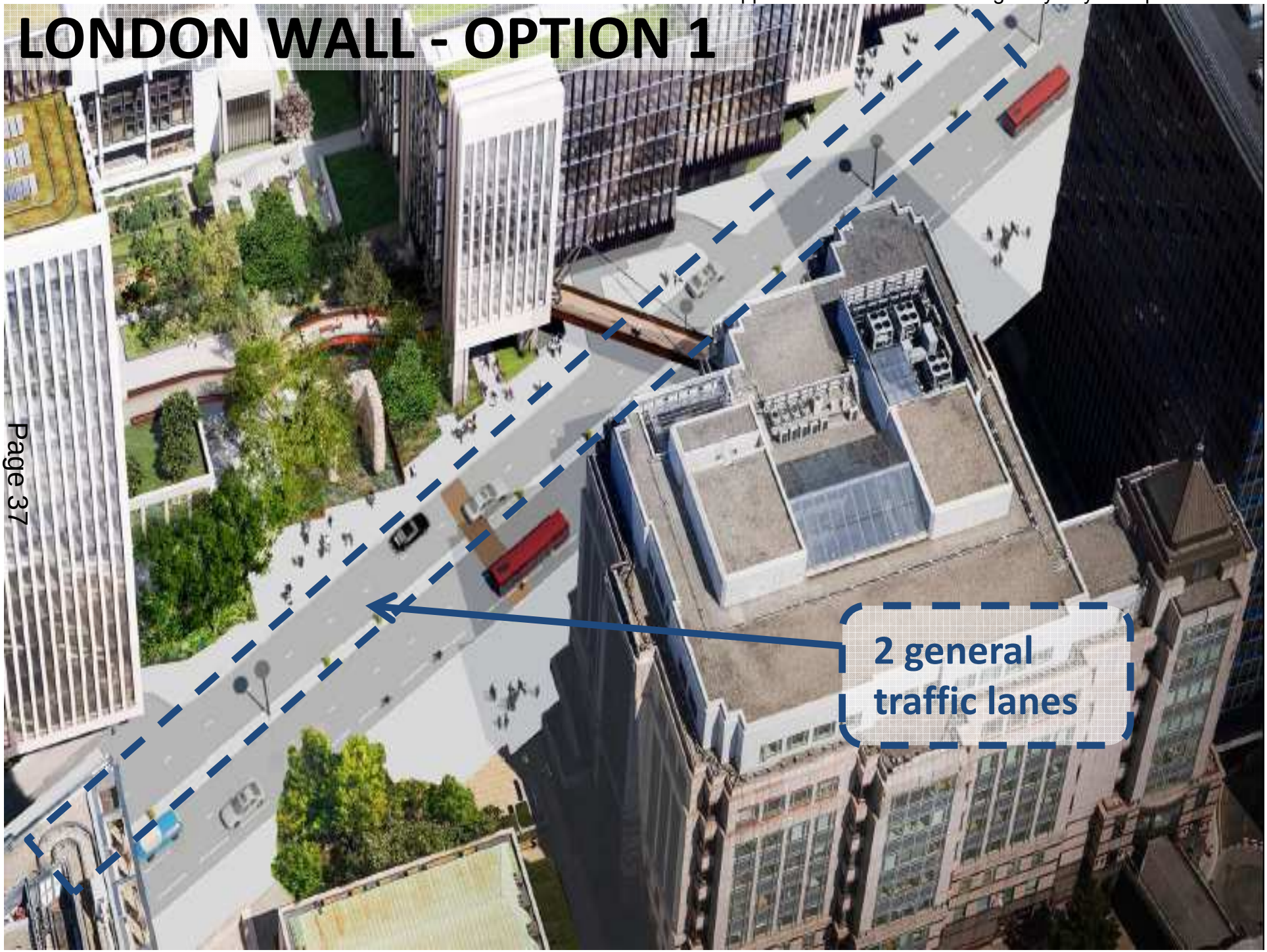
| 16800279 – London Wall Place s278 - Highway Works | | | |
|---|---|---|---|
| **Description** | **Approved (£)** | **Adjustment (£)** | **Revised Budget (£)** |
| Pre-evaluation Fees | 173,000 | 0 | 173,000 |
| Pre-evaluation P&T Staff Costs | 179,000 | 0 | 179,000 |
| Pre-evaluation Highways Staff Costs | 14,000 | 17,000 | 31,000 |
| Pre-evaluation Open Spaces Staff Costs | 5,000 | (2,000) | 3,000 |
| Pre-evaluation DBE Structures Staff Costs | 15,000 | (15,000) | 0 |
| Hospitality * | 2,000 | 0 | 2,000 |
| **Total** | **388,000** | **0** | **388,000** |

This page is intentionally left blank

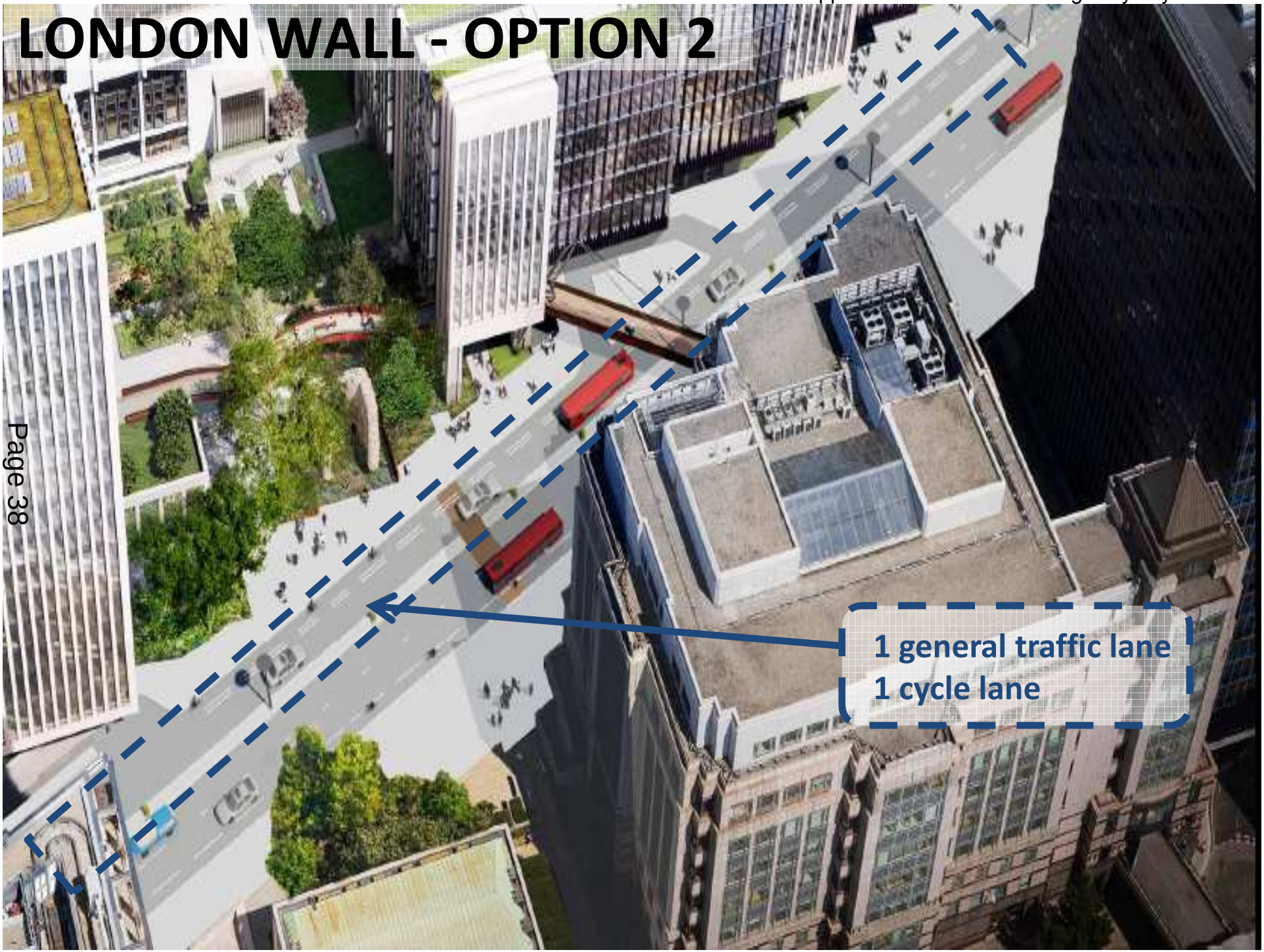

Courtesy Crossing
St. ALPHAGE GARDENS PUBLIC REALM IMPROVEMENTS
New Yorkstone paving around perimeter of site
Informal pedestrian crossing
London Wall footway widening
London Wall carriageway narrowing. 3 Highway Layout options see Appendix 3
Improved pedestrian crossings at junction
FORE STREET
1 LONDON WALL PLACE
2 LONDON WALL PLACE
ST ALPHAGE GARDEN
WOOD STREET
LONDON WALL
BASINGHALL STREET
The Podium

This page is intentionally left blank

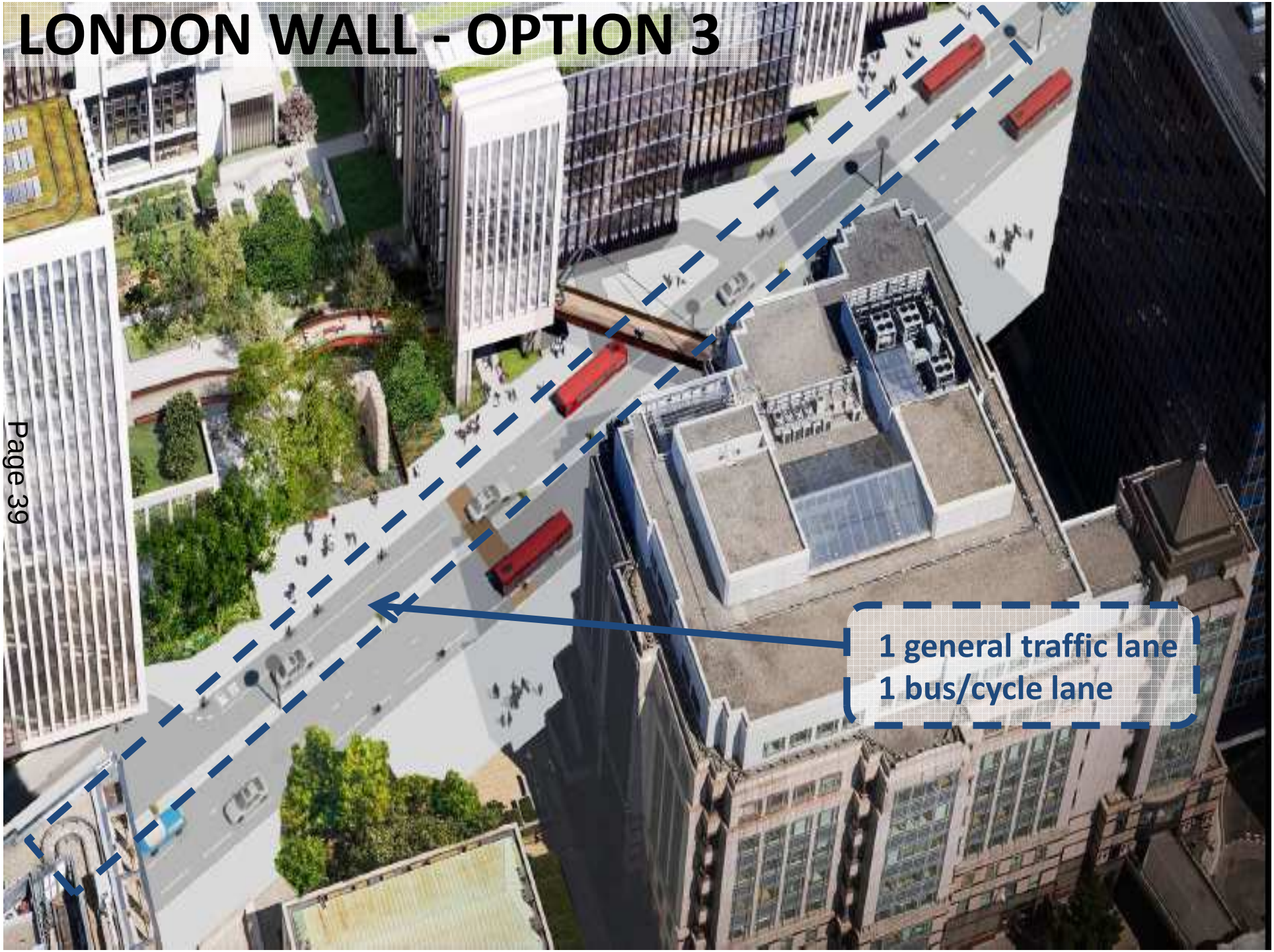
# LONDON WALL - OPTION 1



# LONDON WALL - OPTION 2

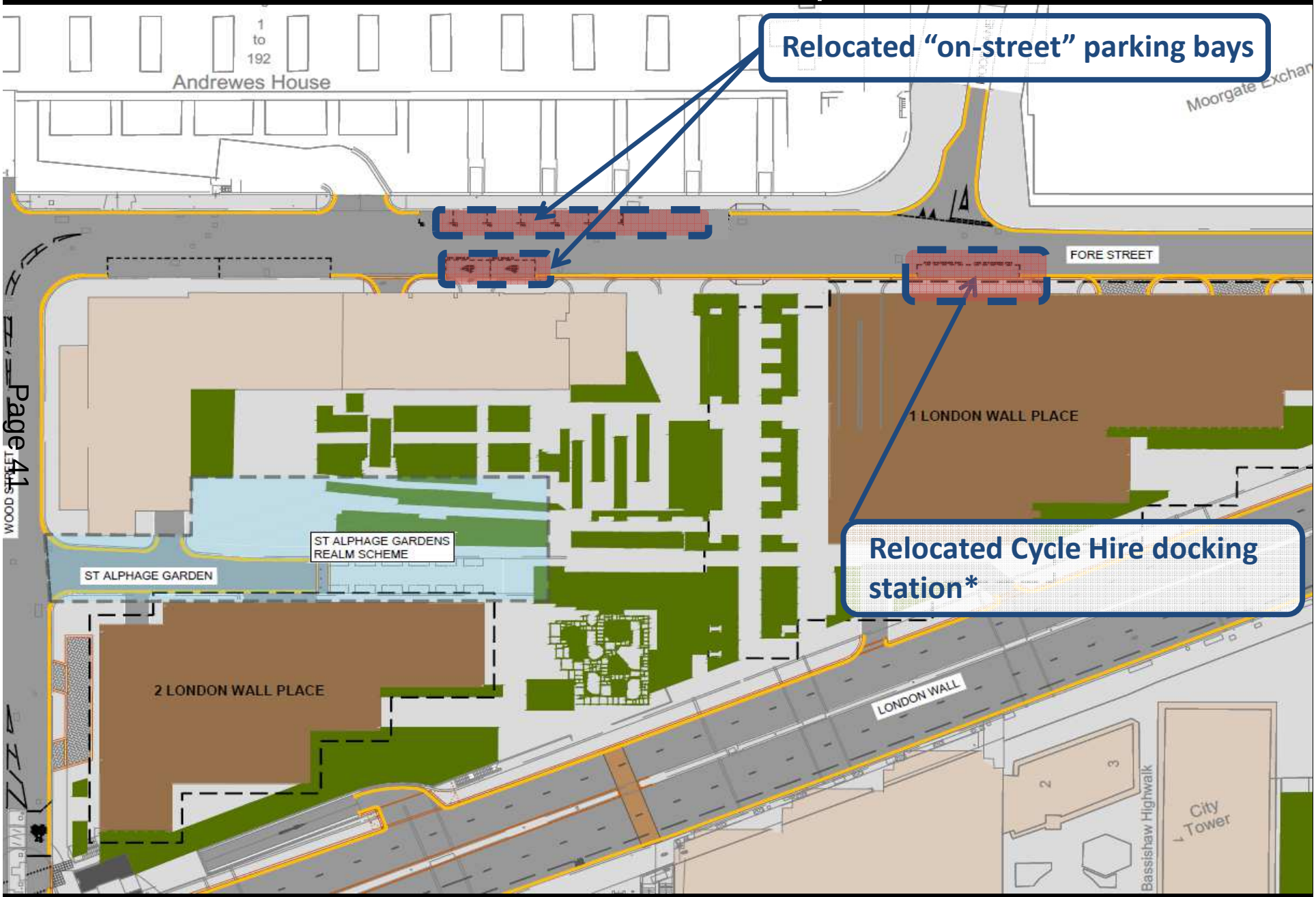


# LONDON WALL - OPTION 3



This page is intentionally left blank

# Kerbside Provision – Option A

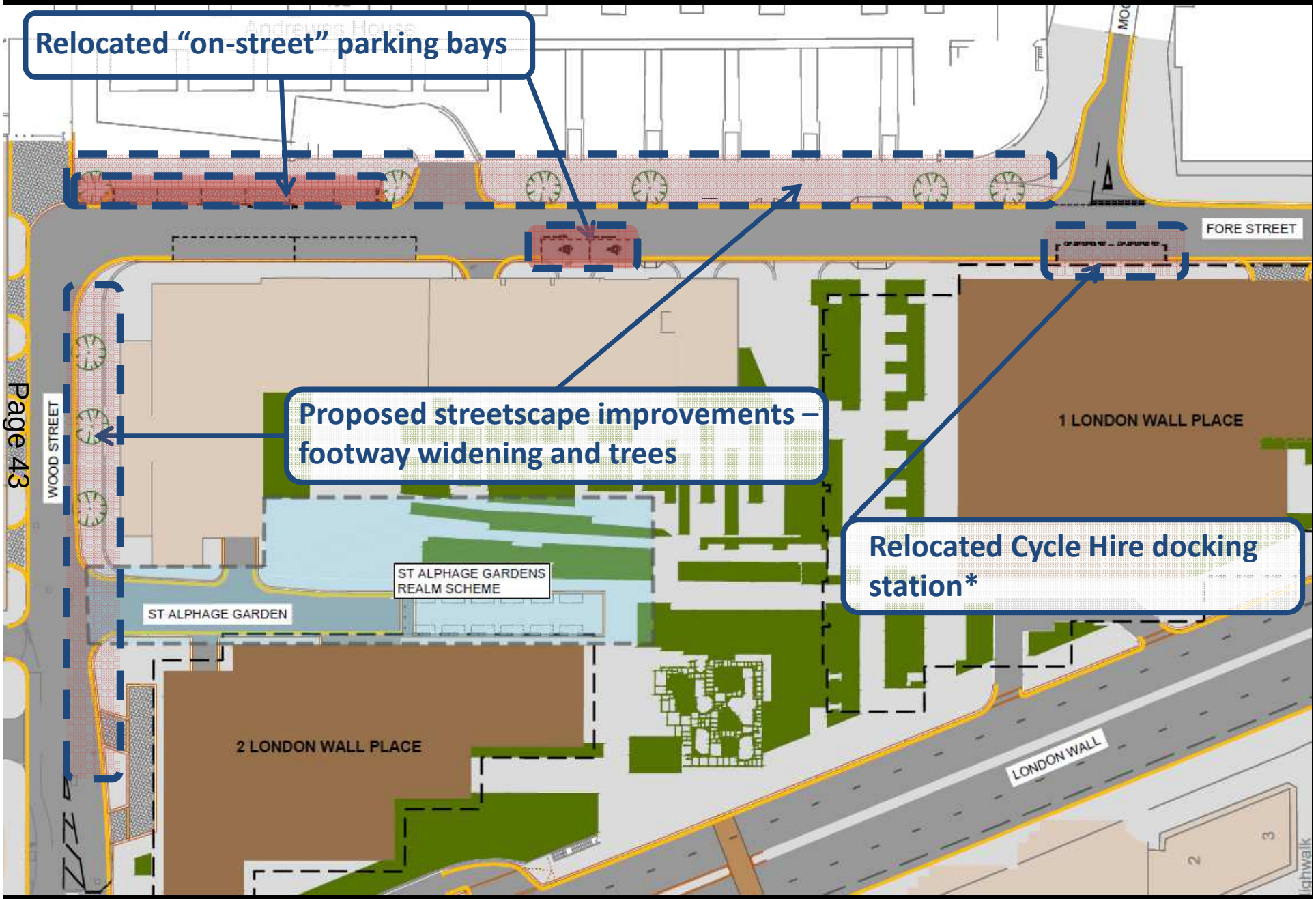





* Existing "on-street" motorcycle parking to be relocated into London Wall Car Park which is very close by

This page is intentionally left blank

# Kerbside Provision – Option B




* Existing “on-street” motorcycle parking to be relocated into London Wall Car Park which is very close by

This page is intentionally left blank

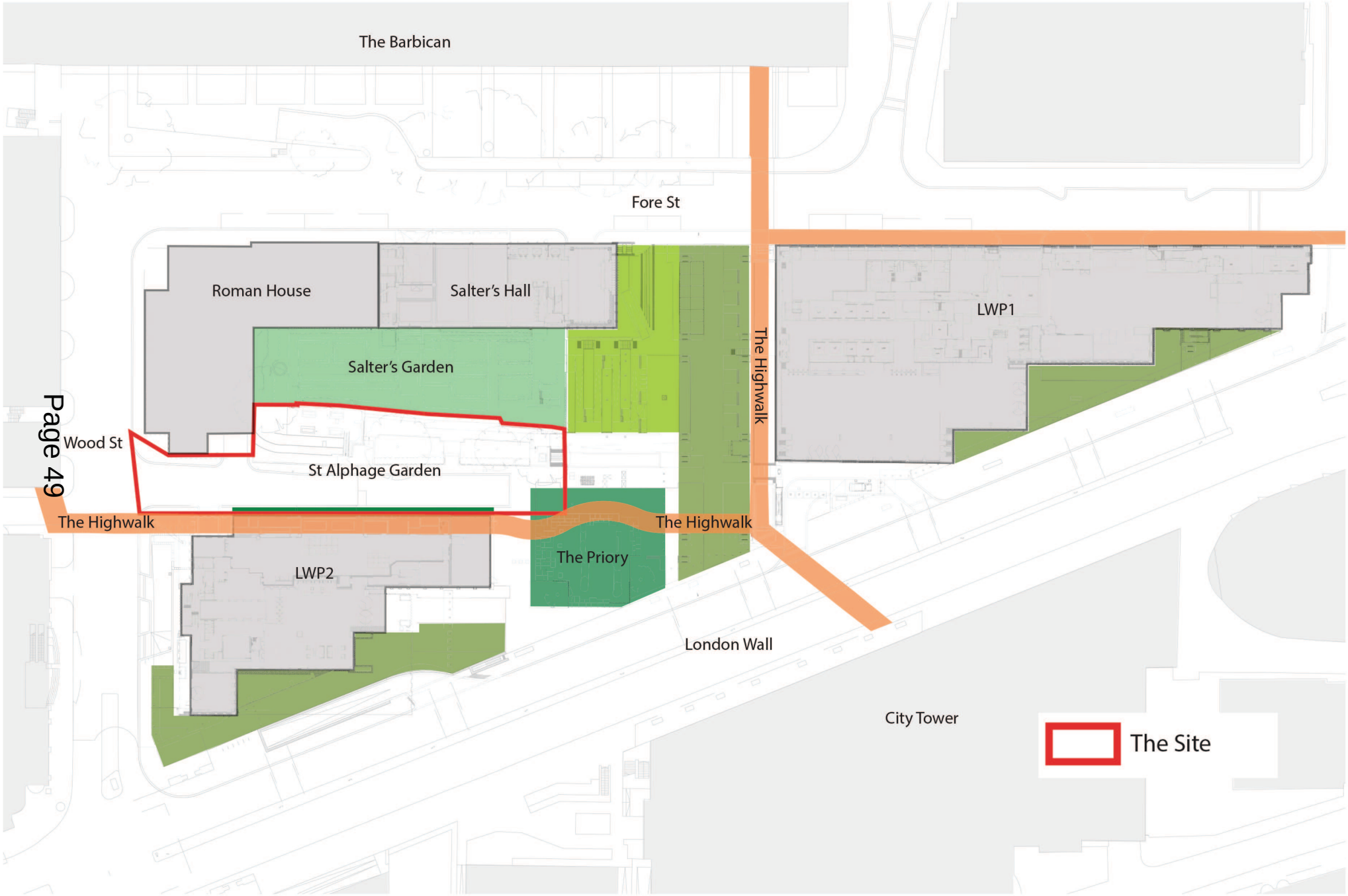
| London Wall Place Working Party – Project Objectives and Next Steps | | | |
|---|---|---|---|
| | **Local Issues** | **Outcome/ Objective** | **Next Steps** |
| | **St. Alphage Garden/s** | | |
| StG-1 | Access to the servicing bay for no.2 London Wall Place is via Wood Street and St. Alphage Garden, all loading and deliveries, including for the restaurant, will be made from here. | **StG01:** The servicing of no.2 London Wall is accommodated within the design of the space of St. Alphage Garden<br><br>**StG02:** The protection of the brick wall is accommodated within the design of the space on St. Alphage Garden | 1. City Open Spaces team and Environmental Enhancement team liaise with planning officers, Access, City Surveyor, English Heritage and developer design team and Salters Company in developing the design<br><br>2. Incorporate the objective of improved accessibility into the design brief<br><br>3. Determine the extents of the consecrated burial grounds to understand constraints for the design approach |
| StG-2 | The garden wall opposite the new servicing bay is single brick course and experience shows that the wall will be damaged by servicing vehicles | | |
| StG-3 | The Gardens may look somewhat shabby compared to new landscaped areas | **StG03:** Access for maintenance is accommodated with the design of the space on St. Alphage Garden<br><br>**StG04:** There is good access for all between St. Alphage Gardens and the publicly accessible areas surrounding it<br><br>**StG05:** The quality of St. Alphage Gardens is consistent with the high quality landscape of the development<br><br>**StG06:** The areas around the garden and St Alphage Gardens themselves remain sympathetic to the setting of the Scheduled Ancient Monument<br><br>**StG07:** That the existing level of biodiversity is maintained and enhanced (where possible) | |
| StG-4 | Maintenance vehicles require access to maintain St. Alphage Gardens | | |
| StG-4 | Currently there is no step free access to the gardens | | |
| StG-5 | There will be disabled access to the lower garden via the Salters Gardens (when it is open) but no disabled access to the upper garden | | |
| StG-6 | The site includes a Scheduled ancient monument, burial ground and archaeological remains: any access improvements would need to be provided from the highway | | |
| StG-7 | Can CoL, Salters and LWP consider land agreements and other opportunities to facilitate the enhancement of St Alphage Garden | | |
| StG-8 | The intricate details of the layout and boundary issues between St. Alphage Gardens, Salters Gardens and the interface with the development landscape couldn't be envisaged by all parties. Preference for site visit in advance of next workshop | | |

This page is intentionally left blank

Appendix 6(i) - St Alphage Gardens
Existing Site

This page is intentionally left blank

Appendix 6(ii) St Alphage Gardens
Enclosed Option



This page is intentionally left blank

## View - Enclosed option

This page is intentionally left blank

## View - Open option

This page is intentionally left blank

# Appendix 8(i) - St Alphage Gardens Montage

This page is intentionally left blank

spacehub
0a grimsby street, london, e2 6es | 020 7739 6699 | www.spacehubdesign.com

| | | | | | |
|---|---|---|---|---|---|
| project: St Alphage Gardens<br>client: City of London | drawing title: Landscape Plan | drawing status: Information<br>drawn by: RW | date: 08/12/15<br>checked by: GC | revision | drawing number: 8213-102<br>scale: 1:125 @ A1 |

This page is intentionally left blank

# Estimated Cost to Complete Detail Design

| **16800279 – London Wall Place s278 - Highway Works** | | | |
|---|---|---|---|
| **Description** | **Approved (£)** | **Increase (£)** | **Revised Budget (£)** |
| Pre-evaluation Fees | 173,000 | 97,000 | 270,000 |
| Pre-evaluation P&T Staff Costs | 179,000 | 109,500 | 288,500 |
| Pre-evaluation Highways Staff Costs ** | 31,000 | 149,000 | 180,000 |
| Pre-evaluation Open Spaces Staff Costs ** | 3,000 | 0 | 3,000 |
| Pre-evaluation DBE Structures Staff Costs ** | 0 | 17,000 | 17,000 |
| Hospitality * | 2,000 | 0 | 2,000 |
| **Total** | **388,000** | **372,500** | **760,500** |

* Revenue item

** After budget adjustment in Appendix 1

| **St. Alphage Gardens Section 106*** | | | |
|---|---|---|---|
| **Description** | **Approved (£)** | **Increase (£)** | **Revised Budget (£)** |
| Pre-evaluation Fees | 0 | 99,400 | 99,400 |
| Pre-evaluation P&T Staff Costs | 0 | 63,045 | 63,045 |
| Pre-evaluation Highways Staff Costs | 0 | 46,355 | 46,355 |
| Pre-evaluation Open Spaces Staff Costs | 0 | 2,000 | 2,000 |
| **Total** | **0** | **210,800** | **210,800** |

*Funded by the s106 Local Community and Environmental Improvement Works Contribution from London Wall Place

This page is intentionally left blank

# London Wall Place S278 Working Party

| ***Organisation Represented*** |
|---|
| Alderman (Bassishaw) |
| Monkwell Square resident |
| |
| Barbican Association |
| Brookfield |
| London Wall Place LP x 2 |
| Schroders x 3 |
| Salters Company |
| St. Giles Church |
| |
| CITY OFFICERS |
| Assistant Director (City Transportation) |
| Interim Assistant Director (Env. Enhancement) |
| Project Officer (Env. Enhancement) |
| Project Manager (City Transportation) |
| Assistant Director (Historic Environment) |
| Technical Manager (Open Spaces) |
| Senior Historic Building Surveyor |

This page is intentionally left blank

| | | |
|---|---|---|
| 23 | PROJECT OBJECTIVES MET | * |
| 2 | ADDRESSED THROUGH ANOTHER PROCESS | ** |
| 4 | ADDRESSED BY BUILDING MANAGEMENT | *** |
| 2 | OUTSIDE S278 PROJECT SCOPE | ⊦ |

| | London Wall Place Working Party – Project Objectives |
|---|---|
| | **London Wall** |
| * | **LW01:** A secure security perimeter exists to mitigate the threat of hostile vehicles |
| ** | **LW02:** The S278 public realm works integrate with the development to facilitate a secure perimeter |
| ** | **LW03:** The security measures are unobtrusive within publicly accessible areas |
| * | **LW04:** Key project dates are shared with all parties |
| * | **LW05:** The design approach to the public realm around the site limits the potential for anti-social behaviour |
| *** | **LW06:** Ensure the long term management needs of the building are understood |
| *** | **LW07**: The management regime for public disorder in the public and private realms be clearly defined |
| *** | **LW08:** The opportunity for rough sleeping occurring around the development is limited |
| *** | **LW09:** Ensure that the management regime of the City Walkways routed through the development is defined and agreed by all parties |
| ⊦ | **LW10:** The best long-term use for the car park is agreed and facilitated through the design of London Wall |
| * | **LW11:** Footway space and crossing facilities for pedestrians are provided where this is needed most |
| * | **LW12:** Pedestrians access routes between street level and the highwalks are of a high quality and provided where they are needed most |
| ⊦ | **LW13:** The bus stops along London Wall should be provided where they are needed most, be safe, comfortable and attractive |
| | **Wood Street** |
| * | **WS01:** Pedestrian facilities at the junction are legible, safe and on desire lines that enable access to the building entrances |
| * | **WS02:** The footways on Wood Street are the appropriate width and quality |
| * | **WS03:** The carriageway on Wood Street is the appropriate width and quality |
| * | **WS04:** The right balance of kerbside activity, parking provision and pedestrian amenity should be achieved to meet the local needs |
| * | **WS05:** The Highwalks are well used, legible and accessible as part of the wider pedestrian network |
| | **St. Alphage Garden/s** |
| * | **StG01:** The servicing of no.2 London Wall is accommodated within the design of the space of St. Alphage Garden |

| | |
|---|---|
| * | **StG02:** The protection of the brick wall is accommodated within the design of the space on St. Alphage Garden |
| * | **StG03:** Access for maintenance is accommodated with the design of the space on St. Alphage Garden |
| * | **StG04:** There is good access for all between St. Alphage Gardens and the publicly accessible areas surrounding it |
| * | **StG05:** The quality of St. Alphage Gardens is consistent with the high quality landscape of the development |
| * | **StG06:** The areas around the garden and St Alphage Gardens themselves remain sympathetic to the setting of the Scheduled Ancient Monument |
| * | **StG07:** That the existing level of biodiversity is maintained and enhanced (where possible) |
| | **Fore St** |
| * | **FS01:** The location and management of coach parking is balanced with the needs of residents |
| * | **FS02:** Fore Street is a more pedestrian friendly space |
| * | **FS03:** The footways on Fore Street are the appropriate width and quality |
| * | **FS04:** The appropriate level of motorcycle parking and cycle hire exists in the area |
| * | **FS05:** The design of Fore Street (and Wood Street) is consistent with the needs of the Quietway programme |
| * | **FS06:** The carriageway in Fore Street is the appropriate width and quality |

| **Committee:** | **Date:** |
|---|---|
| Streets & Walkways Sub Committee, For Information<br>Planning & Transportation Committee, For Decision<br>Projects Sub-Committee, For Information | 11 January 2016<br>12 January 2016<br>26 January 2016 |
| **Subject:** Draft City Public Realm Supplementary Planning Document. Approval for consultation | **Public** |
| **Report of:** The Director of the Department of the Built Environment | |


**Summary**

This report sets out the background and preparation of the City Public Realm SPD (attached in Appendix) which is intended to be adopted as a Supplementary Planning Document. Members are asked to agree to the draft City Public Realm SPD being made available for public consultation.

The SPD provides further guidance and builds on the policies contained in the Local Plan. The purpose of the document is to provide a coordinated policy approach to the design and management of the public realm in the City. It promotes high quality design and sets the standards for every element that contributes to our experience of the City's streets. The SPD draws on existing guidance from City Corporation's policies, Historic England and the Design Council.

The City Public Realm SPD will replace the existing Street Scene Manual (Part One and Two) which was produced as a guidance document in 2005. It is intended to be used by officers of the City of London, occupiers, external organisations, consultants, and developers who influence, or have an interest in the City's streets. The proposed SPD will be used alongside a planned new "City Public Realm Manual" which will be produced later in 2016. This manual will include guidance on technical aspects of the public realm such as detailed specifications for paving and street furniture.

Following consultation, any proposed changes to the draft SPD will be brought back to Committee for approval and for formal adoption as a Supplementary Planning Document in 2016.


**Recommendation**

Members are asked to:

- Approve the draft City Public Realm Supplementary Planning Document for public consultation.

## Main Report

### Background

1. In 2005, the Street Scene Manual was adopted as guidance for the enhancement and management of the City's streets.

2. Five years after the adoption of the Street Scene Manual, a Materials Review report was approved by Committees in 2010, in order to ensure that the City continues to promote best practice in street design. The outcome of the Materials Review was an improved management of the City's existing restricted palette of materials via a set of key principles, to ensure all aspects of sustainability are consistent across maintenance and project activity.

3. Subsequently, in 2011 the Streets & Walkways Sub Committee approved the Delivering Sustainable Streets report. One of the recommendations of this report was to carry out a revision of the Street Scene Manual with the intention of adopting the revised document as a Supplementary Planning Document (SPD).

4. The proposed City Public Realm SPD explains and amplifies the City's policies where they affect the design and management of the public realm. The aim is to set out guidance for all those with an interest in the City's streets and spaces. The document does not make new policy but instead interprets how existing policy can be applied in the City. It has been prepared taking account of officer input from relevant departments and is in line with the City of London Local Plan 2015.

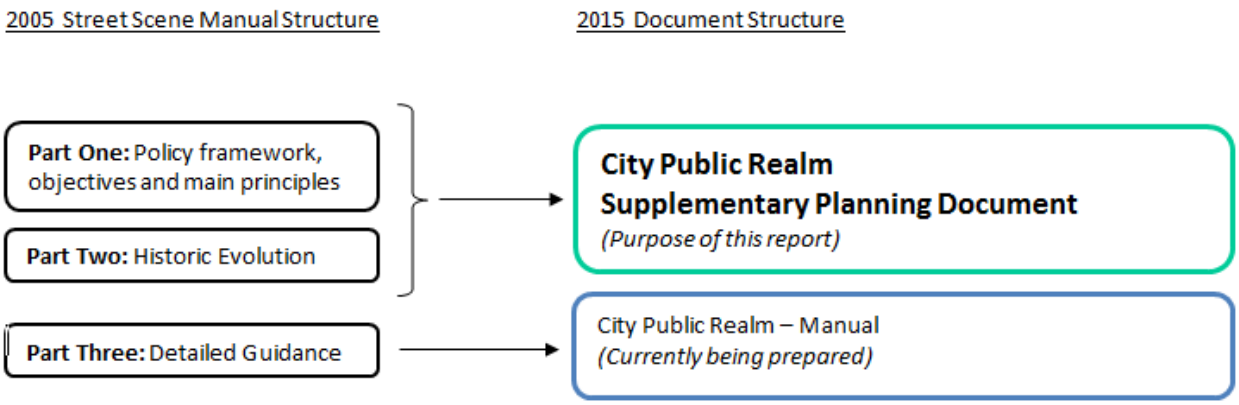
**Proposal**

5. The City Public Realm SPD would provide a framework to continue to deliver exemplary, safe and sustainable streets and spaces in the City of London. Its overarching aim is to provide design guidance in order to deliver public realm improvements for the benefit of the City community. This SPD sets out the City of London's vision for the public realm which is to maintain and enhance the City's built environment, and to provide a safe, high quality and inclusive place in which to work, live and enjoy. This will be achieved by safeguarding its historic character and continuing to promote the City of London as a cultural and visitor destination.

6. This SPD sets out the main principles for accommodating change and informing public realm enhancement schemes in order to maintain a high quality and safe pedestrian environment. The document also describes the established area strategy approach which ensures the coordinated planning and delivery of public realm improvements.

7. The objectives of adopting the document as a Supplementary Planning Document are:
    - To ensure that the City of London remains at the forefront of responses to urban and economic challenges that face high density urban environments by creating a resilient streetscape which supports pedestrian movement, encourages cycling and contributes to climate change mitigation strategies.
    - To protect, maintain and enhance the quality of the City's historic built environment in order to make it a safe, inclusive and attractive place in which to work and live, and to continue promoting the City of London as a cultural destination for all communities and visitors.
    - To support the City's position as the world's leading international financial and business centre by continually improving the public realm, in order to accommodate future growth and support predicted trends in the future City.

8. The structure of the SPD is as follows:



9. The City Public Realm SPD comprises two main parts. Chapters 1-4 set out the City Corporation's vision for the public realm including the main principles and aims for controlling change and informing street enhancement schemes. Chapters 5-14 provide general guidance on a variety of topics for everyday street works and enhancement schemes in order to ensure that there is consistency of form and quality of materials. The Historic Evolution section is included as an Appendix of the SPD and provides an overview of how the built environment has changed over the years and the importance of the historic character of the City.

10. Detailed guidance will be developed and published separately as part of an easily updatable City Public Realm Manual. This will include paving and street furniture specifications along with approaches for the prevention of skateboarding.

11. The vision of the SPD has been translated into ten aims that provide the framework for all interventions in the City's public realm:
    - Aim 1: A high standard of design.
    - Aim 2: Understanding context and character.
    - Aim 3: Simpler, more spacious and less cluttered streets and spaces.
    - Aim 4: Better coordination and more consistency.
    - Aim 5: Protecting heritage and ensuring continuity.
    - Aim 6: More sustainable streets and spaces.
    - Aim 7: Support and encourage good health, well-being and healthy lifestyles.
    - Aim 8: Creating and maintaining exceptional streets and spaces.
    - Aim 9: Better connected and more inclusive streets and spaces.
    - Aim 10: Release the potential of the City's public realm to support commerce, culture and art.

**Consultation**

12. In order to give interested parties the opportunity to comment, the draft City Public Realm SPD will be made available for public consultation for a period of 6 weeks following the procedures that are defined in the City Corporation's Statement of Community Involvement (SCI).

13. All comments received will be logged and reported back to Members. Any changes made as a result of the consultation will be logged in the Consultation Statement and will inform the final SPD for adoption. Where comments have not been taken on board, these will also be reported to Members, along with the reasons why.

**Corporate and Strategic Implications**

14. Corporate Plan 2015-19: The overall vision set out in the Plan is that the City Corporation will support, promote and enhance the City of London as the world leader in international finance and business services, and will maintain high quality, accessible and responsive services benefiting its communities, neighbours, London and the nation.

15. The vision and strategic aims of the Corporate Plan are supported by six key policy priorities. The priorities are reviewed annually during the plan period and updated as appropriate. Among the currently defined priorities (KPP's 1-6), specific actions relating to the public realm include:

    - Seeking continued investment in transport and other infrastructure and encouraging quality developments to the built environment that supports the Square Mile as a location for financial and business services and as a place to live and work (KPP 1).

- Working with the Mayor of London on transport improvements (including investment in the network, keeping London moving and cycle safety), promoting tourism and visitor services, and environment issues (including air quality) (KPP 3).

- Developing and improving the physical environment around key cultural attractions and providing safe, secure and accessible open spaces (KPP 5).

16. The draft SPD provides further guidance on the implementation of the policies in the City of London Local Plan 2015. It fully accords with the policy requirements in the Local Plan and is complementary to other SPDs adopted by the City Corporation.

17. Other relevant documents include the Area Enhancement Strategies which have been adopted to guide the enhancement of City's public realm. The area-based approach ensures the needs and distinctiveness of each area is identified and Local Plan objectives and the 5 key city place policies are embedded in the proposals.

**Implications**

17. The production of the document has been funded through the Department of the Built Environment's Local Risk budget. The total cost for the production of the document is £15,092.

18. Supplementary Planning Documents have more weight than other guidance documents (such as the previous 2005 street scene manual) and are a material consideration in planning applications, but they have less weight than the Local Plan.

19. An Equality Impact Assessment (EqIA) has been carried for the draft SPD. Positive impacts are anticipated through an emphasis on inclusive design such as widened footways and a reduction in street clutter.

20. A Strategic Environmental Assessment (SEA) screening has been prepared and consultation on this will be carried out at the same time as for the draft SPD.

**Conclusion**

21. The completion and adoption of the City Public Realm SPD as a Supplementary Planning Document will provide overarching advice for all those with an interest in the public realm. The SPD is to be used to coordinate and guide the management, design and improvement of the City's streets.

22. Members are asked to agree the draft text of the *City Public Realm SPD* for the purpose of putting it to formal public consultation on the City Corporation's website in January 2016, for a period of 6 weeks. The public consultation process will be in accordance with the Statement of Community Involvement (2012).

**Appendices:**

Appendix 1: Draft City Public Realm Supplementary Planning Document.
Appendix 2: Strategic Environmental Assessment (SEA)

**Contact:**

Maria Herrera, Project officer 020 7332 1688
maria.herrera@cityoflondon.gov.uk

# City of London

# Draft Supplementary Planning Document

# January 2016

## CITY PUBLIC REALM

## People Places Projects


City Public Realm Team

**City Public Realm Team**

**The SPD is based upon a draft prepared by Doyle Town Planning and Urban Design. It was amended by the Corporation following public consultation and was adopted on +++++.**

**DTP: Urban Graphics**

**Document formatted for double side printing.**

# Contents

# 1 CITY PUBLIC REALM

## 1.1 Introduction

1.1.1 The City of London, or 'Square Mile', is the historic core from which London developed. It is a unique place with distinct environmental, social and economic characteristics.

1.1.2 The City of London is the world's leading international financial and business centre and a leading driver of the London and national economies, contributing 14% of London's GDP and an estimated 3.1% of the UK's GDP. It provides employment for over 400,000 workers, projected to grow to 428,000 by 2026[1].

1.1.3 Alongside this primary business function, the City has many other roles:

- Home to approximately 9,000 residents[2].
- A centre of learning with over 29,000 students.
- A cluster of national, regional and local health services.
- It includes the terminals and major interchange hubs of an extensive regional and national surface rail and underground network.
- A Cultural Hub, with a cluster of arts and cultural facilities of international renown including The Barbican Centre and the Museum of London. The City overall attracts over 10 million[3] visitors each year.
- A dense network of pedestrian routes (including bridges) that connect the City together and to key landmarks across London.
- A distinctive cityscape combining modern architecture and some of Europe's tallest buildings within a rich historic environment, including over 600 listed buildings, 26 conservation areas, scheduled ancient monuments, and 4 historic parks and gardens.

1 Table 2.1 of the City of London Local Plan, 2015.

2 2011 figure, Including 1,370 second homeowners.

3 Business and leisure visitors in 2013.

1.1.4 The public realm of the City of London, the streets and spaces between buildings that we all share, has a rich and dynamic character that has evolved over the course of several centuries. The streets are routes that connect the City together, but they are also places in their own right. They can serve as a lunchtime retreat, or the venue for an impromptu business meeting. They form the setting for both historic monuments and new office towers.

1.1.5 The City's Local Plan seeks to deliver sustainable long-term economic growth, including population growth. The public realm is an essential component of any plan to accommodate growth whilst ensuring that the City continues to function successfully as the world's leading international financial and business centre.

1.1.6 The City of London Corporation is committed to continually improving the appearance and function of the City's streets. The City Public Realm Supplementary Planning Document (SPD) therefore sets the highest standards for every element that contributes to our experience of the public realm, from the paving stones under our feet to the streetlights overhead. It draws on existing guidance from the City Corporation, Historic England and the Design Council and gathers the best advice for the shaping of the City's streets to ensure that they are fit for purpose, attractive and resilient.

## 1.2 The Structure of the SPD and related documents

1.2.1 The City Public Realm SPD comprises two main parts. Chapters 1-4 set out the City Corporation's vision for the public realm including the main principles for controlling change and informing street enhancement schemes. Chapters 5-14 provide general guidance on a variety of topics for everyday street works and major enhancements schemes in order to ensure that there is consistency of form and quality.

1.2.2 A companion paper on the historic evolution of the City's streets is reproduced in Appendix 3.

1.2.3 Detailed guidance on specific elements of the public realm will be published separately in the form of a 'City Public Realm Manual'. This will include technical specifications for ground surfacing, street furniture and planting. Publishing the Manual separately from this SPD allows it to be updated regularly.

## 1.3 The City Public Realm SPD

1.3.1 The purpose of this SPD is to provide a coordinated approach to the design and management of the public realm in the City. It is to be used by officers of the City of London, occupiers, external organisations, consultants, and developers who influence, or have an interest in the City's streets. This SPD explains, amplifies and applies Local Plan policy where it affects aspects of the design and management of the spaces between buildings, irrespective of ownership or management. It should be read alongside the Local Plan and other City Corporation plans and strategies, including the Corporate Plan.

# 2 POLICY, PLANS & STRATEGIES

## 2.1 Introduction

2.1.1 This chapter sets out the relevant plans and strategies, which comprise the context for the development of the SPD:

- The Corporate Plan.
- The planning policy framework including the National Planning Policy Framework, the London Plan, the City of London Local Plan 2015 and other adopted SPDs.

2.1.2 These strategies, plans and guidelines together form the wider framework within which proposals for the public realm should be considered.

## 2.2 Corporate Plan 2015-19

2.2.1 The overall vision set out in the Plan is that the City Corporation will support, promote and enhance the City of London as the world leader in international finance and business services, and will maintain high quality, accessible and responsive services benefiting its communities, neighbours, London and the nation.

2.2.2 Three strategic aims are derived from this overall vision:

- To support and promote the City as the world leader in international finance and business services.
- To provide modern, efficient and high quality local services within the Square Mile for workers, residents and visitors.
- To provide valued services, such as education, employment, culture and leisure, to London and the nation.

2.2.3 Six Key Policy Priorities (KPPs) support the vision and strategic aims. The priorities are reviewed annually during the plan period and updated as appropriate. Among the currently defined priorities (KPP's 1-6), specific actions relating to the street scene include:

- Seeking continued investment in transport and other infrastructure and encouraging quality developments to the built environment that supports the Square Mile as a location for financial and business services and as a place to live and work (KPP 1).

- Working with the Mayor of London on transport improvements (including investment in the network, keeping London moving and cycle safety), promoting tourism and visitor services, and environment issues (including air quality) (KPP 3).

- Developing and improving the physical environment around key cultural attractions and providing safe, secure and accessible open spaces (KPP 5).

2.2.4 The Corporate Plan is supported by a series of other City plans that also relate to the public realm including Departmental Business Plans, the Visitor Strategy, the Cultural Strategy, the Climate Change Mitigation Strategy, the Capital Strategy and the Corporate Property Asset Management Strategy 2012-16.

## 2.3 Planning Policy

**National policy**

2.3.1 The National Planning Policy Framework (NPPF) set out the Government's planning policies for England and how they are to be applied. The NPPF establishes a presumption in favour of sustainable development.

2.3.2 The relevant chapters in the NPPF include[4]:

2.3.3 Protecting and exploiting opportunities for the use of sustainable transport modes including giving priority to pedestrian and cycle movement, and providing access to high quality public transport facilities (Ch. 4. Promoting sustainable transport).

- Establishing a strong sense of place using streetscapes and buildings to create attractive and comfortable places to live, work and visit (Ch 7. Requiring good design).

- Creating safe and accessible developments containing clear and legible pedestrian routes and high quality public spaces, which encourage the active and continual use of public areas (Ch. 8. Promoting healthy communities).

- Meeting the challenge of climate change, flooding and coastal damage (Chapter 10).

- Conserving and enhancing the natural environment (Chapter 11).

- Drawing on the contribution made by the historic environment to the character of a place. (Chapter 12. Conserving and enhancing the historic environment)

**The London Plan**

2.3.4 The London Plan (the Mayor's spatial development strategy) forms part of the development plan for Greater London.[5]

4 The National Planning Policy Framework published 27th March 2012

5 The London Plan 2015 – the Spatial Development Strategy for London consolidated with alterations since 2011.

2.3.5 The vision over the years to 2036 and beyond is that London should excel among global cities, expanding opportunities for all its people and enterprises, achieving the highest environmental standards and quality of life, and leading the world in its approach to tackling the urban challenges of the 21st century, particularly that of climate change.

2.3.6 This high level, over-arching vision is supported by detailed objectives including:[6]

- A city of diverse, strong, secure and accessible neighbourhoods and a high quality environment for individuals to enjoy, live together and thrive.
- A city that delights the senses and takes care over its buildings and streets and makes the most of and extends its wealth of open and green spaces.
- A city that becomes a world leader in improving the environment; including tackling climate change and reducing pollution.
- A city where it is easy, safe and convenient to move about with effective transport systems that actively encourage more walking and cycling.

2.3.7 The City is located within the Central Activities Zone (CAZ). CAZ policy seeks to sustain and enhance the City of London and the distinctive environment and heritage of the CAZ (including the public realm and historic heritage, smaller open spaces and distinctive buildings) through high quality design and urban management.[7] CAZ policy also aims to improve infrastructure for public transport, walking and cycling.

2.3.8 Other relevant policies in the London Plan include:

**5.1:** Climate Change Mitigation

**5.3:** Sustainable Design and Construction.

**5.10:** Urban Greening.

**7.2:** An Inclusive Environment.

**7.3:** Designing out Crime.

**7.4:** Local Character.

**7.5:** Public Realm.

**7.6:** Architecture

**7.7:** Location and Design of Tall and Large Buildings.

**7.9:** Heritage-Led Regeneration.

**7.14:** Improving Air Quality.

**7.15:** Reducing Noise and Enhancing Soundscapes.

**7.18:** Protecting Local Open Space and Addressing Local Deficiency.

6 London Plan paragraph 1.52.

7 Policy 2.10 Central Activities Zone – Strategic Priorities.

**7.19:** Biodiversity and Access to Nature.

**7.29:** The River Thames.

**8.2:** Planning Obligations.

**8.3:** Community Infrastructure Levy.

2.3.9 The City Public Realm SPD should be read in conjunction with these policies.

**The City of London Local Plan 2015**

2.3.10 The Local Plan (adopted in January 2015) was developed in the context of a range of other plans and strategies operating at the City, London and national levels. It provides a spatial framework that brings together and co-ordinates a range of strategies prepared by the City Corporation, its partners and other agencies and authorities. It includes policies for deciding development proposals and takes account of projected changes in the economy, employment, housing need, and transport demand. It seeks to maintain the quality of the City's environment and its historic environment and provides the strategy and policies to shape the City through to 2026 and beyond.

2.3.11 The Plan sets out five strategic objectives:

**1:** To maintain the City's position as the world's leading international financial and business centre.

**2:** To ensure that the challenges facing the five Key City Places are met, complementing the core business function of the City, contributing to its unique character and distinguishing it from other global financial districts.

**3:** To promote a high quality of architecture and street scene appropriate to the City's position at the historic core of London, complementing and integrating the City's heritage assets and supporting the continued development of the City as a cultural destination for its own communities and visitors.

**4:** To ensure that the City of London remains at the forefront of action in response to climate change and other sustainability challenges that face high-density urban environments, aiming to achieve national and international recognition for its sustainability initiatives.

**5:** To ensure the provision of inclusive facilities and services that meet the high expectations of the City's business, resident, student and visitor communities, aiming for continuous improvement in the City's rating in satisfaction and quality of life surveys.

2.3.12 The five strategic objectives are translated into Core Strategic and Development Management Policies designed to deliver the vision and strategic objectives.

2.3.13 The Plan includes various Core Strategic Policies and Development Management policies of particular relevance to streets and spaces. Further reference is made to relevant policies in the detailed guidelines (Chapters 4-14).

2.3.14 A more detailed summary of the planning policy context is included in Appendix 1 of this document.

**Supplementary Planning Documents**

2.3.15 The City Corporation has adopted a series of SPDs including:

- Conservation Area Character Summaries and Management Strategies.
- Open Spaces Strategy DPD.
- Tree Strategy SPD.

2.3.16 The City Public Realm SPD should be read in conjunction with these documents.

# 3 PROCESS

## 3.1 A Strategic Approach to Project Delivery: Area Enhancement Strategies

3.1.1 An area-based approach has been adopted for the City's public realm with Area Enhancement Strategies approved or proposed for the 16 Enhancement Areas identified. The area-based approach is designed to:

- Facilitate the coordinated planning and delivery of public realm improvements necessary to access external funding, including Transport for London funds.
- Address the implications of major transport infrastructure projects and new developments.
- Reflect the 5 Key City Places objective in the Local Plan (Strategic Objective 2) and the need for a coordinated delivery of public realm improvements in these areas, supported by the channelling of funds to areas of greatest need.

3.1.2 The area-based approach ensures the needs of each area are identified and that the Core Strategic objectives and the 5 Key City Place policies are embedded in the proposals.

3.1.3 Alongside the area-based strategies, future improvement programmes will also include thematic programmes.

## 3.2 Process and funding

3.2.1 A public consultation exercise is undertaken in order to identify priority areas and respond to the needs of the local community, including the business community and visitors. Consultation aims to achieve a responsive approach and enable proposals to be focused and prioritised. Each consultation exercise engages with a broad range of stakeholder groups.

3.2.2 Following consultation, the draft area strategies are adapted appropriately and finally approved by the City Corporation Committees. Once approved, an Area Strategy becomes the baseline document for improvement works and enhancement proposals in the area over an estimated implementation timescale of 5-10 years. As and when funding arises as a result of planning contributions or other sources it is allocated to the prioritised list of projects in each Area Enhancement Strategy.

3.2.3 Individual projects are evaluated and approved through a City Corporation Committee process. The aim is to maximise the potential of each site, and to deliver sustainable infrastructure in the long term.

3.2.4 New infrastructure and environmental and highway enhancements are funded

through Transport for London, the City's on-street parking reserve, Section 106 planning obligations and Section 278 highways agreements.

3.2.5 The City Corporation Community Infrastructure Levy was introduced in July 2014. The Levy will replace Section106 obligations as the primary source of developer funding for public realm enhancement schemes in the longer term. Section 106 funding will nevertheless continue to be appropriate in some circumstances.

# 4 CHALLENGES, VISION & AIMS

## 4.1 Challenges

4.1.1 The Square Mile is a unique environment and is one of the world's oldest and most prestigious financial and business districts. The City of London has been able to adapt and change through the years in order to accommodate the needs of fast changing economic and population growth. It is predicted that over the next 20-30 years the City will experience an increased level of demand on its network of streets due to major transport infrastructure projects and population growth. 'Future City' is an emerging concept looking at the City's future development and the actions needed to ensure the delivery of a sustainable future whilst meeting the fundamental challenge in balancing growth and environmental quality.

4.1.2 The City's urban fabric is compact due to its medieval origins, yet highly permeable. Approximately 420,000 employees, 29,000 students, 9,000 residents and over 10 million visitors use the City's streets and spaces each year. They depend on the public realm to quickly and safely move from point A to B, but also for socialising, sitting quietly, sightseeing, entertainment and enjoying outdoor events. The public realm of the City includes public highway, City walkway and also areas of private land that are accessible to the public.

4.1.3 The City's population is growing and its needs are becoming more diverse. The City's economic dynamism means there is a high rate of change and increasing pressure on the public realm. Businesses are placing more importance on the quality of the public spaces surrounding their buildings.

4.1.4 Work styles and workplaces are changing with an upturn in flexible working. The importance of the role of the public realm as an extension of the office environment for informal business interaction is increasingly recognised. The City's future attractiveness and competitiveness is dependent on a high quality, safe and functional public realm that provides a wide range of settings for commercial, social and cultural interaction in order to maximise productivity and to attract and retain highly skilled staff.

4.1.5 The City is much more than just a place to work. For example, it contains a cluster of cultural, educational and art institutions of international renown including The Barbican Centre, the Museum of London, St Paul's Cathedral, Guildhall Galleries and Guildhall School of Music and Drama. The continued success of this cluster is dependent upon the linking thread of the City's public realm, which forms the context and setting and physical connections between these institutions. The City's

streets are also a key component of the civic and ceremonial life of London providing the approach routes and setting for major civic buildings such as The Guildhall and Mansion House and processional and ceremonial routes, such as The Lord Mayor's Show and state occasions.

4.1.6 The City's public realm contains and supports the arteries and interchanges of an extensive and growing public transport network, both above and below ground, including the development of new infrastructures such as Crossrail.

4.1.7 The City's congested streets have some of the highest levels of air and noise pollution and therefore need to be at the forefront of efforts to create a more sustainable city. They are also a key to building climate change resilience and mitigating flood risk strategies.

4.1.8 The public realm directly affects the physical and mental health and wellbeing of all residents, visitors and workers. The City's streets and spaces can support and encourage good health, influence the choice of more healthy lifestyles, increased activity levels such as walking and cycling and more visits to green spaces.

4.1.9 Tackling an upturn in overall road casualties and improving safety remains a major challenge, particularly because the majority of road casualties in the City are vulnerable users such as pedestrians and cyclists.

4.1.10 The potential responses to these challenges are encapsulated in the following Vision statement for the City's Public Realm.

## 4.2 Vision

4.2.1 The vision for the City's public realm is to maintain and enhance the City's built environment and to provide a safe, high quality and inclusive place in which to work, live and enjoy. The public realm will be increasingly valued and enhanced and not allowed to be eroded or diminished.

4.2.2 Managed evolution and enhancement will set new standards of excellence in public realm design. Enhancement schemes are characterised by a coordinated and consistent approach, creating a simpler and less cluttered appearance which considers high quality materials and low maintenance requirements.

4.2.3 A continuing programme of enhancement based on detailed analysis of the City's history, environment and current influences will result in a public realm that embodies the many layers of history of the City's fabric. An appropriate setting is provided for the diverse wealth of the City's heritage whilst simultaneously embracing contemporary design. Streets will remain a focus of City life where the quality of the pedestrian experience is paramount. The City will remain an integral part of Central London with vitality, activity and ideas flowing easily backwards and forwards across the City's historic boundaries.

4.2.4 Streets and spaces will support an increasingly diverse range of experiences, cultures and activities throughout the week and all year round. They will provide the

setting for the cultural and creative life of the City and the connective tissue linking a cluster of major cultural institutions. In an age of technology and smart communications, the City's thriving international business culture will still be based on face to face communication and the exchange of ideas spreading out of the office environment and into the City's streets and spaces.

4.2.5 The City will actively promote sustainable development - not only in terms of reducing energy consumption, resilience to climate change and sustainable drainage (SuDS), but also producing streets and spaces which function well and are a pleasure to experience.

4.2.6 The health and wellbeing of workers, residents and visitors will be nurtured and enhanced by vital and stimulating places. Streets will encourage walking and cycling and link together pockets of greenery to help lift the spirits. Quiet places will continue to offer a refuge from the City's intensity.

## 4.3 Aims

4.3.1 The vision has been translated in ten higher level aims to guide the nature of all interventions in the City's public realm.

4.3.2 The aims are drawn from an analysis of the characteristics and qualities of the City, an assessment of current and emerging challenges, and the application of policies and guidelines in the Local Plan and the Corporate Plan.

4.3.3 They are:

**Aim 1:** A high standard of design.

**Aim 2:** Understanding context and character.

**Aim 3:** Simpler, more spacious and less cluttered streets and spaces.

**Aim 4:** Better coordination of design and more consistency.

**Aim 5:** Protecting heritage and ensuring continuity.

**Aim 6:** More sustainable streets and spaces.

**Aim 7:** Supporting and encouraging good health, well-being and healthy lifestyles.

**Aim 8:** Creating and maintaining exceptional streets and spaces.

**Aim 9:** Better connected and more inclusive streets and spaces.

**Aim 10:** Releasing the potential of the City's public realm to support commerce, culture and art.

4.3.4 Their application will ensure continuity of design standards and maintenance. They should be applied at all project development stages from inception through to completion and maintenance. They should apply to all streets and spaces, and other public realm works.

## 4.4 Aim 1: A High standard of design

4.4.1 A high standard of design is required for the City's public realm. Streets and spaces necessitate high quality components, materials, implementation and detailing. Designs need to be developed with maintenance costs in mind to ensure that materials are long lasting and easily sourced.

## 4.5 Aim 2: Understanding context and character

4.5.1 The design of the public realm, the choice of furniture, planting and surface materials should be developed from an assessment of local context and established character, including historic character.

## 4.6 Aim 3: Simpler, more spacious and less cluttered streets and spaces

4.6.1 Street layouts and materials should be simple and neat to ensure ease of pedestrian movement and provide inclusive and accessible places that are more easily maintained. Wherever possible, more public space should be provided for pedestrians in order to accommodate the increasing numbers of people in the City. Existing areas of public space should be preserved and expanded wherever possible. Obsolete, duplicated or unnecessary items of street furniture should be removed and new items installed only where necessary. Simpler paving patterns are more easily maintained and repaired. The need to accommodate infrastructure within a high quality public realm is a key consideration.

## 4.7 Aim 4: Better coordination and more consistency

4.7.1 Items of furniture and street surfaces should form part of a co-ordinated palette of materials and suites of street furniture devised for the City. The suites of furniture and materials palettes should be consistently applied, except for areas of permitted difference and exception (including conservation areas, the setting of listed buildings and ancient monuments).

## 4.8 Aim 5: Protecting heritage and ensuring continuity

4.8.1 The setting of listed buildings and the character and appearance of conservation areas need to be carefully considered when developing enhancement schemes.

## 4.9 Aim 6: More sustainable streets and spaces

4.9.1 The enhancement and management of the public realm should embrace sustainability as an overarching and long term approach. This should include bio-diverse planting schemes, which are robust and resilient to future climate conditions and which minimise the need for high levels of maintenance, along with Sustainable drainage systems, improved air quality, reduced noise, and the use of sustainable and long life materials that can be re-laid and are easily maintained.

## 4.10 Aim 7: Support and encourage good health, wellbeing and healthy lifestyles

4.10.1 The City's public realm should be planned, designed and managed in ways that positively influence the health and wellbeing of workers, residents and visitors and release the enormous potential of the City's streets and spaces to nurture and improve physical, emotional and mental health. This includes encouraging healthy modes of transport such as walking and cycling.

## 4.11 Aim 8: Creating and maintaining exceptional streets and spaces

4.11.1 Guidance in this SPD generally advocates continuity and the consistent application of design standards. However, there are areas of difference or unusual requirements where the City Corporation either has a duty or it is otherwise justified to vary or tailor general guidance in order to address the particular circumstances of some unique areas(such as heritage assets and the setting of certain listed buildings). For example, common, limited palettes of materials and furniture may need to be varied (but rarely departed from entirely). Each exceptional circumstance must first be carefully justified.

## 4.12 Aim 9: Better connected and more inclusive streets and spaces

4.12.1 The City's historic network of interconnected streets and spaces should be conserved and only rarely altered or diverted. In mobility terms, the pedestrian network should be continuous, accessible, legible, joined-up, and without barriers. It is important to improve connections between streets and spaces by creating new pedestrian links where appropriate and implementing wayfinding measures such as improved signage.

## 4.13 Aim 10: Release the potential of the City's public realm to support commerce, culture and art

4.13.1 The City's public realm should be capable of supporting an increasingly diverse range of functions, experiences and cultural activities ranging from informal meetings and business activities through to art installations, outdoor concerts, fun runs and international sporting events, festivals and celebrations. It should provide the setting for a number of key cultural institutions and an informal business environment for activities such as trade and information exchange.

## 4.14 Quality of Public Space

4.14.1 The 10 aims combine to set the aspiration for increasing the quality of the City's public realm. There are also a number of key criteria that can be used to help further define the quality of public space and these are set out below:

4.14.2 A high quality public space:

- Is useable and fit for purpose.
- Is attractive and robust with a high standard of design and finishes.
- Has good levels of natural light and has the adequate levels of street light.
- Is accessible and safe with high levels of natural surveillance.
- Responds to the existing context and has active edges.
- Is comfortable and inclusive.
- Is integrated within the existing urban fabric.
- Provides the context for social interaction.
- Is responsive to the needs of the community.

# 5 STREETSCAPE

## (FOOTWAYS & CARRIAGEWAYS)

## 5.1 Introduction

5.1.1 The objective of this chapter is to define guidelines for the layout, design and function of streets.

5.1.2 It is founded in Local Plan Strategic Objective 3: to promote a high quality of architecture and street scene.

5.1.3 It relates to Corporate Plan Key Priority 1 (Supporting and promoting the UK financial based services sector) including seeking continued investment in transport and other infrastructure projects and continuing support for key cross-London projects, including Crossrail.

5.1.4 It relates to Corporate Plan Key Priority 3 (issues of concern to our community) including working with the Mayor of London -Transport (investment in the network, 'keeping London moving', and cycle safety).

5.1.5 The principles and guidelines are developed from and accord with the following core strategic and development management policies.

- Core Strategic Policy CS3: Security and Safety.
- Core Strategic Policy CS10 Design.
- Policy DM 3.4 Traffic management.
- Policy DM 10.1 New development.
- Policy DM 10.4 Environmental enhancement.
- Core Strategic Policy CS16: Public Transport Streets and Walkways.
- DM16.2 Pedestrian movement.

## 5.2 Footways and pedestrians

**Pedestrian environment**

**Guideline 5.1: Sufficient, unobstructed footway space should be provided for pedestrians to flow freely through City streets with footways widened and carriageways narrowed wherever appropriate.**

5.2.1 Inadequate or obstructed footways and crossings impair the experience of walking through the City and discourage journeys on foot. Public realm enhancement schemes and road danger reduction plans present opportunities to redress the

balance in favour of pedestrians.

5.2.2 There is a range of potential responses. The quality of the pedestrian environment can be enhanced by widening footways, but without necessarily excluding vehicles. On some streets, this could involve the reassignment of road space from motor vehicles to pedestrians. Traffic lanes on some streets are wider than necessary and lane widths can often be reduced to free up space for widening the footways. In some cases, where there is more than one traffic lane in each direction, there is the opportunity for this to be changed to a single lane with the resulting freed up space used for widening the footways.

*(Figure to be added) The example of Cheapside, illustrates a scheme where footways were widened to nearly twice their size, whilst maintaining carriageways in both directions.*

**Raised Carriageways**

**Guideline 5.2: Raised carriageway schemes should be provided only in appropriate locations taking account of road safety, accessibility and context.**

5.2.3 Raised carriageways, where the carriageway is raised to footway level, can provide a more comfortable and accessible walking environment. They are appropriate in streets where traffic volumes are low.

5.2.4 Raised carriageways can provide multiple benefits. Many streets in the City have narrow footways that cannot accommodate wheelchairs or prams and where people inevitably find themselves forced to use the carriageway.

5.2.5 Raised carriageways can also benefit disabled people. However, their design needs to take account of partially sighted and blind people. The installation of bollards and tactile paving should be considered as measures to provide clarity of routes for people with disabilities. Equality Impact Assessments should be undertaken when considering any such scheme.

5.2.6 Careful consideration should be given to raised carriageway scheme in historic contexts, which may not always be appropriate. There are historically sensitive locations where the traditional distinction and detail of the junction between the carriageway and footway contributes to local character. Retaining kerb stones, even if the carriageway is raised, can also assist with preserving the historic alignment of the street.

5.2.7 The potential locations and extent of raised carriageways should be considered on an area-wide basis through the development of area enhancement strategies and the need and justification assessed on a case by case basis.

**Pedestrian priority zones**

**Guideline 5.3: Increasing pedestrian priority should be provided by a variety of means including pedestrian priority zones, timed closures, and full pedestrianisation.**

5.2.8 Pedestrian priority zones are designated areas of public highway where vehicle entry is restricted in order to increase pedestrian priority and amenity. Restricted vehicle access may sometimes be permitted for loading, buses, taxis, disability

badge holders, permit holders, etc.

5.2.9 Fully pedestrianised zones may sometimes be desirable, for instance in narrow lanes or small spaces that do not require service vehicle access. They may also be desirable around major visitor attractions such as The Tower, St Paul's and Monument, where pedestrian numbers are high. Timed street closures may sometimes be desirable and are particularly effective in shopping streets. Timed closures have been successfully introduced in Bow Lane, Watling Street, Birchin Lane and Leadenhall Market and have enhanced the pedestrian and shopping experience.

5.2.10 Pedestrian zones must have appropriate traffic orders in place and display the required signage at all entry and exit points to inform road users of the restriction, the days and times that the restriction operates, and any exceptions. In certain areas, loading bays can be integrated into the pedestrian priority zone in order to minimise lane widths and maximise the usable pedestrian area.

5.2.11 The potential locations and extent of pedestrian priority surfaces should be considered on an area-wide basis through the development of area enhancement proposals and traffic management schemes.

**Courtesy Crossings**

**Guideline 5.4: Pedestrian priority over vehicles should be extended through the introduction of raised pedestrian tables where appropriate.**

5.2.12 Easily negotiable street crossing points can significantly enhance the walking experience. People should be able to cross and re-cross streets frequently and in a direct, uncomplicated manner. This is particularly important in streets with shops on either side.

5.2.13 High pedestrian flows along main streets can be disrupted by vehicles entering and leaving side streets. It is often desirable or necessary to establish pedestrian priority over vehicles by introducing raised pedestrian tables at side streets. These consist of a raised area of carriageway between footways which effectively make the footway continuous. Raised pedestrian tables have advantages for wheelchair users, allowing a continuous crossing. They should incorporate tactile warnings.

5.2.14 The potential locations for new crossings and raised tables should be considered on an area –wide basis through the development of area enhancement proposals and traffic management schemes.

**Footway widths**

**Guideline 5.5: Minimum footway widths of 2 metres should be provided where possible to encourage walking in the City and active travel.**

5.2.15 Adequate footway widths are essential to encourage walking in the City and active travel. Narrow, congested or obstructed footways discourage people from walking, because of the resulting slow journeys and safety implications. Constricted footways encourage pedestrians to walk on the carriageway where they are likely

to come into conflict with vehicles, particularly in those parts of the City where pedestrian flows are high or projected to increase, for example areas with high concentrations of office floor space such as the Eastern Cluster, on shopping streets, or routes to and from railway and tube stations.

5.2.16 Manual for Streets Two: Wider Application of the Principles (September 2010), endorsed by HM Government,[8] recommends the use of the 'Gehl Standard' to assess appropriate footway widths. The City Corporation has therefore adopted the Gehl Standard of a maximum of 13 pedestrians per metre of unobstructed footway width per minute. Flows at or below this threshold generally afford sufficient opportunity for people to comfortably pause and linger without feeling as though they are obstructing others.

5.2.17 2 metres is the preferred minimum width for footways, however, it is accepted that there will be circumstances where this is not viable. There is no maximum footway width standard, because of the pressing need for increased pedestrian priority across the City. Widening footways amounts to a highly productive and efficient use of scarce urban land in almost all cases and the principle of 'the wider the better' therefore generally applies.

| Number of pedestrians | Class I | Class II |
|---|---|---|
| Fewer than 600 pedestrians per hour | 2.6 m* | 2.0 m* |
| Between 600 and 1,200 pedestrians per hour | 3.3 m* | 2.2 m* |
| More than 1,200 pedestrians per hour | 5.0 m* | 3.3 m* |

* Unobstructed footway widths are measured at the narrowest point of the footway, i.e. at the point of maximum obstruction.

## 5.3 Carriageways

**Traffic signs and road markings**

**Guideline 5.6: The minimum necessary signs and markings should be provided. These should be sensitively scaled and positioned in order to function efficiently**

5.3.1 Traffic signs can be required to alert road users to the regulations governing the use of the City's streets. They can also be useful for warning road users of hazards and providing directions and way finding.

5.3.2 The City Corporation will continue to make full use of its powers under section 75(1) of the Road Traffic Regulation Act 1984 to affix traffic signs to buildings instead of placing them on posts in the street. City buildings should be designed to accommodate traffic signs if required without detrimental impact on the City's townscape, the building's appearance, or its efficient functioning. Building owners

8 See also Transport for London-sponsored study Towards a Fine City for People: Public Spaces and Public Life (2004)

and designers should, however, be aware that failure to do this will not dissuade the City Corporation from affixing needed traffic signs to their building.

5.3.3 In those exceptional situations where traffic signs are needed, but cannot be satisfactorily affixed to buildings and need to be mounted on a post, clutter should be reduced by co-locating signs on a single post wherever possible. Up to three traffic signs may be mounted on a single post provided that none requires a supplementary plate. However, warning signs should not be mounted on the same post as a stop, give way or terminal speed limit sign. The mounting order should follow the advice given in paragraph 1.63 of Chapter 1: "Introduction" of the Traffic Signs Manual (amended version, 21 October 2004). Posts should be painted in black.

**Road safety**

**Guideline 5.7: Environmental and traffic management improvements should focus on reducing risks for vulnerable road users including promoting appropriate speeds and careful driving behaviour.**

5.3.4 One of the main challenges facing the City is the need to tackle an upturn in overall casualties by improving the safety of vulnerable users (cyclists, pedestrians, and powered two-wheeler users - P2Ws), who account for the majority of road casualties in the City.

5.3.5 Casualty numbers in the City are relatively small, but compared to the Inner London Boroughs, a disproportionately high number of cyclists and pedestrians are involved in collisions[9]. Pedestrians make up around 26% of all of the City's casualties, compared with a 20% average for Inner London. Cyclists make up around 28% of all of the City's casualties, compared with 12% for Inner London.

**City of London Road Danger Reduction Plan**

5.3.6 The City of London Road Danger Reduction Plan seeks to achieve a genuine reduction in danger for all, to make the City's streets safer and improve the quality of life for everyone in the City. The Plan sets out targets and actions to address the City's road safety issues and to meet the requirements under the Mayor's Transport Strategy.

5.3.7 The City of London will address road safety in a broader sense and is committed to:

- Maintaining the general 20mph limit, and managing traffic better, benefiting the environment by cutting traffic emissions and pollution as well as reducing noise.
- Implementing engineering solutions to improve safety at locations with the highest risk, including the removal of gyratories and junction remodelling.
- Promoting cycling and walking by providing traffic management solutions and road safety education and training programmes.

9 Collisions and casualties on London's roads: Annual report 2012. Transport for London/ Mayor of London.

- Working in partnership with the City of London Police to tackle road crime such as careless and dangerous driving and speeding.
- Liaising closely with the City schools and their pupils, teachers and governors to provide a road safety education and training package that will instil safe road user attitudes and behaviour from an early age.
- Developing City road safety publicity campaigns and tailor national campaigns to reflect the City's particular needs.

5.3.8 The approach and principles set out above should be established in all enhancement schemes.

**Reconfiguring roadways**

**Guideline 5.8: More fundamental and wider –scale reconfiguration of roadways and junctions should be considered in the medium and longer term.**

5.3.9 The introduction in 2003 of the Western Traffic and Environment Zone and Congestion Charging reduced traffic levels in the City and allowed some reallocation of road capacity to improve conditions for pedestrians and cyclists. Functional safety orientated changes have been made to streets such as Cheapside and junctions like London Wall/Moorgate as well as the gyratory system by Mansion House Tube Station and at Aldgate. City-wide action programmes such as the removal of guardrailing and introducing two-way cycling on one-way streets have taken place. The two-way cycling programme is still active and further streets will be changed. There is evidence that reconfiguring streets helps to improve safety for users. For example, the Cheapside carriageway was deliberately narrowed to make cars and cyclists move together at broadly the same speed. The design reduces the prospect of vehicles stopping on the carriageway, which limits the risk of vehicle doors being opened in front of cyclists.

5.3.10 In the medium and longer term, traditional road safety measures will continue to have a part to play, but it is envisaged that achieving a significant reduction in casualties will require a more fundamental review of the operation and management of the City's streets to reduce risks for vulnerable road users including out-of-hours deliveries, restructured bus routes and the provision of high quality strategic walking and cycle routes combined with a corridor based approach to secure improvements at the local level.

## 5.4 Cycling

**Guideline 5.9: Environmental and traffic management improvements should aim to improve conditions for safe and convenient cycling.**

5.4.1 Improving conditions for safe and convenient cycling on the carriageway is one key to promoting active travel. Potential measures include:

- Supporting London-wide cycling schemes.
- Dedicated cycle lanes where they are appropriate.

- Implementing contra-flow cycling on one-way streets.
- Removing larger scale one-way gyratories, and reinstating two-way working, such as at Aldgate.
- Requiring off-street cycle parking within new developments and providing on-street cycle parking in suitable locations.

## 5.5 Statutory undertakers and maintenance

**Guideline 5.10: Designs and layouts should take account of the constraints created by statutory undertakers' equipment upon excavation and construction, the selection of materials and the need for reinstatement in the event of damage.**

**Sub-surface services**

5.5.1 Within the City of London there are just over 6 kilometres of pipe subways. These are dedicated tunnels for statutory companies' plant. The pipe subways are generally laid under the centre of the carriageway and are large enough for person entry. Where subways are present, the statutory companies are obliged to utilise them for their plant, unless expressly permitted otherwise by the City of London.

5.5.2 In addition to pipe subways, the City's streets contain a range of other sub-surface structures including car parks, underground rail lines and stations. There are a total of 139 streets which, because of the presence of sub-structures, are designated as streets with special engineering difficulties. Consideration must be given to these various engineering difficulties in the selection of materials and the excavation and construction techniques utilised.

5.5.3 The City streets are regularly dug up in order to install, maintain and repair sub surface infrastructures such as pipes, cables tunnels and sewers. This is an almost constant cycle and there is an expectation that reinstatement works will be dealt with promptly upon completion, and to a high standard. Streets and spaces should nevertheless be designed to be robust and resilient to this disruption and potential damage, for example by specifying surface materials and paving patterns that are easily reinstated to a high standard and choosing furniture and equipment that is quickly sourced and easily replaced on a like for like basis in the event of damage.

5.5.4 Sub surface works should be co-ordinated wherever possible in order to minimise or avoid repeated cycles of excavation and reinstatement. Streets and spaces subject to repeated excavation will require increasingly comprehensive reinstatement works in order to avoid a patchwork effect and the progressive erosion of quality.

**Access covers**

5.5.5 There is an array of different types of historic access covers set within City streets ranging from coal holes to drains and grates. These should be carefully incorporated into new paving schemes and repositioned only where necessary. Historic grates and drain covers, and coal hole covers should be retained in situ and incorporated into new paving schemes where possible.

# 6 LIGHTING

## 6.1 Introduction

6.1.1 The objective of this section is to provide guidance on how lighting can improve safety and the overall environmental quality and experience of the City's public realm during the hours of darkness.

6.1.2 It is founded in Local Plan Strategic Objective 3: to promote a high quality of architecture and street scene.

6.1.3 Lighting principles and guidelines are developed from and accord with the following core strategic and development management policies.

- Core Strategic Policy CS3: Security and Safety.
- Core Strategic Policy CS10: Design.
- Core Strategic Policy CS12: Historic Environment.
- Core Strategic Policy CS15: Sustainable Development and Climate Change.
- Policy DM10.1 New Development.
- Policy DM 10.4 Environmental Enhancement.
- Policy DM12.1 (Heritage assets) 12.2 (Conservation areas) and 12.3 (Listed buildings).
- Policy DM 15.7 Noise and Light Pollution.

## 6.2 Street lights

**Guideline 6.1: Street lights should be of a high quality design, co-ordinated with the wider street environment and enhancement schemes, and sensitively located.**

**Guideline 6.2: The design and location of all light fittings in streets and spaces should minimise light pollution through spillage or contribution to 'sky glow'.**

6.2.1 The City Corporation has the benefit of unique powers to affix street lights to buildings (see extract from City of London Various Powers Act in Appendix 2). This means that light columns are seldom necessary, thereby reducing clutter on the City streets. Where street lighting columns are required, they should be carefully positioned and appropriate designs selected that relate to their context.

6.2.2 The City Corporation is undertaking a strategic review of its public lighting installations. This will have implications for existing equipment and future installations, operations and maintenance. The ultimate aim is to provide more efficient, cost

effective and controllable installations whilst reducing carbon emissions, taking full advantage of the latest developments in lamp technology and control systems, such as LED lighting.

6.2.3 Minimum external lighting levels should be provided on ramps and steps in order to support accessibility.

6.2.4 Street lighting columns along main routes may be specified with brackets, fixings, and power sockets to allow 'street dressing' with flags and banners for major occasions and the installation of festival lighting (as part of a coordinated scheme).

## 6.3 Feature lighting

**Guideline 6.3: The introduction of feature lighting is encouraged as part of the integrated design of enhancement schemes. It should be sensitively designed with maintenance in mind and co-ordinated with the wider setting.**

6.3.1 Presentation of the City's townscape at night relies upon a co-ordinated and sensitive approach to the lighting of selected individual buildings, public spaces, and the riverside foreground and skyline. It is imperative, therefore, that care is exercised in the form and intensity of lighting employed.

6.3.2 Lighting intensity and tone should be appropriate to the architectural form and detail of each building and its relative importance. Light pollution of the sky and adverse effects upon residential areas should be avoided.

6.3.3 There may also be opportunities to install lighting units at different heights and with varying lighting levels according to changes in activity through the daytime, evenings and at night.

6.3.4 Lighting does not only have a functional purpose in the streetscape, it can also be incorporated as a design feature. In certain cases, up-lighting to trees can be an attractive addition to a street enhancement scheme, but will need careful consideration of the impacts on biodiversity. Lighting features can also amount to a form of public art or indeed be used to create a sense of place or even assist in wayfinding.

## 6.4 Habitats and sustainability

6.4.1 The impact of lighting schemes on habitats and on biodiversity, including the Thames, should be carefully considered. A careful balance should be struck between these impacts and the need to provide attractive and safe environments for people.

6.4.2 Lighting features should be carefully considered in order to avoid light pollution and sky glow, in line with Core Strategy Policy CS15 Sustainable Development and Climate Change.

6.4.3 The entire tidal Thames within Greater London is designated as a Site of Metropolitan Importance for nature conservation. Lighting to the riverside should

avoid excessive illumination or any spillage onto the water surface itself, which could have detrimental impacts on river species.

## 6.5 Traditional and historic street lighting

**Guideline 6.4: Traditional and historic street lighting may be introduced through specific street enhancement schemes where an assessment of context and character indicates that contemporary fittings may be inappropriate.**

6.5.1 Traditional and historic street lighting may be appropriate in some locations, whether wall-mounted or on columns. Such installations will normally be introduced through specific street enhancement schemes and may be most suitable for conservation areas or adjacent to listed buildings, or to complement retained historic light columns and lamps. Simply designed contemporary light fittings may also be appropriate in some historic environments.

# 7 HISTORIC CHARACTER

## 7.1 Introduction

7.1.1 The objective of this chapter is set out guidelines to preserve or enhance the quality of the public realm within conservation areas, the setting of listed buildings, ancient monuments, standing archaeology, and other heritage assets.

7.1.2 It is founded in Local Plan Strategic Objective 3: to promote a high quality of architecture and street scene.

7.1.3 It relates to Corporate Plan Key Priority 5 (the City's cultural, heritage and leisure contribution), including promoting the cultural offering of the City and developing and improving the physical environment around our key cultural attractions.

7.1.4 The principles and guidelines are developed from and accord with the following core strategic and development management policies.

- Core Strategic Policy CS10: Design.
- Core Strategic Policy CS12: Historic Environment.
- Policy DM 12.1 Managing change affecting all heritage assets and spaces.
- Policy DM 12.4 Ancient monuments and archaeology.
- Policy DM 12.5 Historic parks and gardens.

7.1.5 The City contains 26 conservation areas, over 600 listed buildings and structures, 48 scheduled ancient monuments, 4 registered historic gardens and a wealth of non-designated heritage assets.

7.1.6 The special qualities of the City's streets are derived from the characteristic pattern of streets and open spaces, the built fabric of surrounding developments, paving materials, street furniture, and the varied functions and mix of activities (see Appendix 3).

7.1.7 Conservation area statements and/or character summaries have been prepared for all conservation areas. A number are adopted as SPDs. Statements and summaries are revised and updated from time to time and boundaries may also be reviewed and amended. Advice should therefore be sought on the current list of documents and any proposed revisions.

**Street pattern**

**Guideline 7.1: The width and alignment of streets, lanes and other urban spaces of historic value, or which contribute to the established urban character, will be retained.**

7.1.8 The street pattern of the City, including its principal routes, lanes, courts and spaces has a major influence on the way that the City is perceived, understood and used. The streets have a close-knit urban grain of principally Saxon and medieval origin, with significant eighteenth and nineteenth century additions and post-war alterations. In combination with the density of development, the streets and spaces of the City create a strong sense of enclosure and a large part of the street network is intricate and primarily pedestrian in character.

7.1.9 The historic, fine-grained street pattern forms an intrinsic part of the City's special character and provides a highly permeable urban form that enhances the walking environment. The City Corporation will seek to retain historic routes and maintain the widths, forms and alignments of streets, lanes and other urban spaces where these have a historic value or underpin the aesthetic character of a location.

7.1.10 Some City streets and spaces contain, overlay or border scheduled ancient monuments and archaeological remains (standing or buried). This important evidence of the City's role as a civic, commercial and trading centre has influenced today's built environment and the street pattern. The historic pattern of streets and spaces is also perpetuated in the names of streets and former churchyards. Enhancement schemes should take account of these remains and, if appropriate, reflect or enhance their setting. It may also be appropriate to provide interpretation of the history of sites *(insert photo here of Queenhithe mosaic example)*

**Context analysis**

**Guideline 6.2: Enhancement proposals will be founded upon a careful analysis of the historic context and character.**

7.1.11 The City's conservation areas and ancient monuments are destinations in themselves and distinct from one another. It is this distinct variety which is part of the City's appeal as a business and financial centre. Enhancement schemes should therefore be tailored to reflect this local distinctiveness.

7.1.12 An analysis of the local context is fundamental to the successful implementation of street enhancement schemes in all parts of the City. Enhancements schemes in conservation areas or adjacent to listed buildings and other heritage assets should be designed to take account of the specific characteristics and features of these areas and buildings. These are set out in character area summaries for each conservation area and further consultation with the City's Historic Environment Team is required.

**Furniture**

**Guideline 7.2: Historic features of the street scene, such as furniture, will be retained and preserved in situ.**

7.1.13 There are many significant heritage assets sited in the City's streets and spaces including historic street furniture and paving areas. They point to the historic evolution of the City of London, which is covered in greater detail in the companion paper to this SPD (reproduced in Appendix 3).

7.1.14 Significant heritage assets identified in each conservation area summary/SPD should be retained. Some areas of paving and items of street furniture are statutorily listed and works may therefore require Listed Building Consent. Where historic street furniture cannot be retained in-situ, its relocation to other appropriate contexts nearby may be considered. All proposals should be based on guidance in the relevant conservation area SPD.

## 7.2 Exceptions

**Guideline 7.3: Guidelines on standard materials and furniture palettes that apply across the City may be varied in the case of conservation areas and the setting of other heritage assets.**

7.2.1 General principles and guidelines that apply across the City sometimes need to be varied in particular circumstances. For example, standard materials and furniture palettes may need to be varied in order to respond appropriately to the unique characteristic of particular areas, such as conservation areas.

# 8 TALL BUILDINGS & THE PUBLIC REALM

## 8.1 Introduction

8.1.1 The objective of this section is to protect and enhance the environmental quality of streets and spaces adjacent to existing tall buildings and to guide the design of streets and spaces associated with the development of new tall buildings.

8.1.2 It is founded in Local Plan Strategic Objective 3, to promote a high quality of architecture and street scene.

8.1.3 It is related to Corporate Plan Key Priority Policy 5 (cultural, cultural heritage and leisure) and proposals to provide safe secure and accessible open spaces.

8.1.4 It is related to Corporate Plan Key Priority Policy 1 (supporting and promoting the UK financial based services sector) and encouraging quality developments to the built environment that support the Square Mile as a location for financial and business services and as a place to live and work.

8.1.5 The principles and guidelines are developed from and accord with the following core strategic and development management policies:

- Core Strategic Policy CS10: Design.
- Core Strategic Policy CS14: Tall Buildings.
- Policy DM 10.1 New development.
- Policy DM 10.7 Daylight and sunlight.

8.1.6 The guidance below is partly derived from the recently published Historic England Advice Note 4: Tall Buildings[10] which seeks to guide people involved in planning for and designing tall buildings so that they may be delivered in a sustainable and successful way.

8.1.7 The guidance places an emphasis on identifying the role and contribution of tall buildings, where appropriate, as part of an overall vision for a place, mmaintaining protection of the setting of any designated heritage assets and the overall historic character that makes a city or area distinctive and special.

10 'Historic England Advice Note 4: Tall Buildings', published 10 December 2015

8.1.8 For the avoidance of doubt, this guidance relates only to the public realm adjacent and near to tall building development. Guidance on tall building development itself is provided at CS14 of the Local Plan and elsewhere.

## 8.2 Tall building development

**Guideline 8.1: New tall building development proposals should normally be accompanied by proposals to increase public space provision in the local area, raise the environmental quality of the public realm, and accommodate increased pedestrian flows in surrounding streets.**

8.2.1 New tall office building development can result in a substantial increase in footfall focused at a small number of entrances with altered and usually increased pedestrian flows in surrounding streets, and greater demand placed on surrounding public spaces. New infrastructures such as the completion of Crossrail in 2018 will result in increased pedestrian flows between stations, the tall building cluster to the east of the City, and other parts of the City containing tall office buildings.

8.2.2 In the case of significant tall building development proposals, additional high quality public space should ordinarily be provided at street level. New tall building developments typically create opportunities for new public spaces, wider footways and other street enhancements. These are usually essential in helping to blend major developments back into the surrounding urban fabric and providing adequate space for the increased number of people using and moving through the area.

8.2.3 Historic England guidance points to the quality of links between transport and tall building sites and the feasibility of making improvements, where appropriate.

**Sunlight and daylight**

**Guideline 8.2: Public realm enhancement proposals should account for and adapt to the environmental effects of existing and proposed new tall buildings on sunlight and daylight in order to provide a high quality public realm at ground level**

8.2.4 Increased shadowing is an inevitable result of tall building development. The location, form, alignment, proximity and clustering of tall buildings will differentially affect light levels in the surrounding streets and public spaces. Public realm design should respond to the resulting conditions including the selection of appropriate plants and trees and the creation of public space where modelling indicates sunlight will be captured, especially during peak periods such as lunch times.

8.2.5 Understanding which areas may be heavily shaded can help to determine the appropriate locations for active ground level uses in streets and around public spaces, such as cafes and restaurants with outdoor seating.

8.2.6 Shading and the resultant cooling effect will become increasingly desirable environmental conditions as a result of climate change and warming. Public realm design should take advantage of the self-shading caused by buildings to

ameliorate temperatures and provide for more pleasant pedestrian conditions in summer.

**Ground level**

**Guideline 8.3: Public realm enhancement proposals in streets and spaces adjoining existing and proposed tall buildings should address the need to promote activity and vitality at the interface between tall buildings and surrounding streets and spaces.**

8.2.7 Where existing public spaces exist adjacent to tall buildings, they should be preserved as a valuable asset for the public benefit. A common concern with public realm design adjacent to tall buildings is the way spaces relate to the building at street or ground level. Public realm design can contribute positively at the interface between public spaces and buildings and vice versa. Attractive public realm design helps to animate public space and can contribute to a sense of place in tall building districts. Tall buildings and the surrounding public realm should therefore always be considered as one whole. Public realm design can complement positive effects and help mitigate potentially negative effects, for example by screening inactive or blank frontages.

**Permeability**

**Guideline 8.4: Existing pedestrian routes, particularly those of historic importance or which contribute to the established character, should be retained and integrated into proposed tall building developments.**

**Guideline 8.5: The creation of new pedestrian routes is generally encouraged in tall building developments.**

8.2.8 Historic England Guidance proposes that urban design frameworks are prepared for areas of tall building development, which can identify those elements that create local character and other important features and constraints, including the urban grain.

8.2.9 Proposed new tall building development sites typically comprise a number of existing buildings and sometimes entire city blocks, including smaller streets, courtyards, alleys and rear service yards.

8.2.10 The City Corporation has required recently permitted and constructed schemes to retain and integrate pedestrian routes through the sites that reflect the distinctive pattern of alleyways that characterise the City.

8.2.11 The design of the public realm surrounding tall buildings should consider the permeability of a site and the wider setting. Opportunities exist to open up new pedestrian routes, enhance sightlines and improve accessibility throughout, having regard to historic routes, views and spaces. Sufficient footway width should be provided in order to accommodate the increased number of pedestrians as result of new developments.

**Wind Mitigation**

**Guideline 8.5: Public realm design should take account of wind impacts from tall buildings.**

8.2.12 The design of the public realm surrounding tall buildings should take account of the effect of wind. Effects should be modelled and public realm mitigation measures, such as tree planting, introduced where appropriate.

# 9 SUSTAINABLE STREETS

## 9.1 Introduction

9.1.1 The objective of this chapter is to provide guidance on the creation of more sustainable public realm proposals. It focuses on five main areas of relevance to streets and spaces: noise, air quality, sustainable drainage climate change resilience, and contaminated land.

9.1.2 It is founded in Local Plan Strategic Objective 3: to promote a high quality of architecture and street scene and Objective 4: to ensure that the City of London remains at the forefront of action in response to climate change.

9.1.3 It relates to Corporate Plan Key Priority 3 (issues of concern to our community) including working with the Mayor of London -environment (waste issues; air quality).

9.1.4 The principles and guidelines are developed from and accord with the following core strategic and development management policies.

- CS15 Sustainable development and climate change
- CS18 Flood Risk, including sustainable drainage systems (SuDS) (DM 18.2) and flood protection and climate change resilience (DM 18.3).
- CS19 open spaces and recreation, including DM 19, biodiversity and urban greening and DM 19.1, additional open space.

9.1.5 Core Strategic Policy CS15 seeks to ensure that the City of London remains at the forefront of action in response to climate change and other sustainability challenges. It requires all redevelopment proposals to demonstrate the highest feasible and viable sustainability standards in the design, construction, operation and "end of life" phases of development. The policy recommends incorporating climate change adaptation measures into development and the City's infrastructure, including the street scene. It requires developments to positively address local air quality, protect the City's quiet areas and enhance biodiversity.

## 9.2 Air quality

**Guideline 9.1: Traffic management schemes and public realm proposals should incorporate measures to lower emissions and reduce the harm caused by poor air quality.**

9.2.1 The whole of the City of London is designated as an Air Quality Management Area. It has some of the highest levels of air and noise pollution in the country due to the

density of development and its geographical location.

9.2.2 The main source of air pollution in the City is road vehicles. Concentrations of pollution are highest adjacent to the busiest roads, such as Upper and Lower Thames Street. The City Air Quality Strategy 2015-2020 outlines a number of measures that are being taken to improve air quality in the Square Mile.

9.2.3 Streets can be designed not only to assist in the overall improvement of air quality, but also to reduce an individual's exposure to pollution. For example, concentrations of some pollutants fall off dramatically with increasing distance from the edge of the road.

9.2.4 The following responses should be considered in traffic management and enhancement schemes, where appropriate:

- The use of trees and other vegetation that has a positive effect on air quality.
- Designs that protect the people who are most vulnerable to poor air quality.
- Designs that encourage people to walk and cycle rather than use motorised transport.
- Alternative 'quiet' cycle and pedestrian routes either segregated from or routed away from main roads.
- Wider footways in areas of the City where the public is encouraged to spend time outdoors.
- Traffic restrictions in areas of high exposure to poor air quality.
- Designs that encourage people to spend time away from the busiest, most polluted roads.
- Defined and sign posted 'engine off' areas, such as bus stands, taxi ranks and tourist coach parking.
- Smoothing the flow of traffic by reducing congestion, stop-start traffic and traffic queues and the consequent emission 'spikes'.
- Segregating play and exercise activity from areas of poor air quality, such as leisure cycling, jogging and children's play areas.
- Identifying air quality impacts of development upon streets and spaces as part of a broader assessment of environmental impact and integrating mitigation measures within the public realm where appropriate.

## 9.3 Noise

**Guideline 9.2: Traffic management schemes and public realm proposals should incorporate measures to reduce or mitigate the effects of traffic noise and protect areas of relative tranquillity.**

9.3.1 The main sources of noise in City streets and spaces are road traffic, construction and street works. There are other sources of noise associated impacts on the public realm, for example, night-time entertainment.

9.3.2 The design of streets and public places should aim to minimise noise impacts and where possible reduce noise levels, particularly in tranquil or quiet areas and where there is exposure of pedestrians to high noise levels from traffic.

9.3.3 The City of London Noise Strategy 2012-16 outlines a number of measures that are being taken to reduce noise problems in the Square Mile and which should be considered in street/ public realm design:

- Encouraging people to spend time away from the busiest roads and other sources of noise by providing attractive tranquil spaces elsewhere.
- Identifying, protecting, and where possible enhancing the peace and tranquillity in parts of the City that provide respite from the noisy urban environment.
- Identifying, protecting and where possible enhancing areas of high soundscape quality such as green spaces and the Riverside Walk.
- Consider developing sound- based public art features in the City which will positively enhance tranquillity.
- Identifying the noise impacts of development upon streets and spaces as part of a broader assessment of environmental impact and integrating mitigation measures within the public realm where appropriate.

9.3.4 Examples of design elements that can be employed to reduce noise impact/increase tranquillity include[11]:

- Tree planting.
- Barrier plants in planters and beds to work year round
- Greening walls[12] to reduce noise reflection – also contributes to cooling and increases urban humidity.
- 'Greening' ground to reduce noise reflection and sound of footfall.

11 Further details can be found in the City of London Noise Strategy 2012-2016.

12 Please note that proposals may require planning and/or listed building consent.

- Plants for enhancing wildlife (and consequent sounds).
- Lowering (or raising) the ground level of open space relative to road level to provide a shield from noise.

## 9.4 Sustainable drainage / flood risk adaptation

**Guideline 9.3: The City's public realm should be designed to be increasingly resilient to climate change and cope with more extreme weather patterns including drought, intense rainfall events and flooding.**

9.4.1 The management of water resources and rainwater run-off are key interconnected issues, which must be addressed in the design of streets and spaces as well as buildings.

9.4.2 Climate resilient streets and spaces should be designed to cope with more extreme weather patterns including drought, intense rainfall events and flooding through:

- Rainwater harvesting, storage and re-use.
- Attenuation of rainfall, preventing its rapid transit to conventional drains, which may become overloaded.

9.4.3 The London Plan drainage hierarchy[13] should, where feasible, be applied to the design of streets and spaces incorporating Sustainable Drainage Systems (SuDS). Measures in order of priority include the following.

- Store rainwater in tanks for later use in landscape watering, pavement cleaning and associated activities (where non potable water is appropriate).
- Incorporate infiltration techniques into the design of soft landscaping areas, so that water can be used directly for watering plants.
- Attenuate rainwater for gradual release in ponds, rainwater gardens and other open water features such as rills, where appropriate.
- Attenuate rainwater by storing in tanks or sealed water features for gradual release.
- Slow down the transit of rainwater run-off from paved surfaces into the City's sewer system in order to prevent sewer overflow.

9.4.4 Discharge into the combined sewer should be slowed as much as possible and only used as a final stage after the application of the London Plan drainage hierarchy.

## 9.5 Climate Change Adaptation

9.5.1 The City's public realm must be designed for the climate likely to be encountered in the future. This includes

13 London Plan Drainage Hierarchy.

- Designing to avoid overheating by providing natural shade particularly in south facing locations such as the Thames riverside
- Using plant species which are resilient to a range of weather conditions and avoiding the over use of single species which are susceptible to pests or diseases
- Designing to avoid flooding in extreme weather events (see section 9.4)

## 9.6 Contaminated land

9.6.1 The City of London dates from Roman times and has a rich history. Although predominantly non- industrial, there have been a wide range of historic land uses, which could potentially give rise to contamination.

9.6.2 Open spaces and soft landscaping creates a pathway for exposure to contaminants if they are present.

9.6.3 The City Contaminated Land Strategy 2015-2020 provides further detail and outlines a number of measures that are being taken to review, strategically inspect and document exposed land in the Square Mile.

# 10 PAVING & OTHER SURFACE MATERIALS

## 10.1 Introduction

10.1.1 The objective of this chapter is to specify the broad range, types, and detailing of paving and other surface materials appropriate both to particular circumstances and locations and to the City's public realm as a whole.

10.1.2 It is founded in Local Plan Strategic Objective 3: to promote a high quality of architecture and street scene.

10.1.3 The principles and guidelines are developed from and accord with the following core strategic and development management policies:

- Core Strategic Policy CS10 Design.
- Core Strategic Policy CS12: Historic Environment.
- Core Strategic Policy CS15 Sustainable Development and Climate Change.
- Core Strategic Policy CS16 Public Transport Streets and Walkways.
- Policy DM 10.4 Environmental enhancement.
- Policy DM 10.8 Access and inclusive design.
- Policy DM 12.1 Managing change affecting all heritage assets and spaces.

## 10.2 Materials palette

**Guideline 10.1: The choice of paving and surface materials should normally be confined to a restricted palette.**

10.2.1 Buildings and sites within the City are subject to constant pressure for change and redevelopment. In the face of such pressure, the consistent use of a restricted palette of materials has helped to shape and to conserve the City's identity in the spaces between buildings. The principle of a restricted palette of materials consistently applied is therefore embedded in the City Public Realm SPD and reflected in Aim 3 (Simpler and less cluttered streets and spaces) and Aim 4 (better co-ordination and more consistency).

10.2.2 The mid 19th century rooted the City's identity in a high quality streetscape with the use of York stone, granite setts and granite kerbs, as well as the piloting of asphalt. These materials have been in constant use on City streets for almost 200 years. This

historic palette gives the City of London a distinct character and consistency.

10.2.3 The City's palette of street construction materials continues to be restricted to three main options: asphalt, York stone, and granite. The selection of these materials is based on durability, value for money, suitability within the City context, aesthetics, safety for road users and consistency in terms of the City's identity and image. These materials help to ensure design continuity, maintain affordability over the long term, and provide an important basis for the sustainable use of materials throughout the City.

10.2.4 The dimensions, surface finish, laying pattern, pointing and jointing details should also be carefully considered, for example in maintaining the correct gaps and pointing between York stone paviors in order to replicate traditional details and ensure access for all. Further technical information can be found in the *Public Realm Manual*.

## 10.3 Paving and surfacing materials

**Guideline 10.2: The 4 key principles set out in the Materials Review should be applied to all public realm enhancement and traffic management proposals.**

10.3.1 A Materials Review was carried out by the City of London in 2010 with the purpose of examining the social, environmental, and economic sustainability implications of the City's palette of materials. This was to ensure that street design complies within the City's sustainability policy objectives and commitments.

10.3.2 The outcome of the Materials Review was a proposal to facilitate improved management of the City's existing restricted palette of materials via a set of 3 key principles, which consider uses of the materials as well as the maintenance implications, in accordance with the City's on-going commitment to sustainability.

10.3.3 The three Key Principles are:

**Kerbs:** Kerbs will continue to be built with granite as durability and robustness is needed in the City environment.

**Footways:** Footways will continue to be paved in mastic asphalt or York stone. Factors to consider when using York stone are that it will be the preferred material in conservation areas, along major pedestrian routes, around key listed buildings and in areas of enhancement. If an area is at risk of vehicle overrun, the inclusion of bollards will help to protect the paving from damage.

**Carriageways:** Asphalt is the surfacing material that is generally used for carriageways in the City. Granite setts can be considered suitable for carriageways as part of appropriate high quality enhancement schemes. York stone setts could also be used in strategic locations and conservation areas. Coloured paving surfaces such as for bus lanes and cycle lanes should not be used in the City. However, areas of suitably coloured anti-skid surfacing can be appropriate in some locations.

### Historic paving

**Guideline 10.3: Surviving areas of historic paving materials should be conserved.**

10.3.4 There are several areas of historic paving in the City, consisting of granite setts, York stone and Purbeck paving. These areas make a significant contribution to the quality of the public realm by creating a special sense of place. Enhancement schemes in such locations will be guided by this special sense of place. The City will seek to retain these areas of historic paving.

## 10.4 Exceptions

**Guideline 10.4: Standard materials palettes may be varied in exceptional circumstances, such as particularly unique streets and spaces.**

10.4.1 General principles and guidelines that apply across the City sometimes need to be varied in particular circumstances. For example, standard materials may need to be varied in order to respond appropriately to the unique characteristic of particular streets and spaces.

10.4.2 Each exceptional circumstance must first be carefully justified and should be defined on a street by street and space by space basis.

# 11 STREET FURNITURE

## 11.1 Introduction

11.1.1 The objective of this chapter is to define general principles for the selection, location and arrangement of street furniture.

11.1.2 The approach to the selection and location of street furniture is founded in Local Plan Strategic Objective 3: to promote a high quality of architecture and street scene.

11.1.3 It relates to Corporate Plan Key Policy Priority 5 (the City's cultural heritage and leisure contribution) including proposals for developing and improving the physical environment around key cultural attractions and providing safe, secure and accessible open spaces.

11.1.4 The principles and guidelines are developed from and accord with the following core strategic and development management policies:

- Core Strategic Policy CS2: Utilities Infrastructure.
- Core Strategic Policy CS10 Design.
- Core Strategic Policy CS12 Historic Environment.
- Policy DM 3.2 Security measures in new developments and around existing buildings.
- Policy DM 10.4 Environmental Enhancement.
- Policy DM 10.8 Access and inclusive design.
- Policy DM 16.3 Cycle parking.

## 11.2 History

11.2.1 Traditional street furniture has an individual character and adds considerably to the quality of the environment in many areas of the City. These include a longstanding range of designs of cast iron bollards, together with horse troughs and drinking fountains. Traditional furniture also comprises street lamps, public and police telephone boxes and railings of a decorative character, either free-standing or in direct association with buildings.

11.2.2 See Guideline 6.2 in Chapter 6 (Historic features of the street scene, such as furniture, should be retained and preserved in situ.)

## 11.3 Pedestrian wayfinding

**Guideline 11.2: Extend and ensure the consistency of the signage and wayfinding system across the City.**

11.3.1 A new wayfinding system was implemented across the City in 2006–2007 to encourage more people to walk. The system comprises a suite of signs designed as a single related system of way-finding that incorporates heads-up mapping.

11.3.2 There are further opportunities to extend and ensure consistency of signage and wayfinding systems as part of enhancement proposals. These include considering general street signage and better co-ordination with on-line and printed mapping , including coordination with the City Visitor Strategy.

## 11.4 Pedestrian barriers and guard railing

**Guideline 11.3: Guardrails should be removed wherever it is practical and safe to do so.**

11.4.1 The City recognizes that guardrails can increase road dangers by trapping pedestrians on the carriageway side of the railings and by introducing a crush hazard for cyclists and motor cyclists between motor vehicles and the railings.

11.4.2 Pedestrian barriers should only be used where there is a significant change in level that would otherwise present a risk of falls or, in certain circumstances, as an interim safety feature prior to the redesign of a problematic location.

11.4.3 The City Corporation will seek to realign junctions and pedestrian crossings as an alternative to introducing barriers to pedestrian movement.

## 11.5 Bollards

**Guideline 11.4: Bollards should be installed where they enhance safety for pedestrians and protect against footway damage, or enhance the historic character and function of streets and spaces.**

11.5.1 The narrow and compact layout of streets within the City is not ideally suited to modern delivery and construction vehicles. Where such vehicles mount the footway they put pedestrians at risk and cause damage to surfaces and kerbs. It is for these reasons that bollards are positioned at vulnerable locations, to protect surfaces and ensure pedestrian safety.

11.5.2 Inappropriate and poorly sited bollards create accessibility issues for those with disabilities. Bollards should be placed far enough apart to allow access for wheelchair and scooter users, usually a minimum of 1.2m. They should rise to a minimum height of 1m and should not flare at the base, with contrasting bands near the top, so that they are apparent to visually impaired people.

11.5.3 Judicious design of the street layout and alternative paving materials and

dimensions often means that the number of bollards on the street can be reduced, to avoid clutter.

11.5.4 The City has many historic cast iron bollards painted in distinct black, white and red colours, which reinforce local character and allow users to identify with the surrounding townscape. Historic bollard designs have also been re-cast for use in several street enhancement schemes, an approach that has proved to be highly successful. This has led to only two main styles of bollard that are encouraged to be used in enhancement schemes the City; the "C3" and "D3".

11.5.5 Further guidance on the use of bollards as security measures is provided in section 11.10: Security Measures.

## 11.6 Benches and seating

**Guideline 11.5: Well-designed, robust, and comfortable seating should be provided in public spaces.**

11.6.1 Providing comfortable seating areas at frequent intervals along streets encourages people to walk in the City whilst seating areas provide a vital lunchtime amenity. Benches should generally be of timber, preferably oak, with intermediate arm rests to assist people with ambulant disabilities and discourage rough sleepers. Space should be made available at one end of each bench to enable a wheelchair user to park or an assistance dog to rest.

11.6.2 Individual timber seats, often arranged in small clusters, have been successful in several street enhancement schemes and they should be encouraged where appropriate.

11.6.3 Specially designed benches and seating areas can be considered for street enhancement schemes in the City. Bespoke benches should be made of robust and long lasting materials such as stone in order to diminish maintenance costs. The design of new bespoke street furniture will be context-led, particularly in exceptional places such as conservation areas. The effect of skateboarding on and against seating should be considered at an early stage of design development and anti-skateboarding measures installed wherever necessary.

## 11.7 Temporary and managed tables and chairs

**Guideline 11.6: Temporary and managed tables and chairs, available to all, may be provided where permanent seating is impractical.**

11.7.1 Managed tables and chairs have been introduced in the City to provide a public amenity for City workers and visitors in areas where no permanent seating is available, with the aim of adding vitality to the City's streets.

11.7.2 Some tables and chairs on City streets and walkways are provided by cafés and restaurants under licences issued by the City Corporation. The tables and chairs are a public amenity and it is a requirement of all licences issued that the tables and chairs be available to all members of the public whether or not they are customers

of the café or restaurant concerned.

11.7.3 Temporary street furniture is often managed in partnership with local stakeholders who ensure that they are available during daytime and stored at night time. Successful examples include chairs and tables in the Guildhall Yard.

## 11.8 Skateboarding

**Guideline 11.7: Enhancement proposals should be designed or adapted to prevent damage from skateboarding.**

11.8.1 Flat horizontal surfaces such as benches and seating areas as well as steps and handrails can be appropriated by skateboarders for recreational use, resulting in damage to structures and finishes..

11.8.2 The City Corporation requires designers to consider ways of discouraging the use of street furniture and steps as skateboarding surfaces, by taking a positive approach to the design of public spaces from the outset. Further details on approaches and specifications will be included in the City Public Realm Manual.

## 11.9 Cycle parking

**Guideline 11.8: Cycle parking should be provided wherever possible.**

11.9.1 The City Corporation seeks to provide more cycle parking wherever possible, in order to encourage this key, highly sustainable and healthy mode of travel. The City policy is to concentrate new provision within buildings which is preferable to additional on-street provision.

11.9.2 The Mayor of London's cycle hire scheme has docking stations located throughout the City. The cycle hire scheme has been very successful in introducing more people to the convenience of cycling and in providing convenient alternative access to cycles. The City Corporation will continue to work with Transport for London to provide more docking stations where appropriate.

## 11.10 Telephone kiosks and other call boxes

**Guideline 11.9: The design and location of call boxes should be coordinated with the overall setting and should not impede pedestrian movement or harm amenity.**

11.10.1 A total of 18 historic telephone boxes in the City are listed Grade II. There are two types of historic telephone call boxes: Kiosk No.2 (1924) and Kiosk No. 6 (1935), both designed by Giles Gilbert Scott. There are also Police call boxes which are listed. These are distinctive features in the City streets and all should be retained.

11.10.2 Prior approval is needed from the City Corporation for all new kiosks. Approval will not be granted if the kiosk impedes pedestrian movement or has a detrimental impact on the locality.

11.10.3 In order to encourage better co-ordination and raise design quality, new or replacement boxes should be of high quality design and appropriate to the

context.

11.10.4 Redundant or damaged boxes should be repaired, replaced or removed completely as part of enhancement schemes, unless they have heritage interest.

## 11.11 Security measures

**Guideline 11.10: Security measures should be fully integrated into the design of the public realm and implemented collaboratively on an area-wide basis wherever possible.**

11.11.1 The City's dense network of streets and spaces, including the patterns of movement and activities they support, need to be planned, designed and managed to remain safe. Enhancement proposals should minimise the potential for crime and anti-social behaviour and provide natural surveillance. Security and safety measures should be carefully considered and fully integrated within the streetscape to ensure high quality design.

11.11.2 The implementation of safety measures should aim to enhance the collective security of the City against terrorist threats, applying security measures to broad areas such as the Traffic & Environmental Zone, major development schemes, or to the City as a whole.

11.11.3 Measures should be coordinated and integrated with those of adjacent buildings and the surrounding public realm.

11.11.4 An area based approach should be considered, particularly where a number of large developments are planned or under construction at the same time, or groups of occupiers have requested collective security measures are implemented.

11.11.5 All measures should contribute to an attractive public realm. Security measures should be integrated into new developments and applied carefully to existing buildings and their curtilage. The historic character and distinctiveness of areas needs to be taken into account in assessing their suitability for specific types of security measures. Security measures should be self-enforcing and not rely unduly on police resources.

11.11.6 Security should be considered at concept design or early design phases, in liaison with the City of London Police Architectural Liaison Officer.

11.11.7 The design principles for security measures are:

- All necessary physical measures should be incorporated within the curtilage of sites wherever possible.
- Security measures should be integral to the design process and considered at the inception stage, in order anticipate insurmountable constraints, such as underground services, and avoid ad hoc design responses in the construction phase.
- Security measures should be unobtrusive and not clutter the surrounding

environment.

- Physical barriers primarily intended to provide a visual deterrent, but too weak to withstand vehicle impacts (such as single bollards), should be avoided.
- Security measures should be implemented collaboratively and on an area basis wherever possible, to minimise environmental impacts and allow better coordination with traffic management measures.
- The cost of installation (including any restricted vehicular access or physical barriers such as planters) should be met by the proponents.

## 11.12 Exceptions

**Guideline 11.11: Guidelines on furniture may be varied in exceptional circumstances, such as particularly unique streets and spaces.**

11.12.1 General principles and guidelines that apply across the City sometimes need to be varied in exceptional circumstances. For example, standard furniture palettes may need to be varied in order to respond appropriately to the unique characteristics of particular streets and spaces.

11.12.2 Each exceptional circumstance must first be carefully justified and should be defined on a street by street and space by space basis.

# 12 STREET LIFE, CULTURE & ACTIVITY

## 12.1 Introduction

12.1.1 The City's streets fulfil many more functions than travelling from A to B. As far back as medieval times, street traders, markets, fairs, entertainments, outdoor plays and music were an intrinsic part of the City's vibrant street life. Today, the streets support an increasingly diverse range of activities, experiences and cultures and are a key element of the City's social infrastructure.

12.1.2 This chapter focuses on three aspects of street life, culture and activity of particular importance to the City:

- Work and commerce.
- The Cultural hub.
- Public art.

12.1.3 This chapter is founded in Local Plan Strategic Objective 3: to promote a high quality of architecture and street scene.

12.1.4 It accords with Corporate Plan key Policy 1 (Supporting and promoting the UK financial based services sector) including encouraging quality developments to the built environment that support the Square Mile as a location for financial and business services and as a place to live, work and visit.

12.1.5 It also accords with the Corporate Plan key Policy 5 (increasing the outreach and impact of the City's cultural, heritage and leisure contribution to the life of London). Actions directly related to the street scene include developing and improving the physical environment around our key cultural attractions; and providing safe, secure, and accessible open spaces. They also include developing proposals for a "cultural hub", implementing the cultural and visitor strategies and promoting the cultural offering of the City.

12.1.6 The principles and guidelines are developed from and accord with the following core strategic and development management policies.

- Core Strategic Policy CS11: Visitors, Arts and Culture
- Policy DM 11.2 Public Art
- CS22: Social Infrastructure and Opportunities

## 12.2 Culture

**Guideline 12.1: Public realm enhancement schemes should be designed to accommodate and support a wide range of uses and activities and to complement adjacent uses such as cultural clusters.**

12.2.1 The public realm plays a crucial role in encouraging and facilitating urban culture.

12.2.2 The City of London Cultural Hub is an internationally renowned centre for the arts, heritage and learning located around the iconic Barbican estate and Museum of London.

12.2.3 A recent study of the arts and culture in the City proposed the further development of the cultural hub to promote the cultural offering of the City[14]. The study proposes the further development and improvement of the physical environment around key cultural attractions providing safe, secure, and accessible open spaces, including those principally used by visitors and tourists, including business visitors.

12.2.4 The City's public realm has enormous potential to support a wide variety of different arts and cultural activities and events at different times. Spaces can be transformed into a public art gallery, an open air theatre/performance space, a cinema, outdoor cafes, bars and restaurants, a processional route or an outdoor market.

12.2.5 Public realm enhancement schemes for streets and spaces surrounding and connecting the main cultural institutions and heritage attractions should particularly consider:

- The approach and entrance thresholds of the cultural institutions comprising the cultural hub should draw people towards and between them. In particular, entrances should be clearly signified and accessible for all.
- Opportunities for improved and new public spaces between institutions should be maximised.
- The main walking routes between attractions and points of interests, particularly the 'City Visitor Trail', should be spacious, uncluttered and supported by the City signage and wayfinding system.

## 12.3 Working environment

**Guideline 12.2: Public realm enhancement proposals in office/ commercial quarters should provide for and encourage sociability, relaxation, and creativity in order to complement the office environment, support economic vitality, and enhance office workers' lives.**

12.3.1 Recently published research examining the characteristics of the City of London's

14 The City arts and culture cluster: economic impacts and developments.

evolving workforce and workplaces has identified significant shifts in work-styles and the types of workplaces needed to support them.[15]

12.3.2 The public realm is now increasingly considered an extension of the office environment. Organisations and workers look for high quality, well-serviced and supportive workspaces in the surrounding public realm as much as within the office building itself. The public realm is therefore of growing importance to the City's future attractiveness and economic competitiveness. The quality of streets and spaces and how they support work, collaboration, trading, bring communities of workers together and meet their varied work/ life needs is key to attracting and retaining highly skilled staff and to maximising productivity.

12.3.3 Key qualities to consider nurturing in the enhancement of streets and spaces include:

- Creating memorable experiences for employees to enjoy through the working day and in the evening.
- A more permeable City with softer boundaries and more welcoming to a greater variety of users and visitors.
- Creating and enhancing quiet and tranquil spaces for people to relax and interact.
- Fostering connectivity and enabling flexible working, for example by extending broadband and mobile connectivity in public places and providing places to sit and rest laptops and other mobile devices.

## 12.4 Public art

**Guideline 12.3: New permanent and temporary public art installations and other art features and events should be provided in streets and spaces whenever practicable and wherever appropriate.**

12.4.1 New and temporary public art installations and other features and events are encouraged in the City where appropriate. Such features can enrich the public realm, adding an extra layer of quality and attractiveness to the urban environment. They should be considered at an early stage in the design of public realm improvement schemes.

12.4.2 Planning permission is normally required for public art proposals.

12.4.3 Proposals need to be carefully considered and assessed in relation to their context, especially in areas with a strong historic character and in conservation areas. The installation of permanent or temporary artwork should ensure there is adequate footway space around the object for cleansing, maintenance and safety purposes, including safety measures for the visually impaired. On-going cleansing and maintenance requirements also need to be taken into account.

15 Future Workstyles and Future Workplaces in the City of London.

12.4.4 Water features on the public highway are generally discouraged due to their maintenance implications. However, they may be considered as part of Sustainable Drainage Systems (SuDS).

12.4.5 The City Arts Initiative was established in 2011 to provide a coherent and consistent approach to the consideration of both new public art and the management of existing public art. The Initiative consists of an advisory group made up of City Corporation Members, officers and other professionals whose role is to consider any new public art proposal for the City of London, and to consider any issues relating to the maintenance or decommissioning of existing public art. The recommendations of the advisory group are put before the City Corporation's Culture, Heritage & Libraries Committee which takes the decision on whether to approve or reject them.

12.4.6 The City Arts Initiative process aligns with the City's Cultural Strategy (2012-2017). The Strategy outlines three key strands of development:

- **Sustaining Excellence in the Arts** by developing the City's reputation for theatre, music, dance, festivals, literature and the visual arts.
- **Displaying the Heritage** by increasingly helping people to discover the City's outstanding heritage assets, to bring history alive.
- **Breaking down Barriers** and focusing on the importance of opening up in all directions.

12.4.7 The Strategy concentrates upon culture delivered through a number of 'channels' relevant to the public realm including visual arts (including installation, street art, sculpture and architecture), public art and performance, cultural learning & engagement and festivals.

# 13 SOFT LANDSCAPE

## 13.1 Introduction

13.1.1 The objective of this section is to provide guidance on planting in the public realm and the creation and improvement of soft landscaped spaces.

13.1.2 It is founded in Local Plan Strategic Objective 3: To promote a high quality of architecture and street scene.

13.1.3 It accords with Corporate Plan key Policy 1 (Supporting and promoting the UK financial based services sector) including encouraging quality developments to the built environment that support the Square Mile as a location for financial and business services and as a place to live and work.

13.1.4 It relates to Corporate Plan Key Policy Priority 5 (the City's cultural heritage and leisure contribution) including providing safe, secure and accessible open spaces.

13.1.5 The principles and guidelines are developed from and accord with the following core strategic and development management policies.

- Core Strategic Policy CS10: Design.
- Core Strategic Policy CS12: Historic Environment.
- Core Strategic Policy CS19: Open Spaces and Recreation.
- Policy DM 10.1 New development.
- Policy DM 10.2 Design of green roofs and walls.
- Policy DM 10.4 Environmental enhancement.
- Policy DM 12.5 Historic parks and gardens.
- Policy DM19.1 Additional open space.
- Policy DM19.2 Biodiversity and urban greening.
- Policy DM19.4 Play areas and facilities.

## 13.2 History and type

13.2.1 The majority of green and planted spaces in the City are churchyards or burial grounds. There are also examples of the remains of war-damaged former churches which are now laid out as public gardens. In contrast, the collegiate atmosphere of the Temples and formally conceived spaces such as Devonshire Square and Finsbury Circus provide a distinct sense of place.

## 13.3 Tree planting

**Guideline 13.1: Trees and soft landscaping should be incorporated into public realm enhancement schemes where possible.**

13.3.1 In 2012, the City Corporation adopted the Tree Strategy Supplementary Planning Document. This document provides advice and guidance on the role and importance of trees in the City. The aim of this Strategy is to increase the number of trees in the City and ensure that all trees are safeguarded and planted in accordance with sound arboriculture practices, whilst taking account of their contribution to amenity and the urban landscape.

13.3.2 The planting of street trees is a beneficial way to add greenery to the streetscape. Trees cool the urban environment, provide shade, enhance soundscapes, reduce dust and airborne pollution and encourage biodiversity. The inclusion of trees and soft landscaping must be considered in environmental enhancement schemes and where feasible this should link up with existing green spaces and routes to provide green corridors and enhance biodiversity.

13.3.3 It can be a challenge to find space for street trees in the City because of the high volume of underground services and surviving archaeological remains. It is important to provide sufficient root volume, drainage and good soil conditions for the healthy growth of the tree. The tree species that are chosen must be appropriate to the conditions and context of the locality, including taking historic or significant sightlines into account. Fruiting trees are discouraged in the City streets due to their maintenance implications and flowering trees will normally only be accepted if maintenance funds are provided through the relevant project.

13.3.4 The treatment of the tree pit surface is an important consideration in providing a well-designed and accessible streetscape. The need of the tree trunk to expand at ground level as it grows should be allowed for. The aim should be to give a flush, trip-free surface and to prevent litter traps while accommodating the needs of the tree. Adequate pavement widths should be maintained.

13.3.5 Further detailed technical guidance on trees, tree pits and irrigation is included in the Tree Strategy, Supplementary Planning Document.

## 13.4 Planters & planting beds

13.4.1 Attractive planters enhance the urban environment and can also be used to add seasonal colour to the City street scene. There are a wide variety of planters in the City, ranging from large planting beds to fixed stone planters and smaller mobile

planters. The City Corporation will seek to retain or upgrade existing planters and to introduce new planters where appropriate. Planters should be carefully considered and designed to help minimise their use as litter receptacles. Advice should be sought from the City Corporation's Open Spaces and Cleansing Departments, the Tree Strategy SPD (2012) and the City of London Open Spaces Strategy SPD (2015).

**Fixed planters**

13.4.2 Fixed raised planters in the City are generally constructed from natural stone and should contrast with the ground surface finish. New fixed planters should be carefully designed to relate effectively to their context and, where necessary, anti-skateboarding measures should be designed in. Planters should be carefully positioned to ensure that clear routes are still available for pedestrians, including anyone with a visual or mobility impairment. Irrigation systems should be incorporated to ensure efficient maintenance and effective use of water.

13.4.3 Adequate drainage is essential in all planters. Where planted beds are used as part of a Sustainable Drainage (SuDS) System, the choice of plants and the possibility of contamination should be given adequate consideration.

**Mobile planters**

13.4.4 Mobile planters introduce planting in areas where space restrictions or the presences of underground services prevent permanent fixed planters being installed. Mobile planters should be of a high quality and careful consideration should be given to materials. For example wood is to be generally avoided due to maintenance implications. The type of mobile planter to be installed should relate effectively to its surroundings and be conceived as either an integral part of the architecture of the site or as high quality site furniture.

**Planting**

13.4.5 Planting in both fixed and mobile planters should aim to provide colours (where appropriate) and interest throughout the year. The type of planting should be appropriate for the local conditions and appropriate expertise should be employed in the choice of plants. Planting considerations include site conditions, plant hardiness, size and growth rate, biodiversity value, as well as overall amenity value and visual role in the townscape.

## 13.5 Landscaped spaces

**Guideline 13.2: The introduction of green areas is encouraged wherever this is practicable and appropriate to the area's character.**

13.5.1 Whilst opportunities to create new landscaped areas in the City are limited, the introduction of green areas is encouraged wherever this is appropriate to the area's character.

13.5.2 The vision for open space in the City is:

*"The creation of a network of high quality and inspiring open spaces which provides an attractive, healthy, sustainable and socially cohesive place for all the City's communities*

*and visitors."*

13.5.3 Core Strategic Policy CS19 seeks the provision of new areas of open space. New landscaped spaces offer the opportunity to provide seating areas, public art or water features, thereby enhancing the public realm and the pedestrian experience.

13.5.4 Environmental enhancement schemes present opportunities for new spaces to be created and even small scale schemes can include significant planted elements.

(Figure to be added: Some traffic schemes, such as the project at the Old Bailey, have resulted in space being made available that is no longer required for vehicles to form new landscaped areas.)

13.5.5 Redevelopments frequently include the formation of new spaces or the re-landscaping and upgrading of existing spaces. Landscaped spaces should be designed to a high standard using carefully selected materials and appropriate planting. They should address the need for climate change mitigation and adaptation, including the potential to deliver SuDS. Schemes should be designed to relate effectively to the context and function of the area and extra care should be taken where spaces are in conservation areas or adjacent to listed buildings. New and re-landscaped spaces offer opportunities to create places of relative tranquillity or high soundscape quality.

13.5.6 The maintenance implications of schemes must be considered at an early stage.

## 13.6 Play and recreation areas

**Guideline 13.3: The introduction of formal, informal and natural play space is encouraged wherever this is practicable and appropriate.**

13.6.1 Opportunities for play and recreation for people of all ages should be considered as part of enhancement schemes. Play is particularly important for children and young people, whether residents, schoolchildren or tourists. Through its Children and Young People's Plan, the City Corporation aims to improve the physical, mental and emotional health for all children and young people in the City and to support and encourage them to achieve their full potential.

13.6.2 Play facilities should:

- Connect children to nature and elements natural to the site.
- Provide inclusive play space and equipment suitable for all children.
- Facilitate the development of social and physical skills.
- Create opportunities to learn through experience.
- Facilitate social cohesion.

13.6.3 Play and recreation areas in the City should be freely accessible, well-designed,

and appropriate to their setting. They should be of a high quality, enhancing the appearance and function of the outdoor spaces overall. Play areas should be designed through engagement and consultation with the community and provide increased opportunities for social interaction. In many cases, opportunities for informal or 'natural play' can be incorporated into the design of streets and spaces where formal play space are impractical.

13.6.4 Careful consideration should be given to materials, layout, maintenance requirements and quality of any equipment as well as their location in relation to noise-sensitive areas. An appropriate health and safety risk assessment should also be undertaken.

13.6.5 As part of the Shaping Neighbourhoods theme, the Mayor has published supplementary planning guidance: Accessible London: achieving an Inclusive Environment, including inclusive design principles and guidance on accessible play implementation of public realm, amenity and play space. The guidelines should be applied to the design of all new formal and informal play spaces.

## 13.7 Contaminated land

13.7.1 Open spaces and soft landscaping creates a pathway for exposure to contaminants if they are present. The City Contaminated Land Strategy 2015–2020 provides further detail and outlines a number of measures that are being taken. Any imported soils must be sourced from a reputable supplier and be compliant with relevant guidance and standards.

# 14 SAFETY & WELLBEING

## 14.1 Introduction

14.1.1 The objective of this chapter is to provide guidance on the creation of public environments that support and encourage good health, well-being and healthy lifestyles.

14.1.2 It is founded in Local Plan Strategic Objective 5: To ensure the provision of inclusive facilities and services that meet the high expectations of the City's business, resident, student and visitor communities, aiming for continuous improvement in the City's rating in satisfaction and quality of life surveys.

14.1.3 It relates to Corporate Plan Key Policy Priority 3 (issues of concern to our communities) including public health; and 5 (the City's cultural heritage and leisure contribution) including providing safe, secure and accessible open spaces.

14.1.4 The principles and guidelines are developed from and accord with the following core strategic and development management policies.

- Core Strategic Policy CS19: Open Spaces and Recreation.
- Core Strategic Policy CS22 Social Infrastructure and Opportunities.
- Policy DM 21.5 Housing quality standards.

## 14.2 Equality, safety and wellbeing assessments

**Guideline 14.1: New public realm proposals should be based upon an equality assessment and also assessments of health and well-being opportunities and health impacts.**

14.2.1 Equality impact assessments together with assessments of health and well-being opportunities and health impacts should be undertaken at the outset of the development of new public realm proposals. Early user and community involvement in the design processes can help to ensure the resulting schemes are comfortable and feel secure for all users.

## 14.3 Anti-social behaviour and crime prevention

**Guideline 14.3: New public realm and open space proposals should be designed according to Crime Prevention through Environmental Design Principles (CPTED).**

14.3.1 Crime prevention through environmental design (CPTED) is a multi-disciplinary approach to deterring criminal behaviour through environmental design. CPTED

strategies rely upon the ability to influence offender decisions that precede criminal acts. Key principles include:

- Natural surveillance- increasing the perception that people can be seen.
- Natural access control - differentiating between public space and private space by selectively placing entrances and exits, fencing, lighting and landscape to limit access or control flow.

## 14.4 Active travel

**Guideline 14.2: Practical measures to encourage active travel should be incorporated into traffic management schemes and enhancement proposals for streets and spaces.**

14.4.1 The layout of towns and cities and the design and quality of the street environment can directly influence activity levels, especially walking and cycling. Designing streets to promote active travel, such as cycling and walking, can reap the additional benefits of increasing physical activity, reducing the risk of obesity, reducing morbidity from air pollution and reducing the risk of road traffic accidents.

14.4.2 Practical measures include the provision of cycle facilities, wider and less cluttered footways with better crossing facilities, increased pedestrian priority and safer crossings and junctions.

## 14.5 Attractive routes

**Guideline 14.3: Attractive walking and cycling routes should be incorporated into public realm enhancements and traffic management schemes**

14.5.1 People are more likely to walk or cycle if there are well-maintained and unobstructed footways, cycle paths and traffic calming measures. Attractive walking and cycling routes take in well-known sights, open spaces, active street frontages, shops and places where people come together, as well as paths and connections to other streets. There are also a number of visitor trails that the City has developed to encourage visitors to walk between City attractions.

14.5.2 Practical measures to provide more attractive routes include high quality public realm schemes along main walking routes, to create a more appealing environment, and measures to reduce the impact of road traffic on the environment; including a more equitable use of space between transport modes, and improved vehicle management.

## 14.6 Wellbeing

**Guideline 14.4: Practical measures to support wellbeing should be included in enhancement schemes for streets and spaces.**

14.6.1 Creating, improving and maintaining public places that are restorative, uplifting and healing for both physical and mental health conditions can contribute to well-being.

14.6.2 Research has demonstrated that local access to safe natural green space and attractive scenery is associated with high levels of physical activity within communities. Accessible, usable natural spaces encourage physical activity, whilst exposure to natural spaces is good for health. Physical activity can confer mental health benefits, and the natural environment can directly benefit mental health.

14.6.3 Play performs a significant role in child development and mental health. The freedom of children and young people to roam around, to play independently and to discover the world is crucial to their development.

14.6.4 Practical measures include more attractive green spaces, community gardens, and green activities linked to clubs or groups. Greening or retro-fitting 'grey infrastructure', such as roads, and the creation of new green structure can enhance the environment to improve health, quality of life and resilience to climate change.

14.6.5 Creating places that feel comfortable, increase social interaction and reduce antisocial behaviour, all contribute to a greater sense of security. Safety can also include road safety – perceived and actual. Fear of road traffic accidents also constrains levels of physical activity in terms of walking and cycling.

14.6.6 Practical comfort and security measures include the provision of good street lighting and the provision, appropriate location and design of street furniture; such as benches and chairs to rest.

# APPENDIX 1:

POLICY CONTEXT

## National Policy

The National Planning Policy Framework (NPPF) sets out the government's planning policies for England and how these are expected to be applied.

Chapter 7: Requiring good design states that it is important to plan positively for the achievement of high quality and inclusive design for development including public and private spaces and wider area development schemes. Securing high quality and inclusive design goes beyond aesthetic considerations. Therefore, planning policies and decisions should address the connections between people and places and the integration of new development into the natural, built and historic environment.

The City currently uses section 106 planning obligations, negotiated on new development schemes, to part fund the provision of new infrastructure and deliver street level environmental enhancements. From 2014, the City has introduced a Community Infrastructure Levy (CIL) on development which has replaced s106 as the main source of developer funding for public realm enhancement schemes.

## London Plan

The London Plan was adopted in 2015 and forms part of the Development Plan for the City of London. The City Corporation's planning policy documents and planning decisions have to take into account the policies set out in the London Plan. Key policy chapters that need to be considered in the delivery of sustainable streets include:

- Chapter 5: London's response to Climate Change – which sets out policies for climate change mitigation and adaptation in London.
- Chapter 7: London's Living Places and Spaces – which set out policies for place shaping, including addressing local character and the public realm, air and noise pollution and the protection of London's open and natural environment.
- Chapter 8: Implementation, Monitoring and Review – which sets out the Mayor's approach to implementing the London Plan to ensure delivery of his vision, objectives and detailed policies. This includes delivering a positive approach to enabling new development in London, optimising land use and promoting/enabling locations for strategic development through policies on planning obligations and the Community Infrastructure Levy.

## City of London Policy: Local Plan 2015

The Local Plan sets out the City Corporation's vision, strategy, objectives and policies for planning the City of London. It provides a spatial framework that brings together and co-ordinates a range of strategies prepared by the City Corporation, its partners and other agencies and authorities. It includes policies for deciding development proposals. It takes account of projected changes in the economy, employment, housing need, transport demand, and seeks to maintain the quality of the City's environment and its historic heritage. It provides the strategy and policies for shaping the City and framework for development until 2026 and beyond.

The Local Plan reflects the National Planning Policy Framework (NPPF) which establishes a presumption in favour of sustainable development, which the City Corporation will implement in making its planning decisions. The City Public Realm SPD should be read in conjunction with the policies of the Local Plan. The relevant policies have been listed in each section of the SPD.

## Supplementary Planning Documents

The City Corporation has adopted a series of SPDs. New and revised documents are also currently being prepared.

**Topic based guidance:**

- Open Space Strategy (January 2015); Tree Strategy (May 2012)

**Area based guidance**

- Barbican Listed Building Management Guidelines (October 2012) Volume III: Landscaping (January 2015)
- Golden Lane Listed Building Management Guidelines (November 2013)
- The Thames Strategy SPD (adopted in July 2015) replacing the Riverside Appraisal SPG.

## Conservation Area Character Summaries and Management Strategies

- Bishopsgate (September 2014)
- Trinity Square (September 2014)
- St Paul's Cathedral (March 2013)
- Eastcheap (March 2013)
- Fenchurch Street Station (March 2013)
- Queen Street (September 2012)

- Smithfield (September 2012)
- Bank (January 2012)
- Charterhouse Square (January 2012)
- Bow Lane (September 2012)
- Lloyds Avenue (January 2012)
- Crescent (January 2012)

Revised statements are currently subject to consultation for the following areas:

- Chancery Lane
- Fleet Street
- Whitefriars

## Other considerations

The City Public Realm SPD should also be read in conjunction with the following City of London publications:

- City Corporate Plan http://www.cityoflondon.gov.uk
- City of London Sustainability Policy
- The City Contaminated Land Strategy 2015-2020
- City of London Climate Change Adaptation and Mitigation Strategies
- City of London Quiet Places Strategy
- City of London Air Quality Strategy
- City of London Noise Strategy
- City of London Biodiversity Action Plan 2010-2015 (2010)
- City of London Cultural Strategy
- City of London Visitor Strategy
- Designing an Accessible City

Historic England Good Practice Advice in Planning Notes

- Note 1: The Historic Environment in Local Plans. March 2015

- Note 2: Managing Significance in Decision-Taking in the Historic Environment
- Note 3: The Setting of Heritage Assets. March 2015
- Note 4: Tall Buildings. December 2015

# APPENDIX 2:

REGULATIONS

## Road Traffic Regulation Act 1984

### Section 64 General Provisions as to traffic signs

64. (1) In this Act traffic sign means any object or device (whether fixed or portable) for conveying, to traffic on roads or any specified class of traffic, warnings, information, requirements, restrictions or prohibitions of any description

(a) Specified by regulations made by the Ministers acting jointly, or
(b) Authorised by the Secretary of State, and any line or mark on a road for so conveying such warnings, information, requirements, restrictions or prohibitions.

### Section 65 Powers and duties of highway authorities as to placing of traffic signs

65. (1) Subject to and in conformity with such general directions as may be given by the Ministers acting jointly, or such other directions as may be given by the Secretary of State, a highway authority may cause or permit traffic signs to be placed on or near any road in their area.

### Section 75 Powers for affixing of Traffic Signs to walls in the City

(1) For the purpose of placing traffic signs on or near any road in the City of London in pursuance of section 65 of this Act, or any apparatus required for illumination forming part of any such sign, the City, subject to subsections (2) and (3) below, shall have power to affix any such sign or apparatus to the external wall of any building fronting any such road.

(2) Section 53 of the City of London (Various Powers) Act 1900 shall apply in relation to the affixing of any traffic sign or apparatus under subsection (1) above as it applies to the affixing of brackets, wires, pipes, lamps and apparatus for the public lighting of streets, and shall so apply as if, in that section, street included any road within the meaning of this Act.

(3) Nothing in this section shall authorise the City, without the consent of the Secretary of State, to affix any traffic sign or apparatus forming part of any such sign to –

a) any building for the time being included in a list published by the Secretary, of State under any enactments for the time being in force with respect to ancient monuments, or

(b) any building for the time being included in a list of buildings of special architectural or historic interest compiled by the Secretary of State under section 54 of the Town and Country Planning Act 1971, not being a building to which paragraph (a) above applies.

## City of London (Various Powers) Act 1900

### Section 53 Power to affix apparatus for public lighting to external walls of buildings fronting streets

"The City may affix to the external wall of any building fronting any street within the City any brackets wires pipes lamps and apparatus as may be necessary or convenient for the public lighting of streets within the City."

"Provided that the City shall make compensation to any persons sustaining injury by the affixing of any such brackets wires pipes lamps and apparatus to any building the amount of such compensation to be determined in default of agreement by arbitration under the Arbitration Acts 1950 79. Provided also that no such brackets wires pipes lamps or apparatus shall be affixed to any railway bridge or to any building or premises of any railway company without the previous consent

and approval of such railway company and in the event of such railway company so consenting and approving and of the railway company subsequently altering or reconstructing any such bridge or building then the City shall at their own expense remove and refix all such brackets wires pipes lamps or apparatus as may be necessary to the approval of such railway company."

"There shall be exempted from the provisions of this section every building structure of work vested in and in the occupation of Her Majesty either beneficially or as part of the hereditary revenues of the Crown or in trust for the public service or for public services also any building structure or work vested in or in the occupation of any department of Her Majesty's Government for public purposes or for the public service.

# APPENDIX 3:

THE CITY STREETS

## Introduction and context

The text reproduced below is taken from a paper 'The City Streets' first published in 2005.

'The City Streets' formed part of a suite of documents providing informal guidance. It was not adopted as SPD/SPG.

## Historical Evolution

The evolution of the City over the past 2000 years has resulted in an area of unique qualities, complexity and character. The history of the City has a considerable influence on the streets of today, not only in terms of their physical form but also in relation to their ambience.

The first known settlement of London was by the Romans in c. AD 50, following the conquest in AD 43. Early development centred on the river crossing and expanded to the two areas of high ground, Cornhill and Ludgate Hill, overlooking the tidal river valleys of the Walbrook and the Fleet. Expansion in the late first and early second century reflected the importance of the Roman town as a trading, commercial and residential centre.

The Roman road pattern was centred on the river crossing close to the present London Bridge and is partly evident in the existing street pattern. A grid of streets was established between the river crossing and the forum, around two main roads, one east-west in the position of Lombard Street and Fenchurch Street, and one north-south in the position of Fish Street Hill. A second east-west road follows present day Eastcheap and Cannon Street. Other roads follow the lines of Bishopsgate, Cheapside and Newgate Street.

The town was initially defined by a bank and ditch defence which was replaced by a masonry wall and ditch enclosing an enlarged area in the early 3rd century. The wall included gates at Bishopsgate, Newgate Street and Aldgate, with pedestrian, postern gates at Moorgate, Aldersgate and Tower Hill. The river was defended by a wall in the late 3rd century, which approximately followed the line of Upper and Lower Thames Street.

From the late third century, there was a change in the Roman town and an apparent decline in its importance for trade, until the withdrawal of Roman administration in Britain in 410. Although some late Saxon and medieval streets were laid to Roman alignments, it is unlikely that any streets remained in continuous use in the post-Roman and earliest medieval period, during most of which the City was

largely unoccupied. However, one significant feature surviving into the post-Roman period is the City wall.

Although St. Paul's Cathedral was founded in 604, the Saxon settlement of Lundenwic was to the west of the Roman town in the area of Strand and Covent Garden. King Alfred founded a settlement in the walled city following Danish raids, restoring it and abandoning Lundenwic. Landing points were established at Queenhithe and Billingsgate and a network of streets constructed between Queenhithe and Cheapside. These streets are recognisable today. The new town grew in commercial prosperity and influence, based on river trade and activity.

Streets and markets established at this time continued into the medieval period. Markets were held in Cheapside, Poultry, Leadenhall Street, Cornhill and Newgate Street, with specialised markets and trades in specific areas, including Bread Street, Milk Street, Wood Street and Ironmonger Lane. Upper and Lower Thames Street gave access to wharfs, quays and warehouses by the river. Waterfronts south of the Roman quays were built and extended into the river, with successive land reclamation following and extending property boundaries. A network of lanes and routes south of Thames Street extended the street pattern between the river and the markets. Although there has been rebuilding of the waterfront area, this street pattern has partly survived and is an important element of the townscape.

During much of the medieval period, paving was not carried out consistently. However, by the 13th century some controls were introduced and the supervision of paving repairs was delegated to each Alderman. Throughout the 14th century, writs and ordinances were issued by the King and the Mayor to various citizens to elect paviors and others to ensure that the pavements were kept in repair. However, this had limited success and the City's streets remained in a poor state.

The growth of London from the sixteenth century was significant and London became a major European and international trading centre. The population rose from 50,000 in 1300 to 225,000 in 1605, of these, about 190,000 lived within the City jurisdiction, despite the growth of suburbs to the east and west. The City became more densely built up, with a network of alleys and courts giving access to the developed backland behind streets and lanes. The sites of monasteries, dissolved in the 16th century, provided more space for new building and the gradual infilling of many gardens and yards also occurred. A grid pattern of planned streets was established in 1590 on part of the site of St. Bartholomew's the Great in Smithfield, to the east of the priory Church. This street pattern survives today and includes Long Lane, Middle Street and the linking passages and alleys.

By the time of the Great Fire in 1666 London was densely developed with timber framed buildings in narrow streets. Building collapse and fires were relatively commonplace and the narrow streets were poorly maintained and dirty. The Great Fire destroyed 400 acres inside and 63 acres outside the City wall. The consequences of the great plague of 1665 and the 1666 Fire marked a fundamental change in the character and use of the City.

Formal plans for the rebuilding of the City by Sir Christopher Wren and his

contemporaries were rejected in favour of rapid reconstruction by established property owners, preserving the street pattern almost in its entirety. Notable exceptions were the construction of King Street and Queen Street, which provided a new route from the Guildhall to the Thames, and the canalisation of the Fleet River (now Farringdon Street and New Bridge Street). Although some improvements to the riverfront were achieved, a grand scheme for a Thames Quay was not realised.

The Great Fire also brought about significant changes to the construction of the City's streets. The streets before the fire were hazardous places for the pedestrian, lacking proper footways and drainage and filled with mud and waste. The narrow streets were often roughly paved with cobble stones or gravel, sloping from both sides to an open central sewer. Some regulations were introduced just before the Great Fire, in 1662. However, it was the 1667 Act of Rebuilding the City of London, and its successor of 1670-1 which established the authority to control the streets.

The re-building Acts following the Great Fire required that all new construction, including party walls, was to be in brick or stone. Wherever possible, buildings were constructed to their earlier plan form, but allowance was made for the widening of some streets and corresponding building heights were specified. Vital to the lasting character of the City was Wren's contribution to the skyline. Of the 87 churches destroyed or damaged, Wren designed and re-built 51, together with St. Paul's Cathedral.

Detailed regulations governing the paving of the City streets were set out in a 1671 document containing 'certain Orders, Rules and Directions Touching the Paving and Cleansing The Streets, Lanes and Common Passages within the City of London'. The Regulations stated that the main streets were to be paved with cobbles or pebble paving. Central drainage channels were also common during this period and continued to be built early in the eighteenth century.

The main footways and some passages and yards were paved with Purbeck limestone. Prior to the use of Purbeck stone, Kentish ragstone, an unsuitable, inferior paving stone, was used. Rows of substantial timber posts between 3ft. 6in and 3ft 9in high were installed in order to keep wheeled traffic off the footways and protect pedestrians.

By 1765, the Paving Act specified channels on each side of the carriageway, which was to be paved in granite setts instead of cobbles, and cambered to allow water to drain into the kerbed side channels. The footways were paved with Purbeck stone and many of the timber posts were taken up as the footways were now raised and separated from the carriageways by kerbs. Also at this time, control of the streets and footways in the City was passed to the Corporation which was responsible for their upkeep. From 1736 the Corporation charged a rate for street lighting, and from 1766, for cleaning and paving.

Today, only a few examples of Purbeck paving remain in the City despite its past widespread use. Good examples of Purbeck paving may be found at the parish of St. Paul's Cathedral, the courtyard of Staple Inn, at Hare Court and Kings Bench

Walk, Inner Temple.

Georgian development in the City was widespread but incremental and largely conformed to the informal character of the street pattern. Architectural fashion and the various building Acts combined to create a distinctive and cohesive urban fabric. Several substantial banking, Exchange and Company buildings were established, heralding the future form of the City. London Bridge was cleared of buildings and widened. The first Blackfriars Bridge was opened in 1769 together with a new approach along Farringdon Street and New Bridge Street which was built over the Fleet canal. A new bridge was built upstream at Westminster. The eighteenth century also saw the incremental removal of the City wall and gates.

The nineteenth century saw dramatic changes in the form and fabric of the City of London. As the capital expanded, the City's importance as a specialist office, financial and commercial centre developed. The residential population in 1801 was 128,000, by 1891, it had fallen to 30,000. River traffic continued to be important and warehouses were a common building type on the waterfront and in many other areas.

The building of railways, termini buildings and stations with associated bridges and viaducts was undertaken in the middle and late 19th century and was responsible for significant physical change and displacement of some residential and commercial activity. The first underground railways were opened in the 1860's and by 1901 the City had a daily working population of 400,000 served mainly by the railway network. The construction of the lines and stations was accompanied by considerable development and also the creation and improvement of streets.

A series of major alterations to the City's streets were undertaken from the early nineteenth century. Moorgate and King William Street were laid out in 1830 and 1823-1830, respectively, in conjunction with the re-building of London Bridge in 1823-1831. Cannon Street was widened and extended towards St. Paul's. Victoria Embankment was built in 1864-1870 and linked to Mansion House and Bank by Queen Victoria Street, built 1867-1871. Blackfriars Bridge was replaced in the 1860's. Southwark Bridge, the City's third river crossing was constructed in 1814-19. Holborn Viaduct, crossing the Fleet valley, was constructed with new sections of street linking Holborn Circus and Ludgate Circus. Many more streets were widened including Fleet Street, Eastcheap and Gresham Street. A new grid of streets was laid out between the Embankment and Tudor Street on the site of the former City gas works. The Central Meat Market was built at West Smithfield replacing an open market area, and to the east, Minories was formed in association with the building of Tower Bridge which opened in 1894.

Despite widespread re-development and intensive use of the street block in the nineteenth century, many of the street improvements were integrated within the existing street pattern and the City retained its close-knit and intimate urban grain and character.

By the mid 19th century, York stone was replacing Purbeck as the main paving material on the footways. Timber setts were used at crossing points. In the second

half of the 19th century, there was also considerable progress in paving and maintaining the City's streets. By the 1850's practically all of the carriageways had been paved with granite setts from Aberdeen. The streets were often muddy in wet weather and full of dust in the summer. 'Scavengers' were employed to clean the streets and cart away the mud and manure. The granite paved streets were easier to clean than macadamised streets. Macadam was a mix of small granite cubes with gravel and sand on top intended to give a smoother surface. However, in practice, macadamised surfaces often broke up quickly as the rain washed away the sand and gravel, loosening the granite and destroying the cohesion of the road.

The noise from horses and wagons on the granite paving was significant and those that could afford it often spread straw over the roadway in front of their houses. Accidents were also commonplace. Horses as well as people suffered accidents when they fell on the slippery surfaces. Safety was one on the arguments used in favour of the introduction of smaller granite setts after 1844, as they had more edges for horses' hooves to catch against.

In the late nineteenth century the experimental use of asphalt and wood paving for the City's roadways was begun, although granite setts were still used for the majority of the City's streets. Wood paving was reasonably successful as it required less daily maintenance and was a much quieter surface. However, it also had a short life span and was therefore expensive.

Asphalt was first used in the City in 1869, as an experiment in Threadneedle Street. At first only mastic asphalt was used for the roadways, but in 1896 rolled asphalt was introduced from the USA. On average, the streets laid with asphalt were narrower than those paved with wood. Street cleansing was also much improved during this period with the use of sweepers and orderly boys as well as scavengers.

Almost one fifth of the buildings in the City were replaced between 1905 and 1939. The inter-war period saw a continuation and consolidation of Victorian and Edwardian trends in development. Prompted by a greater degree of site amalgamation, the relaxation of the Building Acts relating to the height of buildings and the flexibility associated with the use of the steel frame, meant that many large stone clad buildings were built. The increase in building scale intensified the density and sense of enclosure of the City streets.

15.10.28 The destruction caused by enemy action during World War 2 could almost be likened to that of the Great Fire. Many buildings were lost or badly damaged including a significant number of churches, livery halls and large parts of the Temples.

The Corporation resolved to draw up a plan to guide the post-war reconstruction of the City and in 1945 Dr. C. H. Holden and Professor (later Lord) W. G. Holford were appointed as consultants to prepare it. The "Holden-Holford Plan," as it became known, was published in 1947. The plan envisaged the sweeping redevelopment and radical re-planning of the City.

Congestion was one of the principal concerns that the Holden-Holford Plan addressed. At the time, the solution was seen as providing sufficient highways and parking to accommodate road traffic and so the Plan proposed an extensive programme of road building. Among the measures proposed were the widespread widening of streets, in some cases to widths of up to six lanes, the construction of several very large new junctions, for example at Bank and Ludgate Circus, and the creation of entirely new routes, including one skirting the northern fringe of the City and another by-passing Ludgate Hill on the line of Carter Lane. A particular concern was the large proportion of through traffic in the City, and several of the Plan's routes were designed to cope with this, including a double-deck road along Thames Street. It was expected that pedestrians would benefit from increased open space.

Of Holden and Holford's proposals only the dual carriageway along the western part of London Wall, then called Route XI, began construction before their plan was superseded by the County of London Plan in 1951. The London County Council's plan continued many of Holden and Holford's schemes, although often in more modest form. Through traffic was to be accommodated by a network of new and widened roads, and the most important of these came to fruition. These were a northern route linking Holborn to Aldgate by way of London Wall, a southern route linking Victoria Embankment to Tower Hill by greatly widening Thames Street and constructing the Blackfriars Underpass, and a western route via Blackfriars Bridge/Farringdon Street. The Plan also envisaged widening all streets in the City to standard widths which led to the widespread setting-back of building lines upon redevelopment and service areas being merged with the street. Some of the streets widened at this time include Gracechurch Street, Old Jewry, Gresham Street, Cheapside, Cannon Street, Wood Street and Bishopsgate.

'Comprehensive development areas' were designated where street blocks and roads were rebuilt on re-planned layouts. The first large area to be redeveloped was the residential Golden Lane Estate (Grade II listed) by Chamberlain, Powell and Bon, which was built on a heavily bombed site on the northern edge of the City. Immediately to the south of this is the Barbican, by the same architects, also Grade II listed. Golden Lane and the Barbican are traffic free and at the Barbican pedestrians are elevated to a two-storey high podium. To the south of the Barbican is the Barbican commercial fringe, including London Wall. Office developments of towers and lower slabs were laid out across the new east-west route, with more offices and re-built Livery halls at ground level. Raised walkways, with shops and pubs at podium level separated pedestrians form traffic and linked this area with the residential Barbican and the Barbican Arts Centre. Paternoster Square was the last of the post-war precincts to be developed. It was built as a raised pedestrian plaza over a car park, accessed by steps from St. Paul's Churchyard and Newgate Street. This development was demolished in the late 1990's and the area has since been re-developed at ground level (completed 2003).

Proposals were drawn up in 1959 to extend the raised pedestrian walkways or 'ped-ways' across the whole of the City linking offices to transport and railway stations. Motor vehicles were to be given priority at ground level. It was envisaged that the ped-way network would be achieved on a gradual basis, as more of the City was

re-built. Most large buildings of the 1960's and early 70's made provision for the walkways in their design. However, the policy was abandoned in the mid 1970's and it is only in a few parts of the City that the raised walkways remain in any form; including those at London Wall, on Upper and Lower Thames St. and within the Barbican.

The Corporation created many new open spaces and planted numerous trees throughout the City in the post-war period. Advantage was taken of extensive bomb damage south of St. Paul's to plan and build a vista from the river to the Cathedral, forming a major new pedestrian route. The redevelopment of the old wharves was used as an opportunity to construct a riverside walk, and this now forms part of the Thames Path National Trail.

In terms of paving materials, the post-war period saw little change to the already well-established use of asphalt for both the footways and carriageways. Nevertheless, York stone was still in place on the footways of many of the streets and lanes and granite setts also remained in many streets. New materials were introduced in a few of the re-planned areas, most notably concrete slabs in the Golden Lane Estate.

A significant amount of street clutter began to be added to the City streets in the post-war period. The greater regulation of traffic introduced by Ernest Marples when Minister of Transport in the 1960s was responsible for the addition of many new traffic regulation signs and equipment. The requirement for bollards to protect paving has also increased over the years as the volume of traffic in the City has grown.

In 1986, the 'Big Bang' saw the de-regulation of the trading in stocks and shares. An increasingly large number of foreign banks located in the City and there was a demand for more office space. Planning permissions for office floor space tripled in area between 1985 and 1986 and nearly doubled again between 1986 and 1987. It is estimated that between 1985 and 1993 half of the office floor space of the City was re-built. Several large-scale office complexes were developed to meet specific requirements such as large open plan trading floors. Many new developments were built on railway land including Broadgate, constructed on the site of Broad Street Station and goods yard and above railway tracks at Liverpool Street Station.

Today, new buildings are increasingly being built on the sites of post-war office developments which have reached the end of their useful commercial life. Many new buildings are now re-built to earlier established building lines and street frontages, with service areas contained within the building, helping to re-instate the sense of enclosure of the City streets.

It came to be realised that the road-building projects of the post-war plans were not solving congestion and policy moved instead towards the restraint of traffic. A final break with earlier approaches came with the City of London Local Plan 1984. This included traffic-management measures to assign through-traffic to the now-completed northern, southern and western relief routes in order to relieve traffic congestion in the City core, for the benefit of pedestrians and local traffic. The

traffic and environment zone, a series of traffic restrictions including entry points and road closures, was introduced in the central and eastern parts of the City in 1993. In 2003 the traffic and environment zone was extended to the western and northern parts of the City and to south Shoreditch in the London Borough of Hackney 15.10.40 . The Mayor of London's Central London congestion charging scheme was introduced in February 2003 and it has been successful in further reducing traffic volumes and congestion, although its effects have been less marked in the City than in the rest of the congestion charging zone.

Reduced traffic flows within the City are now giving more scope for schemes to improve the environment and enhance the public realm. Traditional high quality materials such as York stone paving and granite setts are used with the aim of achieving continuity for the City street scene.

## Further reading

Readers are referred to the sources mentioned in the General Introduction to the Conservation Areas in the City of London, and to: Turvey, Ralph (1996) Street Mud, Dust and Noise (London Journal 21 (2)); Jeffery, Sally (1988) Pebbles, posts and purbeck paving (Association for Studies in the Conservation of Historic Buildings Transactions vol.13).

# APPENDIX 4:

## SUMMARY GUIDELINES

Guideline 5.1: Sufficient, unobstructed footway space should be provided for pedestrians to flow freely through City streets with footways widened and carriageways narrowed wherever appropriate.

Guideline 5.2: Raised carriageway schemes should be provided only in appropriate locations taking account of road safety, accessibility and context.

Guideline 5.3: Increasing pedestrian priority should be provided by a variety of means including pedestrian priority zones, timed closures, and full pedestrianisation.

Guideline 5.4: Pedestrian priority over vehicles should be extended through the introduction of raised pedestrian tables where appropriate.

Guideline 5.5: Minimum footway widths of 2 metres should be provided where possible to encourage walking in the City and active travel.

Guideline 5.6: The minimum necessary signs and markings should be provided. These should be sensitively scaled and positioned in order to function efficiently

Guideline 5.7: Environmental and traffic management improvements should focus on reducing risks for vulnerable road users including promoting appropriate speeds and careful driving behaviour.

Guideline 5.8: More fundamental and wider –scale reconfiguration of roadways and junctions should be considered in the medium and longer term.

Guideline 5.9: Environmental and traffic management improvements should aim to improve conditions for safe and convenient cycling.

Guideline 5.10: Designs and layouts should take account of the constraints created by statutory undertakers' equipment upon excavation and construction, the selection of materials and the need for reinstatement in the event of damage.

Guideline 6.1: Street lights should be of a high quality design; , co-ordinated with the wider street environment and enhancement schemes; , and sensitively located.

Guideline 6.2: The design and location of all light fittings in streets and spaces should minimise light pollution through spillage or contribution to 'sky glow'.

Guideline 6.3: The introduction of feature lighting is encouraged as part of the integrated design of enhancement schemes. It should be sensitively designed with maintenance in mind and co-ordinated with the wider setting.

Guideline 6.4: Traditional and historic street lighting may be introduced through specific street enhancement schemes where an assessment of context and character indicates that contemporary fittings may be inappropriate.

Guideline 7.1: The width and alignment of streets, lanes and other urban spaces of historic value, or which contribute to the established urban character, will be retained.

Guideline 7.2: Historic features of the street scene, such as furniture, will be retained and

preserved in situ.

Guideline 7.3: Guidelines on standard materials and furniture palettes that apply across the City may be varied in the case of conservation areas and the setting of other heritage assets.

Guideline 8.1: New tall building development proposals should normally be accompanied by proposals to increase public space provision in the local area, raise the environmental quality of the public realm, and accommodate increased pedestrian flows in surrounding streets.

Guideline 8.2: Public realm enhancement proposals should account for and adapt to the environmental effects of existing and proposed new tall buildings on sunlight and daylight in order to provide a high quality public realm at ground level

Guideline 8.3: Public realm enhancement proposals in streets and spaces adjoining existing and proposed tall buildings should address the need to promote activity and vitality at the interface between tall buildings and surrounding streets and spaces.

Guideline 8.4: Existing pedestrian routes, particularly those of historic importance or which contribute to the established character, should be retained and integrated into proposed tall building developments.

Guideline 8.5: The creations of new pedestrian routes are is generally encouraged in tall building developments.

Guideline 8.5: Public realm design should take account of wind impacts from tall buildings.

Guideline 9.1: Traffic management schemes and public realm proposals should incorporate measures to lower emissions and reduce the harm caused by poor air quality.

Guideline 9.2: Traffic management schemes and public realm proposals should incorporate measures to reduce or mitigate the effects of traffic noise and protect areas of relative tranquillity.

Guideline 9.3: The City's public realm should be designed to be increasingly resilient to climate change and cope with more extreme weather patterns including drought, intense rainfall events and flooding.

Guideline 10.1: The choice of paving and surface materials should normally be confined to a restricted palette.

Guideline 10.2: The 4 key principles set out in the Materials Review should be applied to all public realm enhancement and traffic management proposals.

Guideline 10.3: Surviving areas of historic paving materials should be conserved.

Guideline 10.4: Standard materials palettes may be varied in exceptional circumstances, such as particularly unique streets and spaces.

Guideline 11.2: Extend and ensure the consistency of the signage and wayfinding system across the City.

Guideline 11.3: Guardrails should be removed wherever it is practical and safe to do so.

Guideline 11.4: Bollards should be installed where they enhance safety for pedestrians and protect against footway damage, or enhance the historic character and function of streets and spaces.

Guideline 11.5: Well-designed, robust, and comfortable seating should be provided in public spaces.

Guideline 11.6: Temporary and managed tables and chairs, available to all, may be provided where permanent seating is impractical.

Guideline 11.7: Enhancement proposals should be designed or adapted to prevent damage from skateboarding.

Guideline 11.8: Cycle parking should be provided wherever possible.

Guideline 11.9: The design and location of call boxes should be coordinated with the overall setting and should not impede pedestrian movement or harm amenity.

Guideline 11.10: Security measures should be fully integrated into the design of the public realm and implemented collaboratively on an area-wide basis wherever possible.

Guideline 11.11: Guidelines on furniture may be varied in exceptional circumstances, such as particularly unique streets and spaces.

Guideline 12.1: Public realm enhancement schemes should be designed to accommodate and support a wide range of uses and activities and to complement adjacent uses such as cultural clusters.

Guideline 12.2: Public realm enhancement proposals in office/ commercial quarters should provide for and encourage sociability, relaxation, and creativity in order to complement the office environment, support economic vitality, and enhance office workers' lives.

Guideline 12.3: New permanent and temporary public art installations and, other art features and events should be provided in streets and spaces whenever practicable and wherever appropriate.

Guideline 13.1: Trees and soft landscaping should be incorporated into public realm enhancement schemes where possible.

Guideline 13.2: The introduction of green areas is encouraged wherever this is practicable and appropriate to the area's character.

Guideline 13.3: The introduction of formal, informal and natural play space is encouraged wherever this is practicable and appropriate.

Guideline 14.1: New public realm proposals should be based upon an equality assessment and also assessments of health and well-being opportunities and health impacts.

Guideline 14.3: New public realm and open space proposals should be designed according to Crime Prevention through Environmental Design Principles (CPTED).

Guideline 14.2: Practical measures to encourage active travel should be incorporated into traffic management schemes and enhancement proposals for streets and spaces.

Guideline 14.3: Attractive walking and cycling routes should be incorporated into public realm enhancements and traffic management schemes

Guideline 14.4: Practical measures to support wellbeing should be included in enhancement schemes for streets and spaces.

This page is intentionally left blank

# Screening Statement

On the determination of the need for a **Strategic Environmental Assessment** (SEA) in accordance with the *Environmental Assessment of Plans and Programmes Regulations 2004* and *European Directive 2001/42/EC* of the:

## City Public Realm Supplementary Planning Document

**November 2015**

**Sustainability Appraisal/Strategic Environmental Assessment Screening for:**

**City Public Realm Supplementary Planning Document (SPD)**

## 1 Purpose of Sustainability Appraisal (SA) / Strategic Environmental Assessment (SEA)

1.1 The SEA Directive identifies the purpose of SEA as " to provide for a high level of protection of the environment and to contribute to the integration of environmental considerations into the preparation and adoption of plans and programmes with a view to promoting sustainable development" (Directive 2001/EC/42)

1.2 Sustainability Appraisal (SA) is the process by which this Directive is applied to Local Plan documents. SA aims to promote sustainable development through the integration of social, environmental and economic considerations into the preparation of plans.

1.3 The City's Local Plan is subject to Sustainability Appraisal. However the 2008 Planning Act allows for Supplementary Planning Documents to be prepared without a full SA as long as they are screened to establish whether they will result in significant effects as defined by the SEA Directive.

1.4 The SEA Directive exempts plans and programmes from assessment "*When they determine the use of small areas at local level or are minor modifications to the above plans or programmes..."* and states that *" ....they should be assessed only where Member States determine that they are likely to have significant effects on the environment*."

1.5 The criteria for determining the significance of effects are taken from schedule 1 (9 (2) (a) and 10 (4) (a) of the Environmental Assessment of Plans and Programmes Regulations 2004 and are defined in appendix 1. These can be split into the criteria related to (i) the scope and influence of the document (ii) the type of impact and area likely to be affected

2 Purpose of the City Public Realm SPD

2.1 The Key objectives of this strategy are to provide over-arching advice for all those with an interest in the public realm. The City Public Realm SPD is to be used to co-ordinate and guide the management, design and improvement of the City's streets. It is intended to be used by officers of the City Corporation, occupiers, external organisations, consultants, and developers who influence, or have an interest in the City's streets

2.2 This strategy is a Supplementary Planning Document which provides guidance regarding the City's Local Plan policies for the design and management of the spaces between buildings irrespective of ownership or management.

2.3 The London Plan and City of London Local Plan have been evaluated through the SA and Habitats Regulation Assessment (HRA) screening process, which incorporates the requirements of the SEA Directive, and have been found to be sound. This document provides details of how the City will apply the London Plan and Local Plan policies associated with the design and management of the spaces between buildings.

## 3 SEA Screening Procedure

3.1 The Responsible Authority (the City of London Corporation) must determine whether the plan or program under assessment is likely to have significant environmental effects. This assessment must be made taking account of the criteria set out in Schedule 1 of the Environmental Assessment of Plans and Programmes Regulations

2004 (see appendix 1), and in consultation with the Environment Agency, Historic England and Natural England.

3.2 Where the Responsible Authority determines that the plan or programme is unlikely to have significant environmental effects, and therefore does not need to be subject to full Strategic Environmental Assessment, it must prepare a statement showing the reasons for this determination.

3.3 Appendix 1 shows the results of this screening process for the City Public Realm SPD

4 Screening and Consultation Outcome

4.1 This screening demonstrates that the City Public Realm SPD is unlikely to have significant effects on the environment. Therefore it will not be necessary to carry out a full SA/SEA on this document.

4.2 Each of the statutory consultees has been consulted on this initial screening statement

| **Consultee** |
|---|
| Environment Agency |
| Natural England |
| Historic England |

5 Determination: The City Public Realm SPD is unlikely to have significant effects on the wider environment since it provides guidance on the implementation of Local Plan policies which will have largely positive impacts. Therefore it will not be necessary to carry out a Strategic Environmental Assessment on this SPD

Appendix 1 Criteria for determining the likely significance of effects on the environment

| SEA Directive Criteria<br>Schedule 1 Environmental Assessment of Plans and Programmes Regulations 2004 | Summary of significant effects |
|---|---|
| 1. Characteristics of the City Public Realm SPD having particular regard to: | |
| (a) The degree to which the SPD sets out a framework for projects and other activities, either with regard to the location, nature, size or operating conditions or by allocating resources | This SPD sets out the City's expectations for the spaces between buildings. It will not determine location, nature, size or operating conditions or allocate resources for individual public realm enhancement projects. |
| (b) The degree to which the SPD influences other plans and programmes including those in a hierarchy | This SPD will influence the design of individual environmental enhancement projects within the City in line with Local Plan policy. The Local Plan has been subject to Sustainability Appraisal and was found to be sound. |
| (c) The relevance of the SPD for the integration of environmental considerations in particular with a view to promoting sustainable development | Aim 6 of this SPD is "More sustainable streets and spaces" and Aim 7 is "Supporting and encouraging good health, well-being and healthy lifestyles" Both these aims will lead to the integration of environmental considerations such as climate change resilience, air quality improvement and effective waste management into the City's public realm. |
| (d) Environmental problems relevant to the SPD | The City of London is an air quality management area for nitrogen dioxides and fine particulates. It is vulnerable to the effects of climate change and the urban heat island effect including the impact of climate change on biodiversity and flood risk. Litter and waste management are also potential problems on the City's streets. This SPD will help to alleviate these problems through improved design of the public realm. |
| (e) The relevance of the SPD for the implementation of Community legislation on the environment (for example plans and programmes related to waste management or water protection) | The guidance in this SPD will assist in implementing Community legislation in line with the City of London Local Plan. |

| SEA Directive criteria<br>Schedule 1 Environmental Assessment of Plans and Programmes Regulations 2004 | Summary of significant effects |
|---|---|
| 2 Characteristics of the effects and area likely to be affected having particular regard to: | |
| (a)The probability, duration, frequency and reversibility of the effects | The implementation of this SPD will impact on the design of the City's Streets and spaces between buildings over the next 5-10 years as the City's street scene strategies are implemented. Impacts are likely to be positive however they would be reversible if necessary. |
| (b)The cumulative nature of the effects of the SPD | This SPD will be applied to works implemented through the City's Street Scene Strategies, the cumulative impact of which will be improved public spaces within the City. |
| (c)The trans boundary nature of the effects of the SPD | This SPD is unlikely to have any trans-boundary impacts. |
| (d)The risks to human health or the environment ( eg due to accident) | The implementation of this SPD is likely to have positive impacts on human health and the local environment through its promotion of more sustainable streets and support for health improvement measures. |
| (e)The magnitude and spatial extent of the effects (geographic area and size of the population likely to be affected) by the SPD | This SPD covers the City of London geographic area which is approximately one square mile. It has a resident population of under 10K and a working population of over 370K who will be affected by the design of the City's streets. This SPD should result in positive impacts |
| (f)The value and vulnerability of the area likely to be affected by the SPD due to:<br>• Special natural characteristics or cultural heritage<br>• Exceeded environmental quality standards or limit values<br>• Intensive land use | This area includes 26 conservation areas and over 600 listed buildings which will be protected through application of Aim 5 "protecting heritage and ensuring continuity"<br>The City is an air quality management area for nitrogen dioxide and fine particulates which will be addressed through Aim 6 "more sustainable streets and spaces"<br>Land use in the City is very intensive – this SPD aims to improve the use and design of the spaces between the buildings. |
| (g)The effects of the SPD on areas or landscapes which have recognised national Community or international protected status | Views of nationally important landmarks in and near the City will continue to be protected through the implementation of this SPD. |

| Committees: | Dates: | Item no. |
|---|---|---|
| Streets and Walkways Sub-Committee<br>Projects Sub-Committee | 11/01/2016<br>26/01/2016 | |
| **Subject:**<br>Breams Buildings – EE067 | Gateway 3<br>Outline Options Appraisal | **Public** |
| **Report of:**<br>Director of the Built Environment | | **For Decision** |


**Summary**

**Dashboard**
***Project status:*** Green
***Timeline:*** Gateway 3
***Project estimated cost:*** £250,000 – £1m (over two phases)
***Spend to date:*** £2,687 (as of 8 December 2015)
***Overall project risk:*** Green

**Progress to date**
In July 2014 Members approved the initiation of a project to enhance the public realm in the vicinity of Breams Buildings. The project ties into the redevelopment of 25-32 Chancery Lane and the associated Section 106 agreement. The Chancery Lane Association, a business representative group with whom the City has a long and prosperous relationship, has for several years been focussing on enhancing the central area of Chancery Lane and surrounding streets, with the intention of creating a retail 'hub' and a 'campus' for the legal profession. Workers in this industry in particular rely on a high number of pedestrian movements to transport people and documents between offices and courts. Breams Buildings is a key link through the area, as well as a place for business and social interaction; an enhanced Breams Buildings support the general trend towards 'agile working' and the future needs of the City.

A workshop involving local stakeholders has been held to develop a set of guiding objectives for the project. The workshop process has identified a desire amongst stakeholders to extend the scope of the project to the length of Breams Buildings, rather than being constrained to the area adjacent to the development site. For this reason, it is proposed to split the project into two phases of delivery; more detail of the phasing is contained in the main body of this report. This also means that the estimated project cost has increased. The first phase of the works will be developer funded from S106 and S278 contributions. The second phase is yet to have funding identified but is envisaged will be funded from S106 or TfL funding.

Owing to the need to work with stakeholders in this way and to establish an early understanding to define the scope of the project, it was not considered appropriate to produce design options at this stage, but rather to provide a clear agreement with all parties on what the project should seek to achieve. Design options that deliver on the agreed objectives will therefore be developed for consideration at Gateway 4.

**Proposed way forward**
The objectives for the project have been agreed by the stakeholders involved with

the workshop. The scope of the survey and design work required in order to progress the project has also been established. Members' agreement of these is now sought in order to move forward.
Once options have been drafted a wider public consultation is planned to ensure that stakeholders in the wider area are given an opportunity to consider and comment on the proposals. This will be carried out ahead of a Gateway 4 report being presented to Members.

It is further proposed to split the project into two phases of delivery, owing to the timescales relating to the development and also to the available funding for the project. Phase 1 roughly equates to the streets adjacent to the development site, whilst Phase 2 would incorporate the remainder of Breams Buildings; further details of the proposed split are contained in the main body of the report.

**Procurement Approach**
The consultants required to progress the next stage of the design process will be appointed through the City's competitive tendering process. Moving forward, the preferred approach for implementation of the works is to utilise the City's highways term contractor, who was appointed under a competitive tendering process. However, this will be confirmed at the next gateway.

**Financial Implications**
To date, £2,687 of staff costs have been incurred; this has involved initial consultation with local stakeholders, and the coordination of the workshop and subsequent drafting of the schedule of issues.

It is anticipated that the costs for Phase 1 of the project will be met through the Section 106 agreement related to the development at 25-32 Chancery Lane, and also through an associated Section 278 agreement (yet to be agreed). Funding for Phase 2 has yet to be identified, but may be drawn from sources such as Transport for London (TfL) or the Community Infrastructure Levy (CIL).

**Recommendation**
It is recommended that Members:
- Approve the Scheme Objectives as detailed in Appendix 1;
- Authorise the progression of the project and the release of funds amounting to £32,687, as set out in Section 16 and Appendix 4 of this report;
- Authorise officers to enter into a Section 278 agreement with the developer.

**Appendices**

| | |
|---|---|
| **Appendix 1** | Scheme Objectives and Next Steps agreed by the Project Working Party |
| **Appendix 2** | Gateway 2 Project Proposal Report |
| **Appendix 3** | Plan of the project area |
| **Appendix 4** | Financial summary |

**Contact**

| | |
|---|---|
| **Report Author** | Tom Noble |
| **Email Address** | tom.noble@cityoflondon.gov.uk |

| | |
|---|---|
| **Telephone Number** | 020 7332 1057 |

<table>
<tr><td>Proposal</td><td></td></tr>
<tr><td>1. Brief description</td><td>Design options are to be developed based on the project objectives that have been agreed with local stakeholders (see Appendix 1). Following initial consultation with local stakeholders, the scope of the project has been extended to the entire length of Breams Buildings, including the existing pedestrianised section at the western end adjacent to the development site (initially identified as part of the earlier Gateway 2 report, shown in Appendix 2 for reference).<br><br>The broadened scope of the project is likely to mean that delivery will be split into two phases (see Appendix 3). The first phase will involve works adjacent to the development site, tying into the practical completion of the building, and will be fully funded through the associated Section 106 & 278 agreements. The second phase will cover the remainder of the street, and will be progressed once additional funding has been identified.<br><br>The overall design will be coordinated to ensure a consistent public realm that is sympathetic to the character of the area; this approach will be developed further and presented at the next Gateway. The street partially lies within the Chancery Lane conservation area, and contains an undesignated heritage asset in the form of the former burial ground of St Dunstan-in-the-West; these and other considerations will be taken into account during the design process.<br><br>The next steps to reach Gateway 4 include a transport assessment that will assess existing and future needs, design development that will address key objectives, and further consultation with local stakeholders.</td></tr>
<tr><td>2. Scope and exclusions</td><td>• The core design proposals are restricted to the areas of public highway within the area shown in Appendix 3;<br>• Any remedial or reparation works, or those which are required to facilitate the development, will be funded through a Section 278 agreement with the developer of 25-32 Chancery Lane. This will be supplemented by funding from the existing Section 106 agreement, which covers enhancement works above and beyond those agreed in the Section 278 agreement.</td></tr>
<tr><td>Project Planning</td><td></td></tr>
<tr><td>3. Programme and key dates</td><td>
<table>
<tr><th>Task</th><th>Target date</th></tr>
<tr><td>Design development</td><td>4th Quarter 2015/16</td></tr>
<tr><td>Public consultation</td><td>Spring 2016</td></tr>
<tr><td>Gateway 4</td><td>Spring 2016</td></tr>
<tr><td>Detailed design</td><td>Summer 2016</td></tr>
</table>
</td></tr>
</table>

| | | |
|---|---|---|
| | Gateway 5 | Autumn 2016 |
| | Start on site | Winter 2016 |
| **4. Risk implications** | • ***Objections from local occupiers and residents*** Mitigate by developing design options that take account of local needs and carry out public consultation. Continue to liaise with local stakeholders.<br>• ***Design options do not meet the needs and aspirations of local stakeholders*** Mitigate through development and agreement of design options with local stakeholders.<br>• ***Relevant Traffic and Parking Orders cannot be made*** Mitigate by discussing any necessary Orders during the next stage of design. | |
| **5. Stakeholders and consultees** | The City of London held a workshop with local stakeholders, in order to agree a set of guiding objectives for the project. The workshop was facilitated with the assistance of the Chancery Lane Association, with whom the City has developed a long and productive relationship.<br>As part of the next stage of design work, and before the next Gateway report, stakeholders in the wider area will be consulted on the emerging proposals through a public consultation exercise. | |
| ***Resource Implications*** | | |
| **6. Total Estimated cost** | Phase 1 – £250,000 - £300,000<br>Phase 2 – £300,000 – £700,000 | |
| **7. Funding strategy** | It is the intention that Phase 1 of the project is to be entirely funded through the relevant Section 106 and Section 278 agreements. A total of £105,641 is available from the current Section 106 agreement relating to the development at 25-32 Chancery Lane; the balance will be met from the S278 agreement relating to the same development.<br>Funding for Phase 2 has yet to be identified. Sources including TfL and CIL will be investigated; however, it should be noted that the use of CIL funding would require the establishment of a separate project for Phase 2 in order to comply with financial regulations. | |
| **8. Ongoing revenue implications** | To be confirmed at the next Gateway. | |
| **9. Affordability** | The estimated cost of Phase 1 of the project will be fully funded under the terms of the existing Section 106 agreement and the associated Section 278 agreement. Funding for Phase 2 has yet to be identified. | |
| **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 implications** | There are no specific legal implications at this stage. Any emerging implications will be reported at the next Gateway. |
| **12. Transport implications** | Several transport issues related to parking, loading and vehicle access have been identified. These will need to be taken into account in the development of options, as set out in Appendix 1.<br><br>It is proposed that a transport and pedestrian study is carried out as part of the development of options in order to ensure that the design meets local needs, both existing and future. |
| **13. Equality Impact Assessment** | Officers have carried out an initial equalities impact assessment as part of the project initiation. |
| **14. <u>Recommendation</u>** | It is recommended that Members approve the Scheme Objectives as set out in Appendix 1. It is also recommended that Members approve the resources required to reach the next Gateway as set out in section 16 of this report, and authorise officers to enter into a Section 278 agreement with the developer. |
| **15. Next Gateway** | Gateway 4 – Detailed Options Appraisal |
| **16. Resource to reach next Gateway** | **Total - £40,000**<br><br>Staff costs (Environmental Enhancement / City Transportation) - £15,000 (S106 / S278*)<br><br>Staff costs (Highways) - £3,000<br><br>Fees - £22,000 (S106)<br><br>The staff cost allocation will be used for management of consultants, negotiations to agree the S278 agreement*, coordination of consultation with stakeholders, and day-to-day project management (including report writing). There are a number of 'fixed' costs relating to staff time (project management activities, report writing etc.) that are broadly similar across all projects, regardless of their size. Therefore, for smaller projects such as this, this figure is proportionally higher, given the lower overall project cost. This proportion can be expected to be lower on larger projects.<br><br>The fees allocation will be used to undertake radar surveys, a street user survey, and the appointment of a landscape architect to deliver design options.<br><br>Any unspent budget will be rolled over as part of the next Gateway report. A full breakdown of the project costs to-date is shown in Appendix 4.<br><br>**It is envisaged that negotiations to agree the S278 agreement will be claimed back against the S278 contribution.* |

**Appendix 1** - Scheme Objectives and Next Steps agreed by the Project Working Party

| Breams Buildings public realm objectives | | | |
|---|---|---|---|
| **ID** | **Issues** | **Outcome / objective** | **Next steps** |
| **Transport / Access** | | | |
| T1 | Better east-west walking connections | TO1: To cater for current and future pedestrian levels and movement patterns | Commission a street user survey to understand the current levels of walking, cycling, parking and servicing in the street.<br><br>Discuss existing and future utilities requirements with the relevant Corporation departments. |
| T2 | Partial pedestrianisation | | |
| T3 | Future increased pedestrian movement | | |
| T4 | Location of Cycle Hire docking station | TO2: To provide appropriate facilities for cyclists | |
| T5 | Potential for 'segregated' cycle route | | |
| T6 | More on-street cycle parking | | |
| T7 | Utilities access | TO3: To reduce the impact of utilities on the public realm | |
| T8 | Future-proofing utilities supplies prior to works | | |
| T9 | Need to retain some vehicular access | TO4: To provide adequate opportunities for servicing of businesses in the area | |
| T10 | Servicing of offices | | |
| T11 | Potential for consolidated servicing | | |
| **Environment** | | | |
| E1 | Potential for level surface | EO1: To produce a design which enhances the street and its character, and improves public safety, whilst continuing to meet the needs of local businesses and residents<br><br>EO2: To enhance existing greenery and / or introduce additional greenery | Commission a landscape architect to develop design options for the street. |
| E2 | Consistent and quality surface materials | | |
| E3 | Better street lighting | | |
| E4 | Possible architectural / feature lighting | | |
| E5 | Better highlighting of existing trees | | |
| E6 | Potential for new trees / greenery | | |
| E7 | 'Artificial' planting / maintained planting | | |
| E8 | Lack of Sustainable Urban Drainage | | |
| E9 | Reduction in litter / food waste | EO3: To ensure the design is consistent with a robust waste management and street cleaning strategy | |
| E10 | Impact of cigarette butts | | |
| E11 | Impact of chewing gum | | |

| | | | |
|---|---|---|---|
| **Activity** | | | |
| A1 | Need for consistent / discrete signage | AO1: To achieve a consistent and coherent wayfinding system | Commission a landscape architect to develop design options for the street.<br><br>Liaise with the Corporation's Heritage Team to develop understanding of the history of the street and surrounding area. |
| A2 | Better signage of local landmarks | | |
| A3 | Improved wayfinding | | |
| A4 | Potential for 'electronic' wayfinding | | |
| A5 | Maintaining residential amenity | AO2: To provide a suitable level of activity and amenity in the street, creating dwell opportunities and facilitating social and business interaction | |
| A6 | More seating | | |
| A7 | Potential for public art | | |
| A8 | Mobile coffee / food stall | | |
| A9 | Improved Wi-Fi facilities | | |
| A10 | Interpretation of local history | AO3: To create an attractive destination that is sympathetic to the history of the area | |
| A11 | Chance to create an attractive destination | | |
| **Safety / Security** | | | |
| S1 | Safety of pedestrians | SO1: To deliver a safe and secure environment, reducing conflict between users of the space as far as possible | Commission a landscape architect to develop design options for the street.<br><br>Liaise with City of London Police to ascertain CCTV requirements and potential improvements. |
| S2 | Pedestrian / cyclist conflict | | |
| S3 | Wider CCTV coverage | | |
| S4 | Better location for existing CCTV camera | | |

**Appendix 2** - Gateway 2 Project Proposal Report – **FOR INFORMATION ONLY**

| **Project Gateway 1 & 2** | |
|---|---|
| **Project:** Breams Buildings – EE067 | **Public** |
| **Report of:** Director of the Built Environment | **For Decision** |

**Overview**

**1. Spending Committee**
Streets & Walkways Sub-Committee**.**

**2. Project Board**
A Project Board is not recommended given the scale and nature of this project. However, it is proposed to establish a Working Party comprising representatives of the Developer, City Corporation, the Chancery Lane Association and other relevant local stakeholders. Ward Members will be made aware of the details of the Working Party meetings.

**3. Area Strategy Authorising Committee and date of Authorisation**
The project area sits within the Chancery Lane Area Strategy (approved by Court of Common Council in 2009).

**4. Brief description of project**
The project will involve public realm enhancements to Breams Buildings, a locally significant east-west pedestrian route. The opportunity to deliver the project has arisen as a result of the redevelopment at 25-32 Chancery Lane. The scheme is fully externally funded through the Section 106 Agreement connected to this development. The project is not considered to have an impact on the resilience of the highway network. The project objectives are:

- To deliver an enhanced public realm on Breams Buildings;
- To find a suitable location for the existing Cycle Hire docking station, and to look to increase the number of docking points if possible;
- To reflect the character of the Chancery Lane Conservation Area, in line with the objectives set out in the Chancery Lane Area Strategy;
- To ensure that the required functions of the street are maintained, and;
- To improve accessibility for all throughout the area.

The project scope (derived from the Chancery Lane Area Strategy) will include:

- Creation of an enhanced public space following the partial closure of the street to motor vehicles (existing situation);
- Using appropriate materials throughout, reflecting the character of the Conservation Area;
- Introducing street tree planting where feasible, and;
- Providing cycle parking provisions where possible.

**5. Do materials used comply with 'material review' approved use?**
Yes. The choice of materials will reflect the status of the street within the Conservation Area, likely to be York stone and walkable granite setts.

**6. Success Criteria**

- Enhancement of the public realm, creating a dwell space whilst maintaining the movement function of the street;
- Improve the quality and consistency of surface materials in the local area with

the introduction / extension / retention of appropriate paving treatments;
- Show a clear design link with previous improvements at Chancery Lane and Cursitor Street;
- Improving accessibility for all people and particularly those with mobility impairment, and;
- Increasing the sense of health and wellbeing for people using the area.

**7. Key options to be considered**

The key options to be considered will include:

- The potential relocation and extension of the existing Cycle Hire docking station;
- The potential introduction of street trees or other greenery, and;
- The provision of seating and cycle parking.

These options and their prioritisation will be developed at the options appraisal stage and will be in accordance with the relevant area strategy.

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

The project will link with the Chancery Lane Area Strategy as noted above, taking into consideration the design aspirations set out in the Strategy document. The design will also consider the previously completed projects at Chancery Lane and Cursitor Street.

**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**

Under £250k (estimated project cost of between £100k - £150k)

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

The project will be fully funded through the relevant planning obligation (section 106 agreement). The agreement stipulates that the total Local Community & Environmental Improvement Works (LCEIW) contribution of £125,641 be split as follows:

- No more than £20,000 for air quality projects;
- At least £80,000 for Environmental Improvement Works;
- No more than £25,641 for the provision of other works or facilities for the benefit of the local community.

There is also a total of £37,692 allocated for transport improvements. The full LCEIW and transport contributions have been received.

The City of London has received written confirmation from the developer that, should the total cost of the preferred enhancement option be greater than the above allocation, they would be prepared to make a further financial contribution to cover the shortfall.

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

The area is currently maintained as City highway. The design options are unlikely to result in an increase in maintenance costs, however any potential increases will be carefully assessed, steps taken to minimise these increases where possible and funding sought within the project to cover these additional costs, particularly in relation to Highways, Open Spaces and Cleansing. Any specific additional revenue costs over a five year period will be identified and considered at the options appraisal stage and built into the project implementation budget

**14. Indicative Procurement Approach**

It is anticipated that all works will be undertaken by the City's term contractor, J.B. 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 likely cost of the scheme will be established. The scope of the project will be tailored to ensure delivery within the available funding.

2. **Project exceeds budget**

Monitor costs closely and phase expenditure based on essential and optional elements of the scheme to ensure the budget is not exceeded.

3. **Key stakeholders oppose the proposed enhancement works**

Officers will provide detailed information and briefings to stakeholders throughout the design and evaluation stages, including wider consultation with local residents. A stakeholder Working Party is also proposed to guide the design development between project gateways.

**16. Anticipated stakeholders and consultees**

Anticipated external stakeholders:

- Developer of 25-32 Chancery Lane
- Chancery Lane Association
- Local residents
- City of London Police
- Owners / occupiers of adjacent buildings
- Ward Members

Internal stakeholders will include:

- Highways
- Cleansing
- Open Spaces

**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. Resource requirements to reach next Gateway**

Total - £10,000.

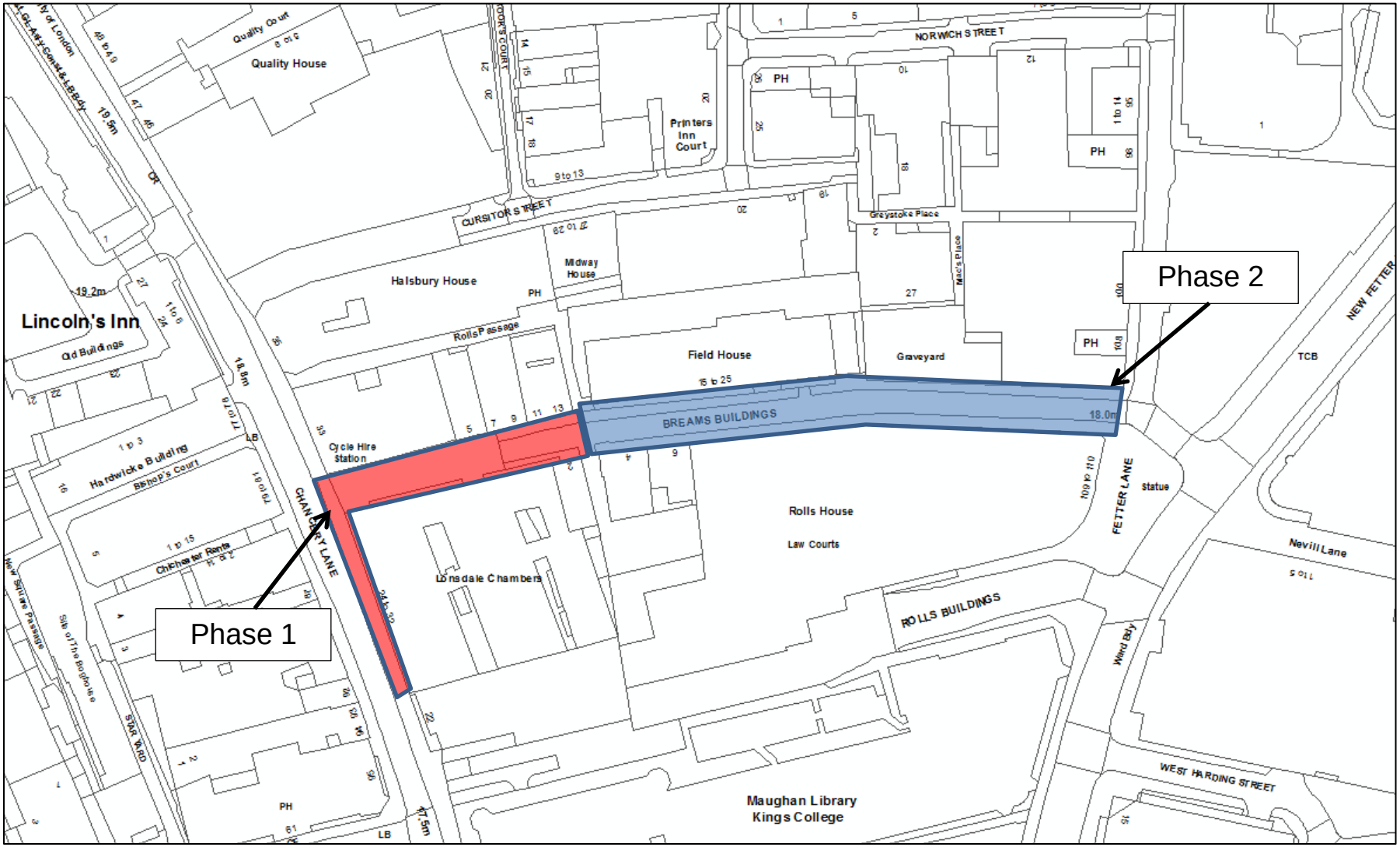
Staff allocation - £10,000. This will allow the City to progress the project to Options Appraisal at Gateway 3, conduct consultation work including liaison with local stakeholders and to prepare necessary reports back to Members. This represents around 125 hours, including input of the Assistant Director.

All costs and will be funded from the Local Community and Environmental Improvement Works contribution and the Transport contribution from the 25-32 Chancery Lane S106 agreement.

**19. Approval track**

Light.

**Appendix 3** - Plan of the project area



**Appendix 4** – Financial summary

| Description | Previously approved | Spend to date | Proposed increase | Revised total |
|---|---|---|---|---|
| Fees | ---- | ---- | £22,000 | £22,000 |
| P&T staff cost | £10,000 | £2,687 | £7,687 | £15,000 |
| Highways staff cost | ---- | ---- | £3,000 | £3,000 |
| **Total** | **£10,000** | **£2,687** | **£32,687** | **£40,000** |

| **Committee(s):** | **Date(s):** |
|---|---|
| Streets and Walkways Sub-Committee | 11th January 2016 |
| **Subject:** North-South Cycle Superhighway – Objections to the associated proposals and additional mitigation measures | **Public** |
| **Report of:** Director of the Built Environment | **For Decision** |


**Summary**

During September 2015, the City Corporation conducted a Traffic Order public consultation for proposals designed to assist with the introduction of Transport for London's North-South Cycle Superhighway. The Cycle Superhighway is being introduced on the west side of New Bridge Street and the proposals relate to Tudor Street, Bridewell Place, Kingscote Street and Watergate. In addition TfL's proposal for their East –West Cycle Superhighway at Victoria Embankment results in the closure of Temple Avenue.

As a result of this, three formal objections have been received. Officers together with representatives from TfL met with the objectors to discuss their concerns and to see if it was possible to address them. Unfortunately, under TfL's proposals, it has not been possible to resolve them.

Officers have continued to work with TfL to develop additional measures to mitigate the impacts of the proposed closure of Tudor Street and Temple Avenue as well as further technical work to ensure that the changes are safe. Consultation on the mitigation measures commenced on 10th December 2015 and ends on 6th January 2016. Through this process it is hoped current objections will be resolved. If there are any further material objections arising from this consultation, these will be provided at your meeting.

Members are therefore asked to consider the objections and decide whether or not the proposals should be implemented.


**Recommendations**

It is recommended that:

1. Members agree to the making of the Traffic Orders under section 6 of the Road Traffic Regulation Act 1984, so that Tudor Street at its junction with New Bridge Street is closed to motor vehicles, Bridewell Place is returned to two way traffic and contra flow cycling is removed from Kingscote Street and Watergate.
2. Members agree to the making of the Traffic Orders under sections 6 and 45 of the Road Traffic Regulation Act 1984 in relation to loading and waiting restrictions and provision of parking spaces, so as to implement the mitigation measures as detailed in Appendix 6.
3. If any objections are received that are not adequately mitigated by the

measures set out at Appendix 6 that a further report be submitted for consideration of these matters.

4. The objectors and TfL be informed of your decision accordingly.

## Main Report

### Background

1. Transport for London is introducing two major cycle routes in London as part of the Mayor's Vision for Cycling. The Cycle Superhighways run East-West and North-South. The North-South Cycle Superhighway runs from Elephant & Castle to King's Cross, passing through the City of London via Farringdon Street and New Bridge Street. These streets are part of the Transport for London Road Network (TLRN) within the City of London.

2. A public consultation was carried out between 3 September 2014 and 9 November 2014 by TfL on the full length of the proposed route. TfL state that a consultation leaflet was delivered to all properties along the route and to properties within 500m from the route prior to the start of the consultation. In February 2015 the TfL Board considered the results of the consultation – 90% of responses were in favour – and therefore decided to proceed to construction.

3. In February 2015, Members accepted the Mayor's proposal for Cycle Superhighways within the City of London and agreed for officers to work with TfL to facilitate its introduction using the powers and authority available to the City of London Corporation.

4. Although the Cycle Superhighway runs along the TLRN, the associated measures to facilitate its introduction and operation are required in the side streets where the City of London Corporation is the traffic/highway authority. The main proposal consequent to the cycle super highway is the closure of Tudor Street at its junction with New Bridge Street, while the remainder of the measures set out in this report are to assist traffic to use the alternative access and egress routes following this closure.

### Objections

5. The Traffic Order consultation (using press and street notices) for these associated measures was carried out by the City Corporation from 8th September 2015 to 29th September 2015. As a result of this, three objections were received. These are summarised below but are appended in Appendix 1.

The Honourable Society of the Inner Temple

6. The Society objects to two elements of the proposals – the no motor vehicles restriction at the junction of Tudor Street with New Bridge Street and the restoration of two-way working in Bridewell Place.

> "Tudor Street is the only access route for vehicles visiting the Temple. The Temple is occupied by the Honourable Society of Inner Temple and the Honourable Society of Middle Temple, and houses a large number of Barristers' Chambers employing in excess of 2500 people across both sites. Tudor Gate at the western end of Tudor Street is the only vehicular access point to the Temple."
>
> "The resident businesses receive numerous deliveries throughout the day in vehicles of various sizes. The Inn's themselves undertake annual preventative maintenance requiring scaffolding which can only be delivered by articulated lorry. The proposed closure of the junction of Tudor Street with New Bridge Street – and the proposal of using the narrow, right-angled Bridewell Place as an alternative – will cause great difficulty for the larger vehicles sending them into the oncoming carriageway in order to negotiate the turn."
>
> "This will result in real difficulties for the running of the Temple as a thriving and world class employment centre for the legal profession. The creation of a traffic light controlled junction at the Tudor Street and New Bridge Street intersection allowing exit to northbound and southbound carriageways, and the closure of the junction of Bridewell Place with New Bridge Street would seem to be a more sensible alternative, and avoid large vehicles having to negotiate the right angled turn within Bridewell Place."

The Honourable Society of the Middle Temple

7. The Society supports the objections raised by the Inner Temple.

> "It should also be noted that Tudor Street provides the only viable means of access for firefighting tenders and as such the proposal to restore two-way traffic flow to Bridewell Place, with its restricted turning capacity, could have a detrimental effect in an emergency."
>
> "The proposal put forward by Richard Snowdon to install traffic lights at the intersection of Tudor Street and New Bridge Street presents the logical solution and we hope that this is adopted so as to preserve the current access arrangements into the Temple"

Licensed Taxi Drivers Association

8. The LTDA objects to the proposals to prohibit motor vehicles entering or leaving Tudor Street at its junction with New Bridge Street and to restore two way working for vehicles in Bridewell Place.

> "This is on the grounds that Bridewell Place is too narrow to safely accommodate two way traffic, particularly as vehicles would have to negotiate a tight right angled turn in doing so. The street is busy with traffic much of which is made up by vehicles servicing premises within the Temple. The traffic includes some large articulated vehicles. In our view it would be very much preferable to construct a safe signalised junction at Tudor Street with New Bridge Street to avoid traffic having to use the less suitable Bridewell Place."

**Considerations and assessment**

**Transport for London's design rationale**

9. The objections received were all in response to the proposal to close Tudor Street to motor vehicles at its junction with New Bridge Street. Tudor Street is currently the main access to the area that is bounded by Fleet Street, New Bridge Street, Victoria Embankment and the Temple. Northbound and southbound traffic on New Bridge Street can enter Tudor Street, but egress from Tudor Street into New Bridge Street is restricted to northbound only while southbound vehicles can use Bridewell Place. Watergate provides an alternative northbound exit.

10. In order to keep Tudor Street open it would require the introduction of a signal controlled junction to prevent conflict with the expected high flow of cyclists in the cycle track. There are three main reasons why this location is not considered suitable for a signalised junction.

    i. The junction would be too close to the major junction at Blackfriars. When northbound traffic is held by the signals at Tudor Street, queuing vehicles would reach back into the Blackfriars junction and block traffic on the east – west route.

    ii. The Tudor Street junction would require a separate lane on New Bridge Street for vehicles turning left into Tudor Street. There is insufficient space on the carriageway for a left turn lane to be introduced as the carriageway is too narrow and is further impacted by the need to retain the bus stop between the Tudor Street and Watergate junctions.

iii. The above mentioned bus stop can't be relocated as the carriageway north of Tudor Street is not wide enough to accommodate a wide island (for bus patrons waiting/alighting) between the carriageway and the cycle track while still allowing northbound traffic to pass a stationary bus. The bus stop is part of a busy interchange between underground, rail services and bus services at Blackfriars. Its removal is therefore not an acceptable option for TfL. A detailed rationale is provided by TfL in Appendix 2.

**Traffic movements**

11. As part of the assessments, TfL has carried out a survey to establish the level and type of traffic using Tudor Street. The survey used video cameras to record traffic in Tudor Street at the junction with New Bridge Street for 24 hours. This showed that the majority of traffic used Tudor Street to enter the area (4359 vehicles) but only a quarter (986 vehicles) used it to egress. The reason for this significant difference is likely to be down to the fact that Tudor Street is the only access route along the southern and eastern side of the area whilst there are three different egress routes, one of which leads directly onto Victoria Embankment. Tudor Street is also the easiest access route as this is fairly wide and straight, making it simpler to negotiate and less likely to encounter obstructions (as opposed to the other routes). Appendix 3 illustrates the existing access & egress routes.

12. The survey also identified that the vast majority of vehicles (5102 vehicles or 95%) using the area are the smaller vehicle types (from pedal cycles to light goods vehicles and mini-buses). The larger vehicles using the route included 224 (or 4%) medium sized goods vehicles and 18 (1%) heavy goods vehicles. A breakdown of the vehicle composition is provided in Appendix 4.

13. The proposed closure of Tudor Street will therefore displace traffic to use alternative routes. Vehicles travelling northbound along New Bridge Street will be able to use Bridewell Place (as it will become two-way) but vehicles travelling southbound will be required to enter Fleet Street and access the area either via Bouverie Street or Salisbury Court / Dorset Rise. The access routes from Fleet Street remain unchanged by the proposals.

14. Vehicles that currently exit the area via the Tudor Street / New Bridge Street junction can still travel both north and southbound within the proposed changes as follows: southbound traffic will continue to use Bridewell Place (although there will be traffic entering as well) and northbound traffic will be required to use

Kingscote Street and Watergate, which is an existing route. Appendix 5 illustrates the amended access and egress routes.

15. It should also be noted that the East-West Cycle Superhighway intends to close Temple Avenue at Victoria Embankment but open Carmelite Street as the alternative exit route. The Victoria Embankment slip road will become two-way as part of the project and retain the option to turn either way as that currently exists from Temple Avenue. The only difference is that traffic wishing to proceed eastbound on Victoria Embankment will not be as direct and will need to proceed though Blackfriars to Puddle Dock before joining the route. The Traffic Order consultation for this took place from 28th April 2015 to 19th May 2015. No objections or comments were received from this and therefore this closure and associated measures will be delivered under delegated authority.

16. To ensure that adequate access & egress is still available following the closures of Tudor Street and Temple Avenue, vehicle swept path analysis of a range of standard vehicles have been modelled. This has shown that, with the further mitigation measures as set out at Appendix 6, all vehicles would still be able to access and egress the area. However, the junctions along Tudor Street remain tight for the largest of the vehicles (12m rigids and 16.5m articulated HGV's). Although, in the survey, only 8 (0.1%) of these vehicles were recorded entering the area from Tudor Street and none used it to egress. It should also be noted that vehicles exceeding 12 metres in length are not permitted to access this area unless they are serving a property. This has been in place for many years to safeguard the area from HGV's using the area as a through route.

**The mitigation measures**

17. To maintain adequate movement, access and egress for the occupiers of the area, mitigation measures are considered necessary. These are summarised below but are further illustrated on the plan in Appendix 6.

- Additional "at any time" waiting & loading restrictions in a number of streets and junctions. These have been kept to the minimum to ensure that some space is still available for local occupiers to service.
- Relocate existing parking places and the taxi rank. There are no reductions in these provisions
- Alterations to kerblines, footways and associated street furniture at junctions.
- Alteration to the police check point island.

based on the above mitigation measures being agreed and implemented officers consider that the objections received to date, and set out at

Appendix 1 would be adequately addressed. On this basis the recommendation of the report is that the Tudor Street closure and associated mitigation measures be agreed.

18. Given the urgency TfL have asked the Corporation to give to this work this report has been drafted prior to the closure of the consultation on the mitigation measures proposed. Public consultation commenced on 10th December 2015 and will end on 6th January 2016. This provided the required minimum of 21 days for responses but also allowed an additional 6 days to cover the public holidays over Christmas and New Year. Any further objections arising from this will be provided to your meeting for consideration.

19. In addition to the mitigation measures, officers are continuing to work with TfL to agree:-

- a regime which will allow Bridewell Place to be used as a diversionary route if there is a planned event, closure or emergency situation along Fleet Street.
- a commuted maintenance payment from TfL to cover the potential increase in maintenance liabilities. The extra vehicles negotiating the tight junctions and other locations will invariably lead to vehicles mounting and damaging footways and other associated street furniture.

**Conclusion**

20. The objections from the Inner and Middle Temples stated that Tudor Street is the only access route to the Temple and that closing the junction would be detrimental to the running of the Temple. The traffic survey showed that the majority of traffic used Tudor Street as an access route, egress is much less. Other access routes (Bouverie Street and Salisbury Court) in to Tudor Street already exist and are unchanged as a result of the Cycle Superhighways. Tudor Street may currently be the preferred route but closing the junction with New Bridge Street would not prevent access or egress for the Temples.

21. The alternative access routes to Tudor Street were modelled to ensure that HGVs could still enter or leave the area if the closure was implemented. The modelling indicated that access to the Temple was possible for all vehicles capable of entering through the Temple Gate as well as larger vehicles even if they can't get through. The Gate is a listed building with signed vehicle limits on width of 2.4m and height of 3.4m.

22. The objectors have concerns regarding the volume of traffic using Tudor Street and that the alternative routes are not suitable to accommodate this volume. The traffic count showed that the ratio of vehicles entering Tudor Street to those using it as an exit is over 4 to 1. For taxis this ratio raises to over 6 to 1 which suggest that it is used more as a through route to avoid the Ludgate Circus junction than it is used for access into the area. The proposed changes may potentially deter this from happening and therefore provide additional benefits associated with a reduction of traffic.

23. There were concerns from all three objectors that Bridewell Place was not a suitable alternative access route as it was narrower than Tudor Street, had right-angle turns and considered this to be more dangerous. Mitigation measures have been proposed to assist traffic to flow while still retaining some parking and provisions for deliveries. A realignment of the footway to the north of Bridewell Place is also proposed to increase pedestrian safety and convenience. In addition, a safety assessment of the measures has also been carried out to ensure the measures are safe. With these mitigation measures, this alternative access is considered appropriate.

24. The request from the objectors for Tudor Street to remain open and the junction to be converted to a signal controlled junction with New Bridge Street is not possible for TfL. The reasons have been covered in para 10.

25. With the mitigation measures detailed in this report, appropriate and safe access and egress will be maintained following the closures of Tudor Street and Temple Avenue is closured.

## Appendices

1. Objections received
2. TfL full design rationale for Tudor Street closure
3. Plan of existing access & egress routes
4. Vehicle composition at Tudor Street junction with New Bridge Street
5. Plan of amended access and egress routes
6. Plans of mitigation measures

**Appendix 2**

**Transport for London's full design rationale**

The objections received were all in response to the proposal to close Tudor Street to motor vehicles at its junction with New Bridge Street. Tudor Street is the main access to the streets that are bounded by Fleet Street, New Bridge Street, Victoria Embankment and the Temple. Northbound and southbound traffic on New Bridge Street can enter Tudor Street, but egress is restricted and vehicles are only able to go northbound on New Bridge Street.

The volume of traffic that turns left into Tudor Street from New Bridge Street during the peak hour would require traffic signals to be introduced to control traffic crossing the cycle track to prevent conflict with the expected high flow of cyclists in the track and also with pedestrians crossing Tudor Street. A design that did not include this would not be safe and would not be considered.

In order to introduce traffic signals for this movement, the left turn into Tudor Street would need to run separately phased from cyclists on the track, who would run with north and southbound traffic. This would require an additional lane for the left turning traffic to be held in. The width of the road at this point on New Bridge Street is too narrow to accommodate the basic requirements of a signalised junction. A layout that does not meet the basic requirements would not be safe to introduce.

The constraints with meeting the requirements for a signalised junction are:-

a. The width of the carriageway is too narrow to accommodate a traffic island to separately signal the left turn from the ahead movement. A separating island between the lanes would be required to make it clear that you could only turn left from the nearside lane;

b. The width of the carriageway is too narrow to accommodate a left turn flare to store vehicles waiting to turn left;

c. There is insufficient length of carriageway to store the predicted flow of vehicles continuing northbound on New Bridge Street behind those turning left without causing blocking back at the Blackfriars Junction. The proximity to the Blackfriars Junction is just 50m. According to the traffic flows, during the peak hour there are likely to be six vehicles waiting at the left turn stop line during each signal cycle time;

d. The location of the northbound bus stop servicing Blackfriars Station further limits the space to store vehicles waiting to turn left. The bus stop is 35m long (in order to allow two buses to pull up to the kerb-line and be fully wheelchair accessible) and its position in the 50m gap between the junctions would limit the length of the left turn flare to 6m (approximately one car / small van);

e. Relocating the bus stop north of the Tudor Street junction is not an option as the width of the carriageway is even less and removal of the stop would not be supported on the grounds of high passenger demand (over 400 passengers in the peak hour);

f. The footways cannot be reduced in width to create more carriageway space as the pedestrian flows are high and levels of service would be reduced; and

g. The cycle track has already been reduced in width from 4m to 3m for this section and reducing it further would fall below the minimum levels of service, particularly given the expected high flows of cyclists through this section.

The signal junction would need to run with 3 or 4 stages to accommodate the required movements. This could not be coordinated with Blackfriars Junction signals as there is always a stream of traffic feeding north onto New Bridge Street. The introduction of a signal controlled junction at Tudor Street that cannot store the expected vehicle demand would lead to the risk that pedestrian crossings at Blackfriars Junction would become blocked.

The introduction of traffic signals at the Tudor Street junction as opposed to the proposed signals at the Bridewell Place junction would still not permit southbound traffic to turn into Tudor Street. The carriageway width does not allow a right turn lane to be introduced and allowing this movement within the north-south traffic stage would result in vehicles waiting to turn blocking the southbound flow. If the cycles are not able to run with the north-south traffic then they would be subject to being held for too long at the signals.

The proposed traffic pattern for Bridewell Place is for north-south ahead only traffic to flow along with the cycle track and pedestrians to cross Bridewell Place. The second stage is for traffic to turn left to enter Bridewell Place in addition to the northbound and southbound traffic while the cyclists and pedestrians are held. The final stage allows vehicles to turn right to exit Bridewell Place and pedestrians to cross New Bridge Street on the north side of the junction while all other movements are held.

**Appendix 4**

**24 hour vehicle composition at Tudor Street (junction with New Bridge Street)**

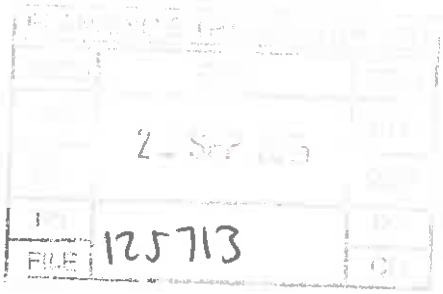
| Vehicle types | Access | | Egress | |
|---|---|---|---|---|
| | No. of | % | No. of | % |
| Pedal cycles | 374 | 9 | 177 | 18 |
| Motor cycles | 371 | 9 | 84 | 9 |
| Cars | 1429 | 33 | 305 | 31 |
| Taxis | 1376 | 32 | 212 | 22 |
| Light Goods vehicles | 609 | 14 | 157 | 16 |
| Mini buses | 7 | 0 | 1 | 0 |
| Buses | 1 | 0 | 0 | 0 |
| Medium Goods vehicles | 184 | 4 | 50 | 5 |
| Heavy Goods vehicles | 8 | 0 | 0 | 0 |
| **Total** | **4359** | **100** | **986** | **100** |

THE HONOURABLE SOCIETY OF THE INNER TEMPLE

DIRECTOR OF PROPERTIES: R.J. SNOWDON FRICS

SURVEYOR'S OFFICE, THIRD FLOOR, 6 KING'S BENCH WALK, INNER TEMPLE, LONDON EC4Y 7DR

Carolyn Dwyer
Director of the Built Environment
Guildhall,
London,
EC2P 2EJ


17 September 2015

Dear Madam,

**Associated Proposals – North South Superhighway - Ref: DBE/CT/PA.**

We have picked up the details from the City of London website, dated 7 September 2015, for the proposals associated with the creation of the north/south cycle superhighway on behalf of Transport for London, which proposes to make orders under section 6 of the Road Traffic Regulation Act 1984.

Transport for London proposes to introduce a north-to-south cycle superhighway in the City of London. Of the proposals listed to facilitate the operation of that superhighway we have strong objections to the following -

Inter alia, it is proposed to:

1. Prohibit motor vehicles entering or leaving Tudor Street at its junction with New Bridge Street.
2. 
3. Restore two-way working for vehicles in Bridewell Place.
4. 
5. 
6. 

The reasons for the objection are as follows:

1. **Prohibit motor vehicles entering or leaving Tudor Street at its junction with New Bridge Street**

Tudor Street is the **only** access route for vehicles visiting the Temple. The Temple is occupied by the Honourable Society of Inner Temple and the Honourable Society of Middle Temple, and houses a large number of Barristers' Chambers employing in excess of 2,500 people across both sites. It is stressed again that Tudor Gate, at the western end of Tudor Street, is the **only** vehicular access point to the Temple.

Tel: 020 7842 8[illegible]
E-mail: rsnowdon@innertemple.org.uk

The resident businesses receive numerous deliveries throughout the day, in vehicles of various sizes The Inn's themselves, as part of the requirement to preserve and maintain the fabric of the buildings (mainly listed and all within a Conservation Area) undertake annual preventative maintenance requiring scaffolding, which can only be delivered by articulated lorry. The proposed closure of the junction of Tudor Street with New Bridge Street – and the proposal of using the narrow, right-angled Bridewell Place as an alternative - will cause great difficulty for the larger vehicles sending them into the oncoming carriageway in order to negotiate the turn. This will result in real difficulties for the running of the Temple as a thriving and world class employment centre for the legal profession. The creation of a traffic light controlled junction at the Tudor Street and New Bridge Street intersection, allowing exit to northbound and southbound carriageways, and the closure of the junction of Bridewell Place with New Bridge Street would seem to be a more sensible alternative, and avoid large vehicles having to negotiate the right angled turn within Bridewell Place.

3. **Restore two-way working for vehicles in Bridewell Place.**

As above, the utilisation of a narrow, right angled turn carriageway will place undue restrictions on the vehicles visiting the Temple from New Bridge Street.

These proposals could do untold damage to the daily life of the Temple, which the City of London appears to hold in high regard. It is urged that this is rethought in line with the suggestion above, so that this does not happen.

I would be grateful to be kept informed on any proposals relating to the City of London's consideration of this matter by email to rsnowdon@innertemple.org.uk.

Yours sincerely,

THE HONOURABLE SOCIETY OF THE
MIDDLE TEMPLE

Estates Office
Carpmael Building
Middle Temple Lane
London, EC4Y 7AT

T 020 7427 4840
E i.garwood@middletemple.org.uk



Carolyn Dwyer
Director of the Built Environment
Guildhall
London
EC2P 2EJ

25th September 2015

Dear Madam,

**Associated Proposals – North South Superhighway - Ref: DBE/CT/PA.**

I write in respect of the proposals by Transport for London to create a North-South cycle superhighway through the City of London. In order to facilitate this project, we understand that the proposal involves some drastic modification to the traffic flow on some routes.

You will be aware that my colleague, Richard Snowdon at Inner Temple, has already written to you setting out in detail the devastating effect the changes will have to the operation of the two Societies and I wish to add our strong support to the objections raised. It should also be noted that Tudor Street provides the only viable means of access for firefighting tenders and as such the proposal to restore two-way traffic flow to Bridewell Place, with its restricted turning capacity, could have a detrimental effect in an emergency.

The proposal put forward by Richard Snowdon to install traffic lights at the intersection of Tudor Street with New Bridge Street presents a logical solution and we hope that this is adopted so as to preserve the current access arrangements into the Temple.

Thank you for your assistance in this matter.

Yours faithfully,

IAN GARWOOD
DIRECTOR OF ESTATES

## Lightfoot, Gerry

**From:** Lightfoot, Gerry
**Sent:** 17 December 2015 16:53
**To:** Lightfoot, Gerry
**Subject:** FW: PRO FW: City of London Enquiry COL:04354175

-----Original Message-----
From: donotreply@cityoflondon.gov.uk [mailto:donotreply@cityoflondon.gov.uk]
Sent: 06 October 2015 15:11
To: PRO Queue
Subject: City of London Enquiry

Dear Contact Centre,

A new enquiry has been received on 15:10:23 06 Oct 2015, details are below:

Customer's Name: Mr Richard Massett
Customer's Email: richard@ltda.co.uk

Subject: Associated Propsals - North South Cycle Superhighway - Ref: DBE/CT/PA Nature of enquiry:
Dear Sir

We would like to register an objection to the proposals to Prohibit motor vehicles entering or leaving Tudor Street at its junction with New Bridge Street and to Restore two way working for vehicles in Bridewell Place.
This is on the grounds that Bridewell Place is to narrow to safely accommodate two way traffic particularly as vehicles would have to negotiate a tight right angled turn in doing so. The street is busy with traffic much of which is made up by vehicles servicing premises within the Temple. The traffic includes some large articulated vehicles. In our view it would be very much preferable to construct a safe signalised junction at Tudor Street with New Bridge Street to avoid traffic having to use the less suitable Bridewell Place.

Yours Faithfully

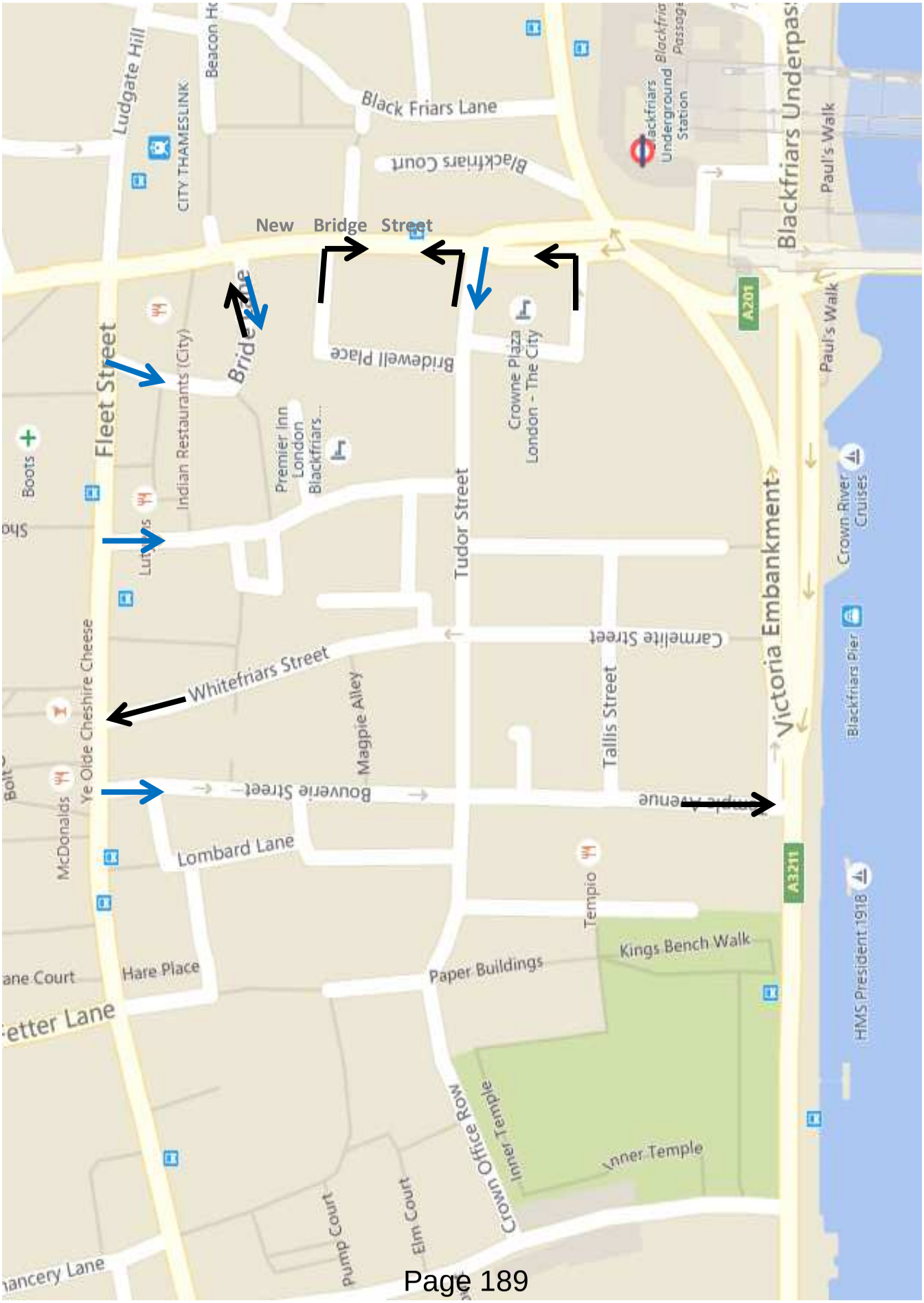
This representation is made on behalf of the Licensed Taxi Drivers Association.

Form Reference: GE73109

Please action.

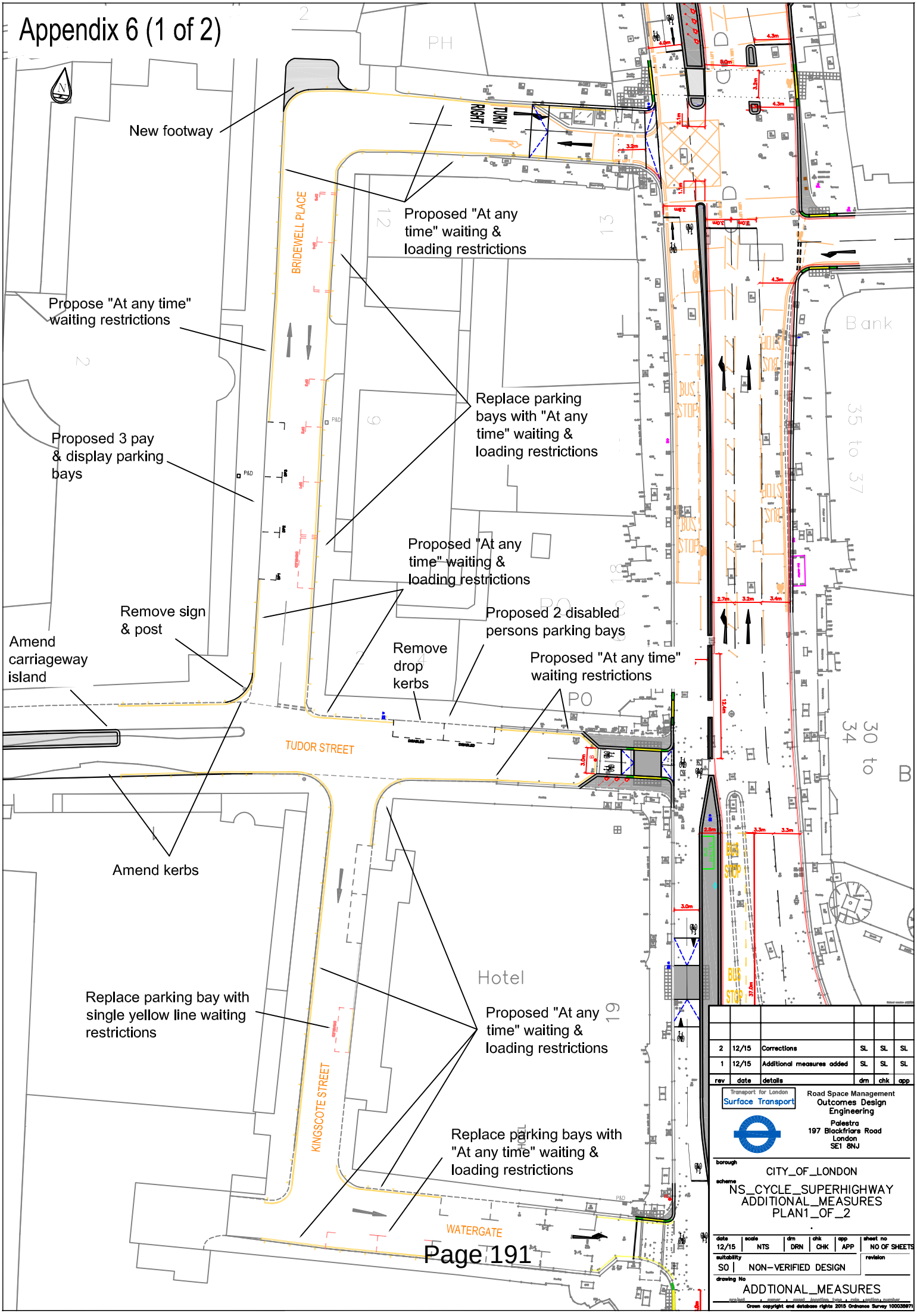
Thank you

# Appendix 3 – Existing access & egress routes



Appendix 5 – Amended access & egress routes

# Appendix 6 (1 of 2)




| rev | date | details | drn | chk | app |
|---|---|---|---|---|---|
| 2 | 12/15 | Corrections | SL | SL | SL |
| 1 | 12/15 | Additional measures added | SL | SL | SL |

Transport for London
Surface Transport

Road Space Management
Outcomes Design
Engineering

Palestra
197 Blackfriars Road
London
SE1 8NJ

borough: CITY_OF_LONDON

scheme: NS_CYCLE_SUPERHIGHWAY ADDITIONAL_MEASURES PLAN1_OF_2

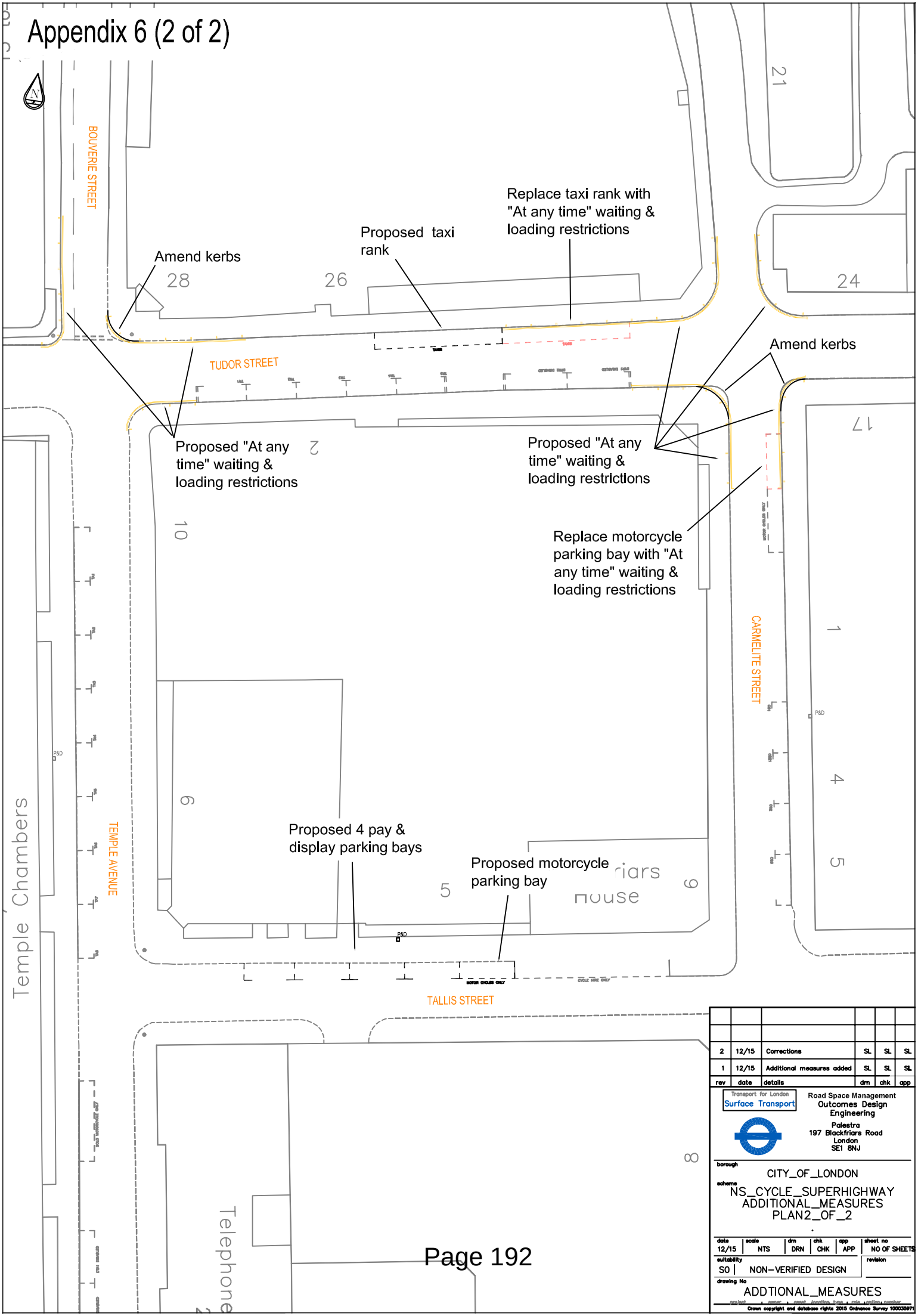
| date | scale | drn | chk | app | sheet no |
|---|---|---|---|---|---|
| 12/15 | NTS | DRN | CHK | APP | NO OF SHEETS |

suitability: SO | NON-VERIFIED DESIGN

revision

drawing No: ADDTIONAL_MEASURES

# Appendix 6 (2 of 2)




| rev | date | details | drn | chk | app |
|---|---|---|---|---|---|
| 2 | 12/15 | Corrections | SL | SL | SL |
| 1 | 12/15 | Additional measures added | SL | SL | SL |

Transport for London
Surface Transport

Road Space Management
Outcomes Design
Engineering

Palestra
197 Blackfriars Road
London
SE1 8NJ

borough: CITY_OF_LONDON

scheme: NS_CYCLE_SUPERHIGHWAY ADDITIONAL_MEASURES PLAN2_OF_2

| date | scale | drn | chk | app | sheet no |
|---|---|---|---|---|---|
| 12/15 | NTS | DRN | CHK | APP | NO OF SHEETS |

suitability: SO | NON-VERIFIED DESIGN

revision:

drawing No: ADDTIONAL_MEASURES