



## **Streets and Walkways Sub (Planning and Transportation) Committee**

**Date:** TUESDAY, 5 SEPTEMBER 2017  
**Time:** 10.30 am  
**Venue:** COMMITTEE ROOMS, 2ND FLOOR, WEST WING, GUILDHALL

**Members:** Christopher Hayward (Chairman)  
Oliver Sells QC (Deputy Chairman)  
Randall Anderson  
Emma Edhem  
Marianne Fredericks  
Alderman Alison Gowman (Ex-Officio Member)  
Deputy Clare James (Ex-Officio Member)  
Alderman Gregory Jones QC  
Paul Martinelli  
Deputy Alastair Moss  
Graham Packham  
Jeremy Simons (Ex-Officio Member)

**Enquiries:** Amanda Thompson  
tel. no.: 020 7332 3414  
amanda.thompson@cityoflondon.gov.uk

**Lunch will be served in Guildhall Club at 1PM**  
**NB: Part of this meeting could be the subject of audio or video recording**

**John Barradell**  
Town Clerk and Chief Executive

# AGENDA

## Part 1 - Public Agenda

1. **APOLOGIES FOR ABSENCE**
2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
3. **MINUTES**  
To agree the public minutes and summary of the meeting held on 24 Jul7 2017.  

**For Decision**  
(Pages 1 - 8)
4. **OUTSTANDING REFERENCES**  
Report of the Town Clerk.  

**For Decision**  
(Pages 9 - 12)
5. **REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT :-**
  - a) **Tudor Street/New Bridge Street - Alternative layout Update**  
Report of the Director of Built Environment.  

**For Decision**  
(Pages 13 - 20)
  - b) **Crown Place S278**  
Report of the Director of Built Environment  

**For Decision**  
(Pages 21 - 34)
  - c) **Bank Junction Improvements**  
Report of the Director of Built Environment  

**For Decision**  
(Pages 35 - 48)
  - d) **Temple Area Traffic Review**  
Report of the Director of Built Environment  

**For Information**  
(Pages 49 - 60)

e) **Sugar Quay S278**

Report of the Director of the Built Environment

**For Decision**  
(Pages 61 - 68)

f) **Cultural Hub North/South Programme: St Paul's Area Strategy**

Report of Director of the Built Environment

**For Decision**  
(Pages 69 - 80)

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 as follows:-

**For Decision**

**Part 2 - Non-public Agenda**

9. **ISSUES REPORT: CURRENT SECURITY PROJECTS, HOSTILE VEHICLE MITIGATION & GENERAL SECURITY UPDATE**

Report of the Director of Built Environment.

**For Decision**  
(Pages 81 - 122)

10. **NON-PUBLIC MINUTES**

To agree the non-public Minutes of the meeting held on

**For Decision**  
(Pages 123 - 124)

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

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

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

Monday, 24 July 2017

**Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at the Guildhall EC2 at 11.00 am**

### **Present**

#### **Members:**

Christopher Hayward (Chairman)  
Randall Anderson  
Marianne Fredericks

Paul Martinelli  
Graham Packham  
Jeremy Simons (Ex-Officio Member)

#### **Officers:**

Amanda Thompson	-	Town Clerk's Department
Steve Presland	-	Department of the Built Environment
Iain Simmons	-	Department of the Built Environment
Ian Hughes	-	Department of the Built Environment
Alan Rickwood	-	City of London Police

### **1. APOLOGIES FOR ABSENCE**

Apologies for absence were received from Oliver Sells QC, Alderman Alison Gowman, and Deputy Clare James.

Apologies for lateness were also received from the Chairman who was having transport difficulties, Jeremy Simons, the most senior Member present, took the chair until he arrived.

### **2. MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**

There were no declarations of interest.

### **3. MINUTES**

The minutes of the meeting held on 20 June were agreed as a correct record.

#### Matters Arising

In response to a question concerning the rerouting of a large gas main through Tudor Street, officers advised that they would be fully engaged throughout the process.

### **4. OUTSTANDING REFERENCES**

**RESOLVED** - That the list of outstanding references be noted and updated as appropriate.

## London Wall Place

Officers advised that a report would be coming to the Sub-Committee after recess once assurance on technical compliance had been received.

A Member questioned whether it might be possible to name one of the high walks after John Barker and officers undertook to report back on the process for doing this.

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

### 5.1 **Shoe Lane Quarter Phase 2 - Public Realm Enhancements**

The Sub-Committee considered an issue report of the Director of Built Environment concerning the detailed design works for the public realm enhancements on Farringdon Street, Stone Cutter Street, Shoe Lane and Plumtree Court, as part of Phase 2 of the Shoe Lane Quarter project.

RESOLVED – That approval be given to an increase in the Section 278 works budget of £280k to allow the placing of the order for security bollards and the commencement of enabling works for the steps and retaining wall on Stonecutter Street.

### 5.2 **10 Fenchurch Avenue S278 Highway and Public Realm Improvements**

The Sub-Committee considered a report of the Director of Built Environment concerning improvement works to the public highway around 10 Fenchurch Street following concerns expressed by officers about the depth of the footway and other matters.

RESOLVED – that approval be given to the following:-

1. The implementation of the Section 278 highway works with an estimated total cost of £541,308 as listed in the design summary in the main report and shown in the General Arrangement drawing (appendix 1);
2. The adoption of the new areas of public highway created as part of the development despite it not meeting the City standards;
3. The proposal for the developer's own contractors to construct the central passageway;
4. It be noted that the central passageway might need to be designated as a Street of Special Engineering Difficulty;
5. The Director of the Built Environment in conjunction with the Chamberlain's Head of Finance be authorised to approve any adjustments between

elements of the approved budget, provided the total approved budget of £541,308 is not exceeded;

6. Officers be authorised to seek relevant regulatory and statutory consents, orders and approvals as might be required to progress and implement the scheme (e.g. traffic orders); and
7. The commencement of the Section 278 works be dependent upon full funding being first received from the developer.

**5.3 Leadenhall Street Pedestrian Crossing Improvements - 52-54 Lime Street (Scalpel) Section 278 Highway Change**

The Sub-Committee considered an issue report of the Director of Built Environment concerning the provision of a pedestrian crossing in Leadenhall Street and the Lime Street (Scalpel) development.

RESOLVED – that approval be given to:-

1. combining the Leadenhall Street Pedestrian Improvement Project and the 52-54 Lime Street Section 278 Highway Works to enable them to be progressed to Gateway4/5 as a single coherent package, with a revised total estimated cost of £218,108;
2. the progression of the combined project on the light track approval route with Gateway 5 sign-off delegated to the chief officer subject to no changes to the total cost, specification or programme; and
3. the approval of any changes to the total cost or specification being delegated to the Town Clerk in consultation with the Chairmen and Deputy Chairmen of the Projects and Streets & Walkways Sub-Committees.

**5.4 Middlesex Street Area Enhancement Phase 2 - Petticoat Lane Market Improvements and Public Realm**

The Sub-Committee considered a joint outline options appraisal report of the Director of Built Environment and the Director of Markets and Consumer Protection concerning improvements to the operation of Petticoat Lane Market and realm enhancements to the central section of Middlesex Street between Sandys Row and St Botolph Street.

RESOLVED – that the objectives set out in appendix 1 (the schedule objectives) of the report be approved and that:-

1. A budget of £1100k be approved to progress the project to Gateway 4; and
2. Officers be authorised to review the legal implications of the proposals, including examining any relevant bye, legislative requirements and highways and planning provisions.

## 5.5 **22 Bishopsgate**

The Sub-Committee considered an outline options appraisal report of the Director of Built Environment concerning works to improve the public realm areas and security in and around the 22 Bishopsgate development (formerly known as 'The Pinnacle').

Reference was made to servicing and consolidation measures and officers agreed to report back on this.

RESOLVED – that the objectives set out in appendix 2 (the schedule objectives) of the report be approved and that:-

1. A budget of £150k be approved to progress the project to Gateway 4; and
2. Officers be authorised, in conjunction with the Comptroller and City Solicitor, to progress and sign the s278 agreement with the developer.

## 5.6 **Aldgate Highway Changes and Public Realm Enhancement**

The Sub-Committee considered a progress report of the Director of Built Environment concerning Aldgate Highway Changes & Public Realm Enhancement project.

The Sub-Committee noted that sufficient S106 resources for the project had yet to be identified and that in the interim costs were being underwritten from the On Street Parking Reserve.

RESOLVED – that the report be noted.

## 5.7 **Aldgate (Portsoken) Pavilion**

The Sub-Committee considered a report of the City Surveyor highlighting a number of issues relating to the Aldgate Pavilion works.

RESOLVED – approval be given to the following

1. An increase of £318,926 in the Aldgate Pavilion project sum, comprising £267,702 for the Kier contract and £51,224 in fees and staff costs, making a revised total of £4,337,188. The additional cost to be met by savings in the Aldgate Highway Changes and Public Realm Enhancement Project;
2. An increase in the Kier contract sum of £410,487 for construction issues and mitigation measures, of which £267,702 was included within the above increase to the Pavilion budget and the remaining £142,785 contained within the existing budget for the main AHCPRE project;
3. Note the new key programme milestones; Pavilion opening in December 2017 with the remaining Aldgate Square (part of the Aldgate Highway



Changes & Public Realm Enhancement project) completing in March 2018; and

4. The realignment of works and fees budget to capture project costs accurately be noted.

#### **5.8 Freight and Servicing Supplementary Planning Document**

The Sub-Committee received a report of the Director of the Built Environment presenting the draft Freight and Servicing Supplementary Planning Document (SPD), and the associated Strategic Environmental Assessment (SEA) and Equality Analysis.

The SPD had been produced to provide additional guidance on the interpretation of policies in the City of London Local Plan in relation to freight and servicing movements. The SPD sets out potential measures for managing freight through minimising trips, matching freight demand to network capacity, and mitigating the impact of essential freight trips. RESOLVED – approval be given to the following

RESOLVED – That the draft SPD and SEA be approved for public consultation.

#### **5.9 Eastern Cluster Area Enhancement Strategy - Update**

The Sub-Committee received a report of the Director of the Built Environment which provided an update on the work carried out to date on the preparation of an area enhancement strategy for the public realm in the Eastern City Cluster (ECC).

Members noted that additional funding had been secured from Transport for London 2017-2018 LIP contribution (£100,000), and it was proposed to utilise a further £158,000 from the Section 106 Contribution from the Pinnacle development to complete the Strategy.

RESOLVED - That

1. The content of the update report and associated supporting information attached in appendix 1 and 2 be noted; and
2. Additional funding of £158,000 from the Section 106 contribution connected to the Pinnacle development to finalise the area strategy be approved.

#### **5.10 Highways Maintenance Contract: Tarmac purchase of JB Riney**

The Sub-Committee received a report of the Director of the Built Environment concerning Tarmac's purchase of JB Riney.

Members noted that representatives of Tarmac had made it clear that although Riney would be operating as part Tarmac's highways services arm, Riney

would continue to trade as usual, retaining the company name, management team, corporate identity and branding.

Officers reported that both companies were doing all they could to reassure the City that the contract would continue to its previous high delivery standards and the high quality services provided to the City of London would continue to be delivered.

The Chairman reported that he was due to be formally introduced to the Tarmac team that afternoon allowing him the opportunity to emphasise the importance of this contract continuing to operate to its previous high standards.

RESOLVED – That the report be noted.

**6. TUDOR STREET**

The Sub-Committee received a verbal update on the Tudor Street mitigation measures.

Officers reported that there had been no meaningful progress since the last update and while there was one viable option, this would be expensive and TfL would be likely to require a contribution towards it.

A member questioned what the real issue was at Tudor Street and how much officer time had been spent trying to resolve issues that appeared only to be driven by the Temple and not other stakeholders.

Officers advised that a full report was being drafted for a number of committees which would include this detail.

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

There were no items of urgent business.

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

Bollards/Bakers Hall Court

A Member asked if skinny bollards could be installed in order to stop delivery vehicles mounting pavements.

Yellow Bikes

A Member asked what could be done about the number of yellow bikes being dumped around the City.

Members advised that a number of bikes schemes had been opening around the City which were like 'Uber' for bikes instead of taxis. A report was being prepared for a number of Committees in relation to the problem but essentially any bikes dumped illegally could be removed.

**9. EXCLUSION OF THE PUBLIC**

RESOLVED – That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items on the grounds

that they involve the likely disclosure of exempt information as defined in Part 1 of Schedule 12A of the local government Act.

10. **NON-PUBLIC MINUTES**

That the non-public minutes of 20 June be agreed as a correct record.

11. **LONDON WALL PLACE S278 - ADDITIONAL SECURITY MEASURES**

The Sub-Committee considered and agreed an issue report of the Director of Built Environment concerning the provision of additional security measures at the London Wall Place.

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

The non-public questions were noted.

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

With the prior approval of the Chairman, officers provided an update on the increased security measures being introduced in the City of London.

**The meeting closed at 12.50 pm**

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Chairman

**Contact Officer: Amanda Thompson**  
**tel. no.: 020 7332 3414**  
**amanda.thompson@cityoflondon.gov.uk**

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Outstanding References - Streets and Walkways Sub Committee

				<p>base showed 12 Trinity Square as the address. Whereas I understand that your flat is part of 15 Trinity Square.</p> <p>You received the consultation letter and plan in an e-mail, as a ward member (on the 11 July) and also through distribution to the Trinity Square Area Stakeholder Group (on 12 July).</p> <p>No comment was received from that consultation.</p> <p>The formal traffic order consultation took place in March 2017. Notices were placed on street and some these were placed adjacent to the doorways that provide entrance to your block of flats.</p> <p>Again, no comment was received to the formal consultation.</p>
<b>22 Bishopsgate 24 July 2017</b>	The Sub-Committee considered an outline options appraisal report of the Director of Built Environment concerning works to improve the public realm areas and security in and around the 22 Bishopsgate development (formerly known as 'The Pinnacle').	Director of the Built Environment		Reference was made to servicing and consolidation measures and officers agreed to report back on this.

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<b>Committee(s)</b>	<b>Dated:</b>
Streets & Walkways Sub – For decision	05/09/2017
Planning & Transportation – For decision	03/10/2017
Court of Common Council – For decision	12/10/2017
<b>Subject:</b> Tudor Street/New Bridge Street – Alternative layout Update	<b>Public</b>
<b>Report of:</b> Carolyn Dwyer, Director of the Built Environment	<b>For Decision</b>
<b>Report author:</b> Sam Lee	

## Summary

The City Corporation agreed to accept and support Transport for London's (TfL's) proposal for Cycle Super Highways (CSH) within the City at its Policy and Resources Committee meeting on the 19 February 2015. TfL later set out proposals in relation to the design detail of how the North/South CSH would impact on local streets, including the Tudor Street/New Bridge Street junction. These were agreed by the Streets and Walkways Sub-Committee (S&W) on the 22 February 2016, having first deferred the decision to facilitate further local consultation. Thereafter, TfL proceeded to implement their scheme with immediate effect.

In March 2016, the S&W decision was 'called-in' and was considered by the Court of Common Council (CoCo) at its meeting of 21 April 2016 when the S&W decision was overturned. Despite this TfL proceeded to deliver their CSH scheme at Tudor Street through a Works Permit issued in late 2015, and an Experimental Order which the City was unable to prevent as this Order related to construction and movement on New Bridge Street for which TfL are the Highway Authority. The impact of this Experimental Order on Tudor Street was that vehicles were prevented entering from New Bridge Street. The pre-existing restriction limiting Tudor Street egress to left turning vehicles only was retained.

Officers were consequently instructed to work with TfL, the Temples and their transport consultant to establish if a more effective scheme could be developed.

At its meeting on 12 January 2017, the Chairman of the Planning and Transportation Committee advised CoCo that TfL had agreed to work with the City to progress an alternative Tudor Street/New Bridge Street Junction layout and that a scheme had been agreed in principle by TfL which would improve egress by introducing the option of a right turn. The CoCo was consequently recommended, and approval was given to:

- the alternative layout, with officers instructed to continue to work with TfL to progress this;
- a total estimated cost of £195,000, of which £175,000 would be a contribution towards TfL's costs in delivering the alternative layout; and
- the delivery of the mitigation measures (subject to the resolution of any objections arising from the statutory public consultation).

CoCo were advised that the alternative layout was subject to detailed design including safety assessments and traffic modelling. Ultimately the approved layout proved to be undeliverable for TfL on safety grounds.

TfL were committed to developing an alternative layout that would deliver the same benefits as the layout agreed by CoCo. They have, therefore, been working closely with City officers and the consultant engaged by the Temples (Vectos) to establish a viable scheme. A number of different layouts have now been considered in some detail but it is TfL's view that only one of these appear acceptable. Other layouts have been discounted as TfL consider they would result in increased road danger or excessive congestion. The preferred draft layout is shown in Appendix 1.

This report seeks agreement for officers to work with TfL to confirm whether this new alternative layout is viable through detailed design and modelling but also draws to Members' attention that if it is found to be so, then the cost would be in excess of £2.3M for which funding has not currently been identified.

TfL advise that subject to final design and modelling demonstrating that the new layout is viable, funding being identified and the scheme being supported by consultation, then it could potentially be implemented from late 2018.

### **Recommendation(s)**

Members are asked to:

- Agree that officers continue to work with TfL and representatives of the Temples to establish the viability of the new layout ( see Appendix 1) through detailed design, and traffic modelling, and
- Endorse officers to investigate possible funding options for the scheme.

### **Main Report**

#### **Background**

1. In response to the number of cyclists killed or seriously injured on London's streets the Mayor of London announced his intention to build a Cycle Super Highway (CSH) network physically separating cyclists from other traffic. His proposals included an East/West and North/South CSH which would both travel through the City.
2. On the 19 February 2015 the City Corporation's Policy and Resources Committee agreed to accept and support the Mayor's initiative.

3. The North/South route was designed to run on the west side of New Bridge Street and consequently impacted on side roads including Tudor Street which it proposed to close to motor vehicles for both access and egress onto New Bridge Street.
4. At its meeting of the 22 February 2016 the Streets and Walkways Committee agreed to make an Experimental Traffic Order to enable TfL's delivery of their proposals. In particular this included preventing access and egress from Tudor Street to New Bridge Street for all vehicles other than cyclists.
5. Immediately on receipt of the decision TfL began implementation of their scheme.
6. In March the S&W decision was 'called in' and on the 21 April the Court of Common Council decided not to support the S&W decision and it was overturned. Despite this TfL proceeded with their CSH by moving from a permanent to an experimental Traffic Order meaning that pre-implementation consultation was not necessary. Whilst they could not now completely close Tudor Street they were able to prohibit vehicles on New Bridge Street turning into Tudor Street. This in turn facilitated the build of the CSH at the junction.
7. TfL were able to implement their Experimental Order as they, and not the City, are the Highway Authority for New Bridge Street, and that they already had a Works Permit issued to them in late 2015
8. There followed a meeting chaired by the Chairman of the Planning and Transportation Committee between local ward Members, TfL and local stakeholders at which TfL undertook to investigate whether the Tudor Street/New Bridge Street junction could be improved in terms of safety and access/egress. This led to officers and TfL, along with traffic consultants, Vectos (engaged by the Temples), investigating a revised design.
9. On 12 January 2017, the Chairman of the Planning and Transportation Committee advised CoCo that TfL had agreed to work with the City to progress an alternative Tudor Street/New Bridge Street Junction layout and that a scheme had been agreed in principle subject to detailed design and traffic modelling by TfL which would improve egress by introducing the option of a right turn. The CoCo was subsequently recommended to, and approval was given to:
  - the alternative layout, with officers instructed to continue to work with TfL to progress this;
  - a total estimated cost of £195,000, of which £175,000 would be a contribution towards TfL's costs in delivering the alternative layout; and
  - the delivery of the mitigation measures (subject to the resolution of any objections arising from the statutory public consultation).
10. CoCo were advised that the alternative layout was subject to detailed design including safety assessments and traffic modelling.
11. Later that month it became apparent that this layout was not deliverable as it introduced additional road danger. Officers, Vectos and TfL then engaged on

further discussions to design a new layout that would still deliver the benefits of the layout approved by CoCo. Some 8 layouts were explored however all but one were considered unsuitable by TfL, largely on the grounds of increased road danger.

### **Current Position**

12. There is now only one layout (see Appendix 1) that TfL is prepared to develop and take forward to detailed design and traffic modelling. Vectos and City officers have been involved in the early evaluation and subject to TfL's final tests, consider that this new layout appears to be viable. The scheme includes:
  - a. Signalising the Tudor Street/New Bridge Street junction to enable traffic to exit left and right out of Tudor Street;
  - b. A new pedestrian crossing across Tudor Street. Relocating the existing crossing on New Bridge Street by Bridewell Place further south;
  - c. Closing Bridewell Place to motor vehicles at New Bridge Street but incorporating access and egress for pedals cyclists. Moving northbound access for motor vehicles into the area to the Tudor Street junction;
  - d. Removing the bus stop currently located on New Bridge Street, south of Tudor Street and replacing it with two new stops, one located opposite Bridewell Place and the other, on the north side of Blackfriars Bridge;
  - e. Additional waiting and loading restrictions in Tudor Street to ensure the junction does not get obstructed;
  - f. Additional loading bay(s) along New Bridge Street;
  - g. Re-instating the original parking bays and a relaxation of the waiting and loading restrictions in Bridewell Place.
13. To confirm scheme viability, TfL now must take the layout through their formal assessment processes including detailed design and modelling work. It is expected this should be completed and an answer known by early 2018.
14. TfL advise that this new layout will cost in the order of £2.3m. Funding has not been identified.
15. In the event that TfL consider this scheme viable it should be noted that it would still have to be subject to a statutory consultation process before it could be finally approved.
16. Assuming the detailed design and modelling shows that the new scheme is viable, funding is identified and the scheme is supported through the consultation processes, TfL have advised that it could potentially be implemented from late 2018.

### **Corporate & Strategic Implications**

17. No safety audit has been carried out for this new layout. It is therefore not possible, at this stage, to predict whether it would contribute towards the City's road danger reduction targets.

## **Implications**

18. Under section 122 of the Road Traffic Regulation Act 1984 (RTRA), the City as highways authority for the City's roads must exercise its powers under the RTRA so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-

- the desirability of securing and maintaining reasonable access to premises;
- the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity;
- the national air quality strategy;
- facilitating the passage of public service vehicles and securing the safety and convenience of their passengers;
- any other matters appearing to the City to be relevant.

19. It should be noted that Transport for London is the strategic Highway Authority for New Bridge Street and that this is a TfL project albeit one encouraged and supported by the City. The new alternative layout is therefore wholly reliant on their support and their various approval processes. They will need to exercise their powers in relation to changes on their network and consider any objections or representations as part of that process.

20. The City would need to exercise its powers under S.6 and S.45 of the RTRA to introduce the waiting and loading restrictions, changes to parking bays and traffic movements within our streets (including the closure of Bridewell Place) necessary to support and facilitate the introduction of the new layout. As part of this, statutory public consultation will be carried out and any outstanding material objections with respect to the City's streets would be reported back to Committee for resolution.

## **Appendices**

- Appendix 1 – Draft new layout

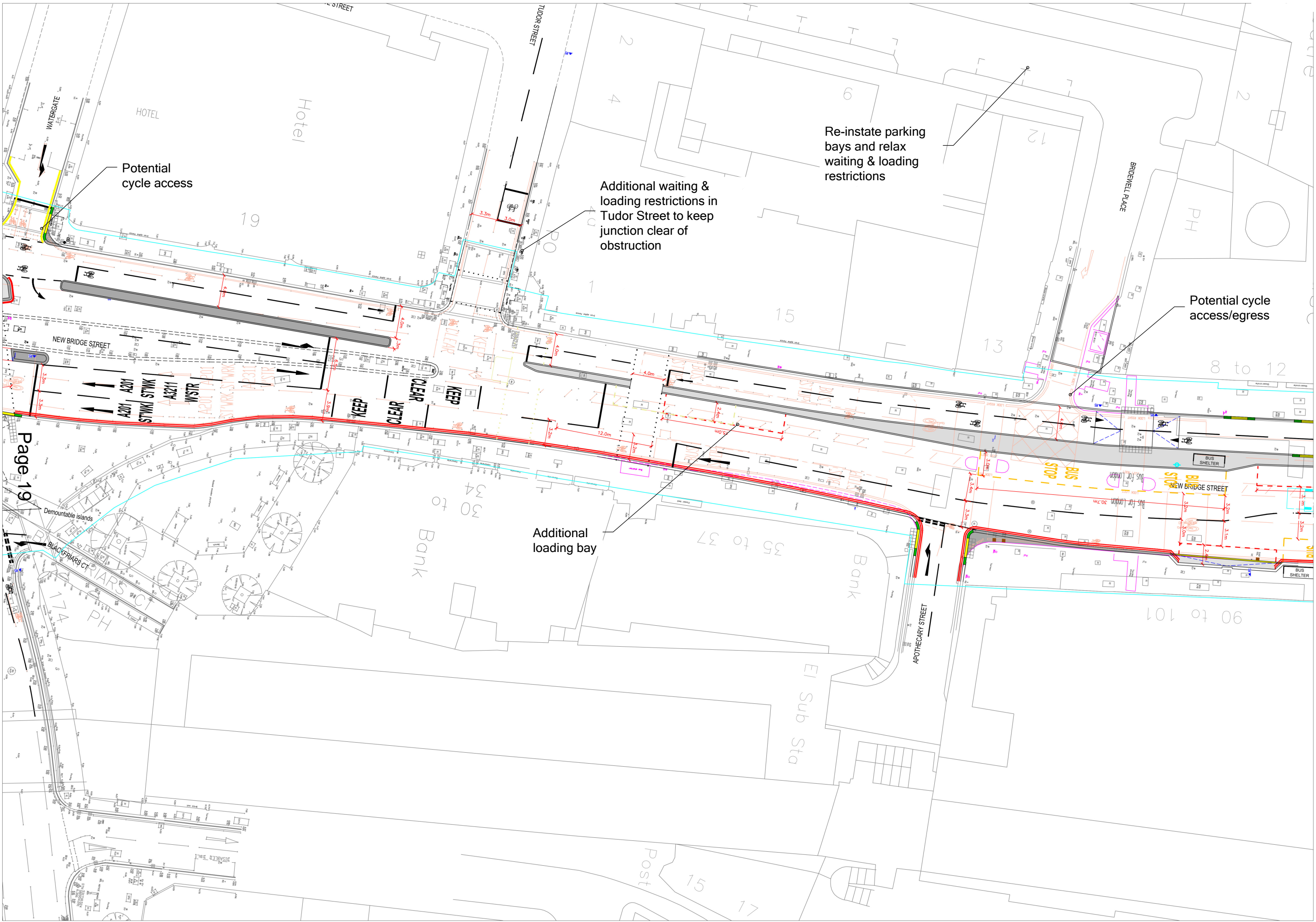
### **Sam Lee**

Group Manager, Department of the Built Environment

T: 020 7332 1921

E: [citytransportation@cityoflondon.gov.uk](mailto:citytransportation@cityoflondon.gov.uk)

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Potential cycle access

Additional waiting & loading restrictions in Tudor Street to keep junction clear of obstruction

Re-instate parking bays and relax waiting & loading restrictions

Potential cycle access/egress

Additional loading bay

Page 19

APPENDIX 1

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<b>Committees:</b>		<b>Dates:</b>
Corporate Projects Board Projects Sub Committee Streets and Walkway Sub Committee		28 June 2017 18 July 2017 24 July 2017
<b>Subject:</b> Crown Place S278	<b>Gateway 1&amp;2 Project Proposal</b> Light	<b>Public</b>
<b>Report of:</b> Director of the Built Environment <b>Report Author:</b> Roland Jordaan		<b>For Decision</b>

## Recommendations

**It is recommended that Members of the Corporate Projects Board and Projects Sub Committee:**

- approve the initiation of a project as detailed in the main body of the report;

**It is recommended that Members of the Streets and Walkways Sub Committee:**

- authorise the City's entry into a Section 8 Agreement with the London Borough of Hackney as detailed in section 25 of this report; and
- authorise the City and the Developer to enter into a Section 278 Agreement as detailed in section 25 of this report.

<b>1. Approval track and next Gateway</b>	<b>Approval track:</b> 3. Light <b>Next Gateway:</b> Gateway 5 - Authority to Start Work (Light)			
<b>2. Resource requirements to reach next Gateway</b>	The project cost is estimated to be in the region of £350,000.			
	<b>Item</b>	<b>Reason</b>	<b>Funds/ Source of Funding</b>	<b>Cost (£)</b>
	Staff time and Fees	Project Management, detail design of current proposal and completing all necessary legal agreements	Developer	£40,000
	Budgetary requirement – £40,000 This represents approximately 11% of the possible project costs. Transportation & Public Realm staff allocation - £10,000 (This			

	<p>allocation seeks to recoup about 110 hours' worth of officer staff costs associated with initial project planning, negotiating the terms of the legal agreements, facilitating the detail design discussions, securing the necessary approvals key stakeholders and project management.</p> <p>Highways staff allocation - £20,000 (This allocation seeks to recoup about 220 hours' worth of officer staff costs associated with evaluation and detail design, including street lighting and drainage, securing the necessary design approvals from TfL, London Borough of Hackney and the Developer, works costing and preparation of a construction package.</p> <p>Professional fees allocation - £10,000 (This will cover the procurement of technical assessment, including any surveys and utility enquiries)</p> <p>These figures are based on similar past projects and are fully externally funded through the Crown Place Section 278 agreement. Any increase in the above £40,000 allocation will be fully met by the developer as per the terms of the Section 278 agreement. Any remaining monies will be put towards the Implementation stage. The allocation of resources is subject to advance receipt of all funds.</p>
<p><b>3. Next steps</b></p>	<ul style="list-style-type: none"> <li>• Secure developer funds to detail the current design.</li> <li>• Sign a Section 8 Agreement with London Borough of Hackney to enable the City to carry out works on their highway.</li> <li>• Sign Section 278 Agreement with the Developer</li> </ul>

### Project Summary

<p><b>4. Context</b></p>	<p>Crown Place is a development that sits within the <b>London Borough of Hackney</b>.</p> <p>In 2015 the London Borough of Hackney granted conditional planning permission for the demolition of 17-19 Sun Street, 1-17 Crown Place and 8-16 Earl Street (excluding front facade) and construction within the eastern part of the site of a part 6, part 10 storey podium building with two towers of 29 and 33 storeys (the Development). The new building provides a flexible mixture of hotel, office, retail and residential floorspace and includes the refurbishment of 5-15 Sun Street and refurbishment and extension of 54 Wilson Street. <b>See Appendix 1</b></p> <p>Part of the Development fronts onto Sun Street, with the City/Hackney borough boundary running along its centreline. The London Borough of Hackney is the local highway authority for the northern half of Sun Street and the City is the local highway authority for the southern half. However, the City exercises various highway functions in respect of the full width</p>
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	<p>of Sun Street, pursuant to a borough boundary agreement between the City and the London Borough of Hackney, dated 28 May 2008. <b>See Appendix 2.</b></p> <p>In 2013 the City and the London Borough of Hackney agreed an 'in-principle' design for the Section 278 highway improvements associated with the 5 Broadgate development (located within the City), which included Sun Street. With the knowledge that the Crown Place Development was coming forward for planning approval, a section of the proposed highway improvement work fronting the development was not implemented as part of the Broadgate works. <b>See Appendix 3.</b></p> <p>The Developer is under obligation to the London Borough of Hackney via a Section 106 agreement dated 2 December 2015, to enter into a Section 278 agreement with the City for the delivery of the highway improvement works along Sun Street.</p>
<b>5. Brief description of project</b>	<p>The project will involve enabling works to accommodate the building on the public highway network.</p> <p>It is currently envisaged that the works are likely to involve level changes to areas of public highway including widening of footways, street lighting, drainage, relocation of street furniture, upgrades to footway materials, inset loading bays, formalise existing TfL cycle hire site into the raised footway and soft landscaping. However, the current design proposal will need to be reviewed with a view to accommodating the development. Early engagement with the developer's design team suggests little will change from that proposed at Streets and Walkway Sub Committee, dated 18 November 2013.</p> <p>The City will detail the final design proposal which will require agreement from the London Borough of Hackney.</p>
<b>6. Consequences if project not approved</b>	<ul style="list-style-type: none"> <li>• There will be no mechanism through which the highway changes required to accommodate the new building can be delivered.</li> <li>• The City may need to fund some of the highway works made necessary by the development.</li> <li>• The City may need to fund any increases in maintenance liability costs made necessary by the development.</li> </ul>
<b>7. SMART Objectives</b>	<ul style="list-style-type: none"> <li>• deliver a high quality public realm in the vicinity of the development</li> <li>• deliver a scheme that benefits all users of the public highway</li> </ul>
<b>8. Success criteria</b>	<ul style="list-style-type: none"> <li>• Meeting the needs of the developer.</li> <li>• Meeting the City's and the London Borough of Hackney's requirements: appearance, function and cost (funded by the developer).</li> <li>• Implementing a scheme which benefits the public by</li> </ul>

	<p>providing a more pleasant environment for people through widened footways and an enhanced street scape.</p> <ul style="list-style-type: none"> <li>• Delivery of the works to a timetable that is set by the occupation date of the tenant.</li> </ul>
<b>9. Key Benefits</b>	Providing an enhanced environment for all street users.
<b>10. Notable exclusions</b>	None
<b>11. Governance arrangements</b>	<p><b>Spending Committee:</b> Streets and Walkways Sub-Committee</p> <p><b>Senior Responsible Officer:</b> Leah Coburn</p> <p><b>Project Board:</b> No</p>

### Prioritisation

<b>12. Link to Strategic Aims</b>	1. To support and promote The City as the world leader in international finance and business services
<b>13. Links to existing strategies, programmes and projects</b>	The building is located on Sun Street and any highway improvement proposals need to take account of the recently implemented S278 highways improvements associated with the 5 Broadgate development.
<b>14. Project category</b>	4a. Fully reimbursable
<b>15. Project priority</b>	B. Advisable

### Options Appraisal

<b>16. Overview of options</b>	<p>The only viable option is the one being presented at Appendix 3, as approved by Streets and Walkway Sub Committee on 18 November 2013, as part of the 5 Broadgate Section 278 and Section 106 project proposals. This option forms part of a wider package of measures and is the result of extensive traffic and pedestrian surveys and analysis which included Sun Street. This option is also the preferred option approved by the London Borough of Hackney.</p> <p>The proposed option includes enhancement of footways including level changes where required to accommodate the development into the public highway network, provision of inset loading bays, raising the existing TfL Cycle hire site to footway level and soft landscaping proposals along the Sun Street frontage. The choice of kerbs and paving will follow the City's material palette, whilst aiming to compliment the recently implemented highway improvement works along Sun Street.</p>
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## Project Planning

<b>17. Programme and key dates</b>	<p><b>Overall programme:</b> completion in time for the building's occupation, practical completion, in 2019.</p> <p><b>Key dates:</b></p> <p>1) The City and the London Borough of Hackney enter into a S8 Agreement (by Q3 2017)</p> <p>2) The Developer is required to enter into a S278 agreement with the City before commencing above ground works, currently scheduled for Q2, 2018.</p> <p><b>Other works dates to coordinate:</b> none</p>
<b>18. Risk implications</b>	<p><b>Overall project risk:</b> Green</p> <p>The most notable risks are of low impact and are:</p> <ol style="list-style-type: none"> <li>1. A project is to be initiated during Summer 2017 in order to meet key programmed dates.</li> </ol>
<b>19. Stakeholders and consultees</b>	<p>Key stakeholders are:</p> <ul style="list-style-type: none"> <li>- Developer of Crown Place (and their agents)</li> <li>- London Borough of Hackney</li> <li>- Owners / occupiers of adjacent buildings</li> <li>- Transport for London</li> <li>- Ward Members</li> </ul>

## Resource Implications

<b>20. Total estimated cost</b>	<p><b>Likely cost range:</b></p> <p>£250k to £500k</p>			
<b>21.</b>	<b>Item</b>	<b>Reason</b>	<b>Cost (£)</b>	<b>Funding Source</b>
	Staff time	Manage project, evaluation and design	£30,000	Developer
	Fees	Topographical and radar surveys, site investigations, NRSWA enquiries, Other surveys.	£10,000	Developer
<b>22. On-going revenue implications</b>	<p>None anticipated at this time. In the event that there are any other revenue implications, these will be included in the S278 agreement with the developer.</p>			

<b>23. Investment appraisal</b>	N/A
<b>24. Procurement strategy/Route to Market</b>	Any works to public highway will be undertaken by the City's highways term contractor. JB Riney was chosen as the term contractor through a competitive tender process and represent good value for money. The City's procurement strategy will be adhered to.
<b>25. Legal implications</b>	<p>1) The London Borough of Hackney will enter into an agreement with the City under Section 8 of the Highways Act 1980 in order that the City, in addition to those powers and functions already delegated to it in the Boundary Agreement referred to above, is able to enter into a Section 278 Agreement direct with the Developer and carry out the improvements on the section of Sun Street within the vicinity of the Development.</p> <p>2) The City will enter into an agreement with the Developer under Section 278 of the Highways Act 1980.</p>
<b>26. Corporate property implications</b>	None
<b>27. Traffic implications</b>	<p>1) Any requirement to change existing traffic regulation orders on Sun Street will be subject to agreement with the London Borough of Hackney and subject to the necessary statutory consultations.</p> <p>2) It is likely that some footway and lane closures will be needed whilst various elements of the works are underway. The project will aim to limit the duration of these closures and where possible, facilitate cyclist and pedestrian movement at all times.</p>
<b>28. Sustainability and energy implications</b>	<p><b>Environment sustainability:</b> It is anticipated that all materials will be sustainably sourced where possible and be suitably durable for the design life of the asset.</p> <p><b>Financial sustainability:</b> As the developer is paying for the scheme it is financially sustainable for the City.</p>
<b>29. IS implications</b>	None
<b>30. Equality Impact Assessment</b>	An equality impact assessment will be undertaken

## **Appendices**

<b>Appendix 1</b>	Site location and Elevation
<b>Appendix 2</b>	Borough Boundary Plan
<b>Appendix 3</b>	Proposed S278 Works

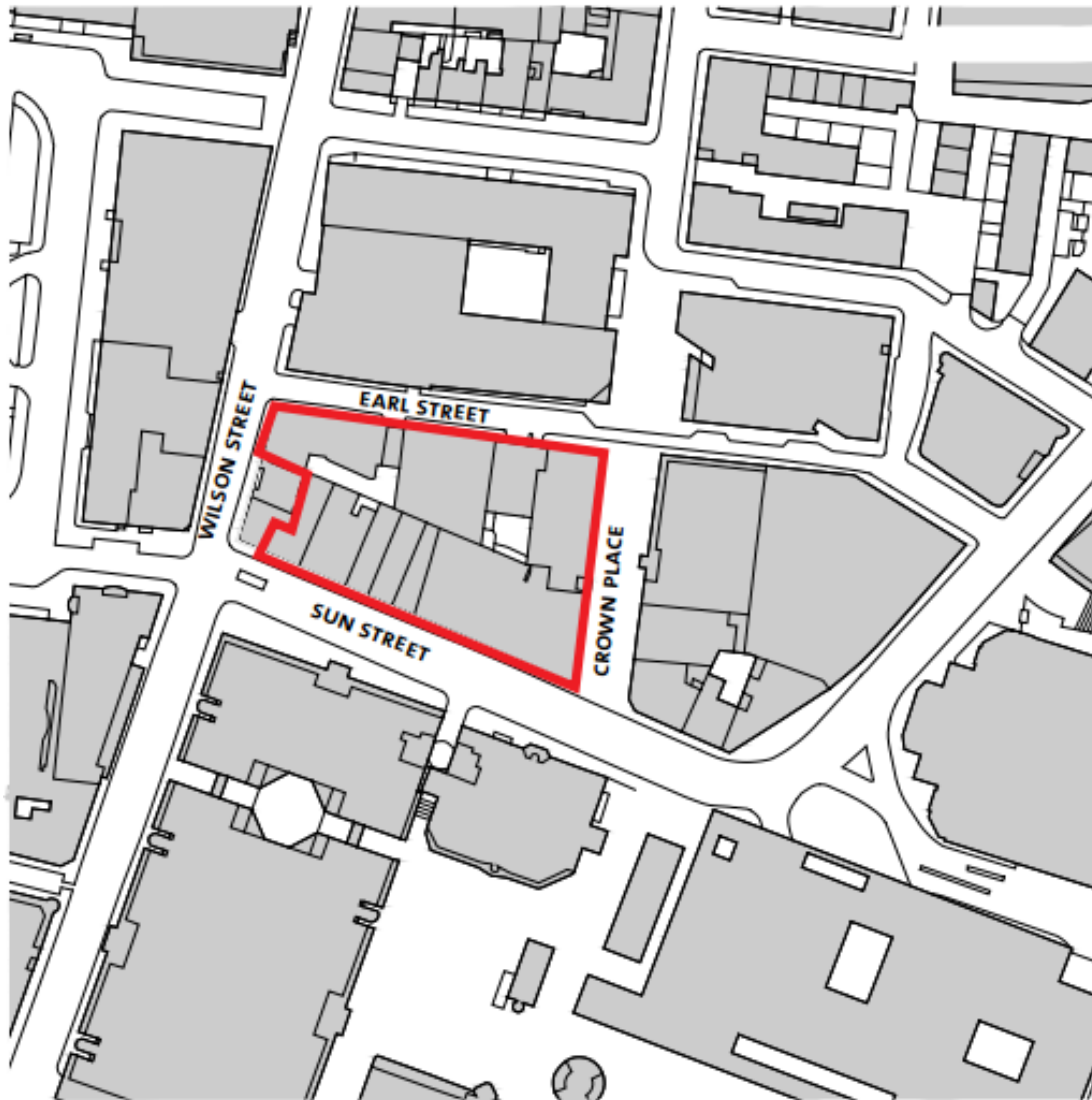
## **Contact**

<b>Report Author</b>	Roland Jordaan
<b>Email Address</b>	<a href="mailto:roland.jordaan@cityoflondon.gov.uk">roland.jordaan@cityoflondon.gov.uk</a>
<b>Telephone Number</b>	020 7332 1723

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# Appendix 1



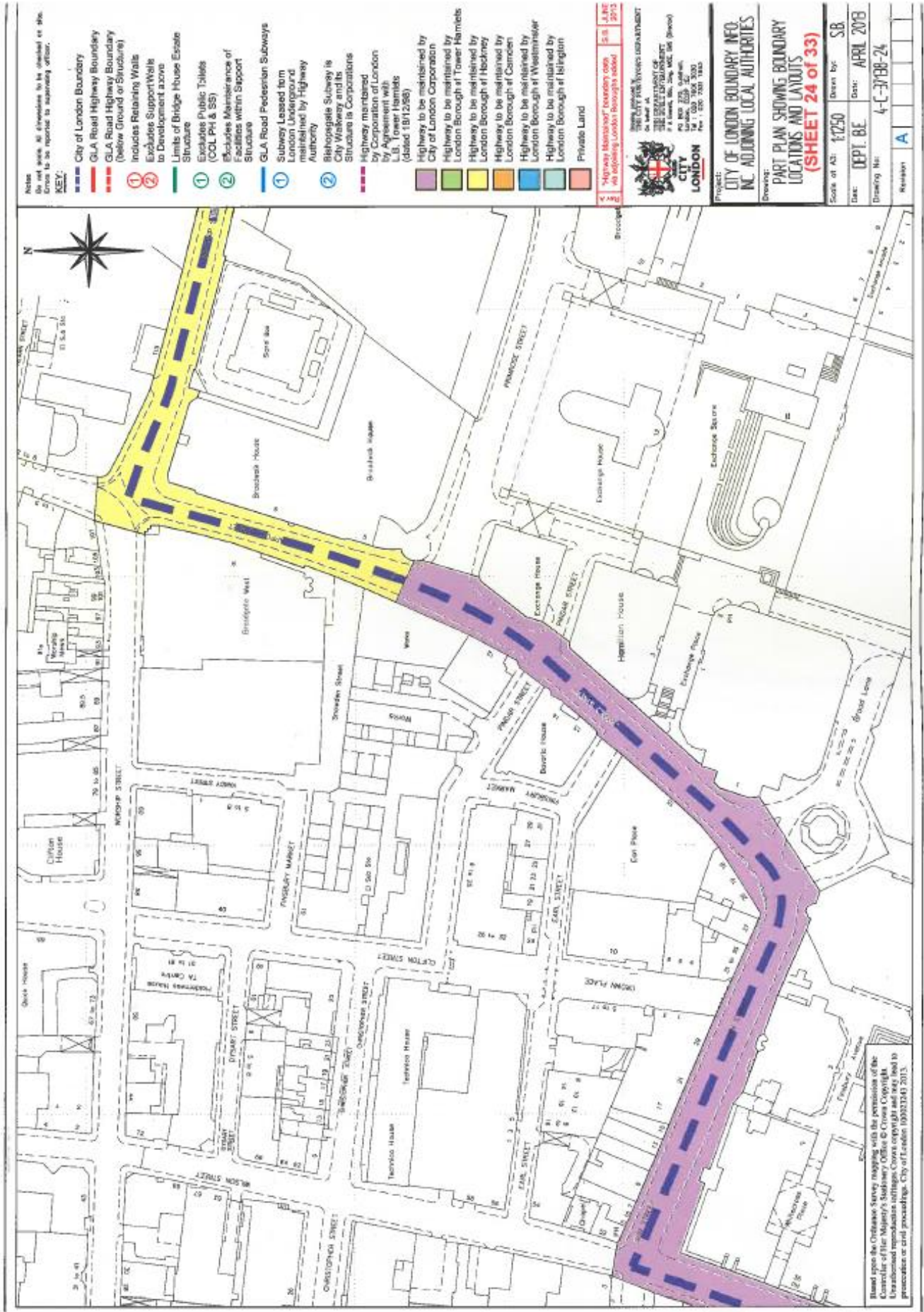
SITE PLAN IDENTIFYING EXTENT OF DEVELOPMENT SITE



Sun Street Elevation  
Page 29

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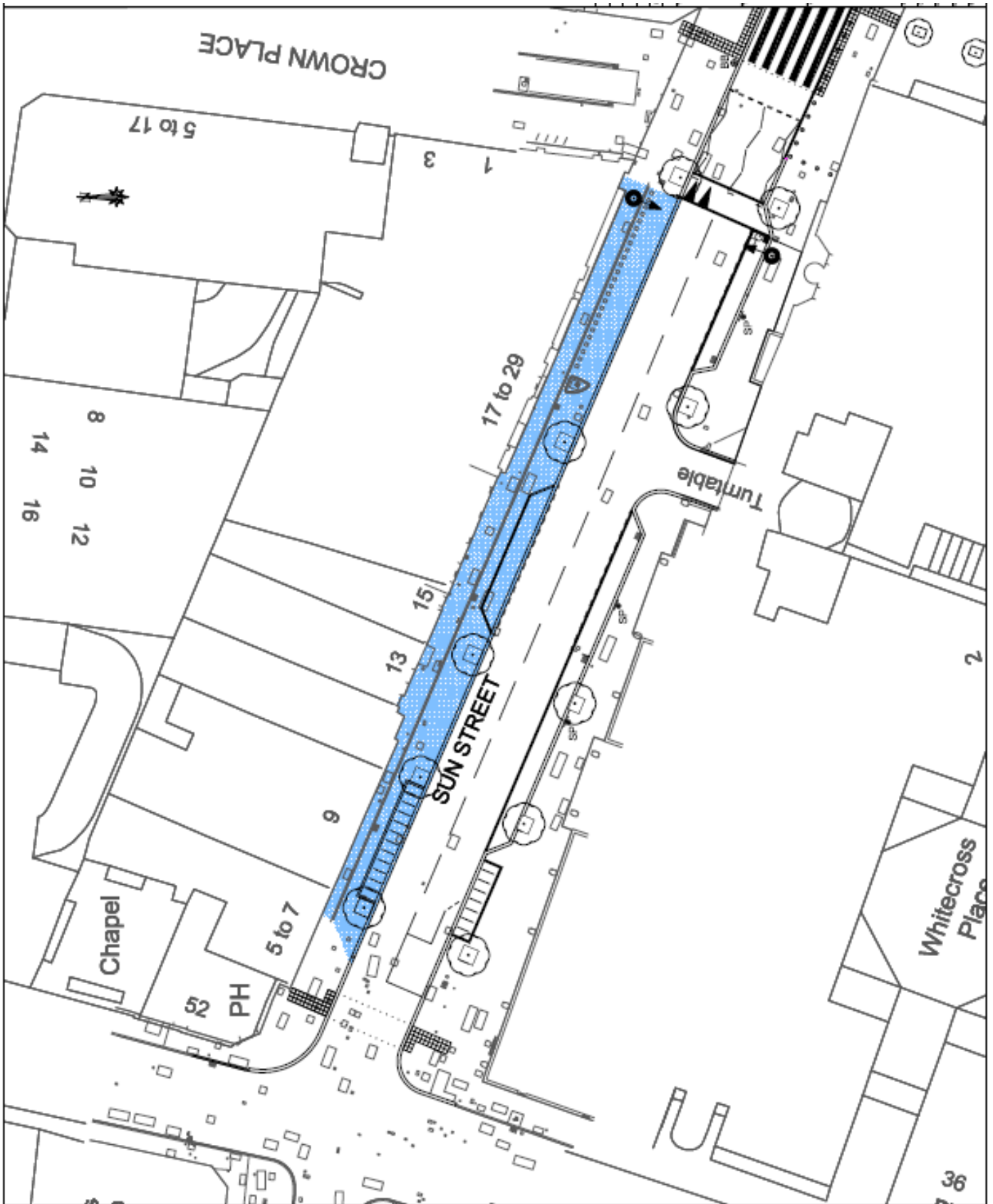
# Appendix 2



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Appendix 3



 - Area of proposed S278 Works

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<b>Committees:</b>	<b>Dates:</b>	
Streets and Walkways Sub-Committee	05/09/2017	
Projects Sub-Committee	07/09/2017	
Resource Allocation Sub-committee	19/10/2017	
<b>Subject:</b> Bank Junction Improvements: Experimental Safety Scheme	<b>Issue Report:</b>  <b>Regular</b>	<b>Public</b>
<b>Report of:</b> Director of the Built Environment <b>Report Author:</b> Gillian Howard	<b>For Decision</b>	
<b><u>Summary</u></b>		
<ul style="list-style-type: none"> <li>• Last Gateway approved: Gateway 4/5 December 2016</li> <li>• Progress to date including resources expended: The experimental scheme was implemented on the 22 May 2017, public consultation is open until the 24 November 2017.</li> </ul> <p>The total approved budget is £1,179,100; of which £1,159,901 is funded. To date £905,377 has been spent.</p> <p>There is a short update on progress of the experiment in Appendix 3 regarding vehicular numbers, compliance and operational matters.</p> <ul style="list-style-type: none"> <li>• Summary of issue At the Gateway 4/5 report, staff expenditure had been estimated to cover resourcing through the experimental period. However the level of interest in the experiment has been significantly higher than originally anticipated. Additional resources were required at the beginning of the calendar year to cover the increased level of interest from external parties in the scheme, additional briefings, meetings and correspondence. Whilst the decision to proceed with the experiment had been taken, officer time was consumed reiterating the decision and explaining the reasoning behind it to interested third parties. The approach taken to implement the experiment in the first few weeks and to be responsive to any changes that were needed also required more staff hours than originally estimated in November 2016. As a consequence, the staff expenditure is significantly higher at this stage of the project than expected.</li> </ul> <p>There is also a significant expectation that comprehensive traffic counts and survey work will be undertaken as part of the monitoring work to show the impact in the surrounding area and whether the scheme is operating in a similar way to the traffic modelling forecast.</p> <p>Therefore to undertake all of the survey work that would be beneficial for monitoring the experiment, and provide the level of staff resource necessary to reach the conclusion of this experiment; a further increase of the overall allocation of £208,306</p>		

is sought.

• Proposed way forward

Seek Members approval to draw a further £208,306 From the On-Street Parking Surplus account, subject to the recommendation of the Officer Priorities Board, to cover the anticipated increased staff cost and monitoring fees. The total estimated Project cost is now £1,368,207. The additional funding will be offset by the expected revenue generated by Penalty Charge Notices for contravening the experimental order.

**Recommendations**

Streets and Walkways and Projects Sub Committee

1. Approve the revised estimated project cost of £1,355,403 for the Bank junction experimental scheme (as set out in appendix 1).

Resource Allocation Sub Committee

2. Approve the allocation of £208,306 from the On Street Parking Reserve account to the Bank junction experimental scheme

**Main Report**

<p><b>1. Issue description</b></p>	<ol style="list-style-type: none"><li>1. Staff hours have been significantly higher than originally anticipated at this stage of the project.<ol style="list-style-type: none"><li>a. The enforcement solution was more onerous to tender and commission than envisaged;</li><li>b. There was an increase in the number of staff hours required to manage the media, stakeholder and freedom of information requests following the decision in December 2016 to proceed with the experiment;</li><li>c. More hours to agree the final monitoring strategy with TfL than estimated; and</li><li>d. The 'going live' period was more intensely staffed for the first couple of weeks to ensure a smooth transition and to be reactive over the 12 hour period of the operational hours of the experiment.</li></ol></li><li>2. In the gateway 4/5 report in December, a total of £121,052 of S106 deposits had been identified to be utilised by the project. It transpired after Committee that an error had been made and £20,000 of those funds had already been allocated. The staff cost budget was therefore reduced to reflect the funds available, £1,159,901.</li><li>3. Overall to the end of Q1 (end of June 2017) it is</li></ol>
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	<p>anticipated that the project would have expended £489,287 of the available £514,601 staff budget. The remaining £25,304 for staff costs will not be sufficient to see the experimental period through to its conclusion. This report seeks additional funds to cover the anticipated expenditure in this area. It is anticipated that the staff budget allocation, will require a further £267,397. Some of this this cost can be accommodated within the overall project budget following some adjustment.</p> <ol style="list-style-type: none"> <li>4. It is assumed that the level of interest in the experiment from Members and external stakeholders is sustained and frequent updates are desired. Whilst agreement has been made to report back formally to Committee in December 2017 on the progress of the monitoring work, it is anticipated that there will be other less formal updates expected in between the formal committee papers.</li> <li>5. The public consultation is underway, with 628 responses to the online questionnaire to date (16-08-17). A big push to encourage a wide response from the community will be undertaken in September and October. Consultation is planned to close 24 November 2017 and will require a number of officer hours to review the responses and form a public consultation report of the findings. There is also the significant amount of monitoring work that is being undertaken which requires reviewing and summarising in order for Officers to report back to Members and other stakeholders on progress.</li> <li>6. The continued level of stakeholder engagement and ongoing review of the arrangements is considered consistent with the City's duties as traffic authority regarding the efficient use of the road network, avoiding congestion and disruption (S. 16 Traffic Management Act 2004), and securing the expeditious, safe and convenient movement of traffic (S. 122 RTRA 1984).</li> <li>7. It has also become clearer that the level of scrutiny that this experiment is under, that more traffic surveys for monitoring and comparison will be required than originally envisaged at the previous gateway.</li> </ol>
<p><b>2. Last approved limit</b></p>	<p>£1,179,100 was approved at 4/5 December 2016, £1,159,101 of which is currently funded.</p>
<p><b>3. Options</b></p>	<ol style="list-style-type: none"> <li>1. Originally £288,000 was allocated to the Works line of the budget at the gateway 4/5 in December 2016. Of this £28,000 was allocated for traffic signal alterations to the</li> </ol>

	<p>physical traffic light structure as part of the experiment. In the end there were no physical changes necessary as we were able to design them all out. TfL gave their time in kind in implementing the signal timing changes and monitoring of them. It is proposed to utilise this £28,000 funding for staff costs.</p> <ol style="list-style-type: none"> <li data-bbox="587 454 1482 965">2. The remaining £260,000 of the works budget was for City of London to implement the physical works. To date £119,125 has been expended. There are still works taking place at the time of writing this report as the project is trialling how to improve the visibility of the enforceable signs to help improve compliance levels further. At the time of writing, compliance against the previous traffic levels is now around 90%. Improvements to the carriageway/'gateway' markings are also being considered. However these alterations are not estimated to utilise all of the remaining budget. It is proposed to reduce the works budget to an allocated total of £167,625 and move the remaining funds to the staff costs line (£120,375).</li> <li data-bbox="587 1003 1482 1149">3. By moving the money from the works budget, to cover the anticipated shortfall in staff costs, it may require further funds to be sought at a later date should necessary works be highlighted which have not yet been identified.</li> <li data-bbox="587 1187 1482 1406">4. For the remaining funding gap of £208,306, it is proposed to draw down additional funds from the On Street Parking Reserve. This cost will be covered by the revenue generated from the penalty charge notices from enforcing the experiment. This sum also includes the £20,000 from the S106 shortfall explained in section 1 paragraph 2.</li> </ol>
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**Appendices**

<b>Appendix 1</b>	Finance Table 1
<b>Appendix 2</b>	Funding Sources
<b>Appendix 3</b>	Progress update

**Contact**

<b>Report Author</b>	Gillian Howard
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<b>Email Address</b>	Gillian.howard@cityoflondon.gov.uk
<b>Telephone Number</b>	020 7332 3139

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Appendix 1

Finance table 1

Description	Approved Budget (a)	Spend *	Total Estimated Cost (b)	Increase (b-a)
Highways Staff Cost	100,000	66,399	89,364	(10,636)
P&T Staff Cost	414,601	422,898	692,634	278,033
<b>Staff Cost Total</b>	<b>514,601</b>	<b>489,297</b>	<b>781,998</b>	<b>267,397</b>
Highways Works	260,000	119,125	167,625	(92,375)
Signals Works	28,000	0	0	(28,000)
<b>Total Works</b>	<b>288,000</b>	<b>119,125</b>	<b>167,625</b>	<b>(120,375)</b>
<b>Fees</b>	<b>357,300</b>	<b>296,956</b>	<b>418,584</b>	61,284
<b>Total Project Cost</b>	<b>1,159,901</b>	<b>905,377</b>	<b>1,368,207</b>	<b>208,306</b>

\* includes commitments

Budgets to be revised to reflect the total estimated cost (b)



## Appendix 2

### Funding Sources to date

	<b>Contribution from</b>	<b>Amount £</b>
Approved	Transport for London	168,529
Approved	S106 contributions	320,424
Approved	On Street Parking Reserve	670,948
<b>Approved</b>	<b>Total</b>	<b>1,159,901</b>
Sought	Additional On Street Parking Reserve	£208,306
<b>Sought</b>	<b>Project total</b>	<b>1,368,207</b>

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### Appendix 3

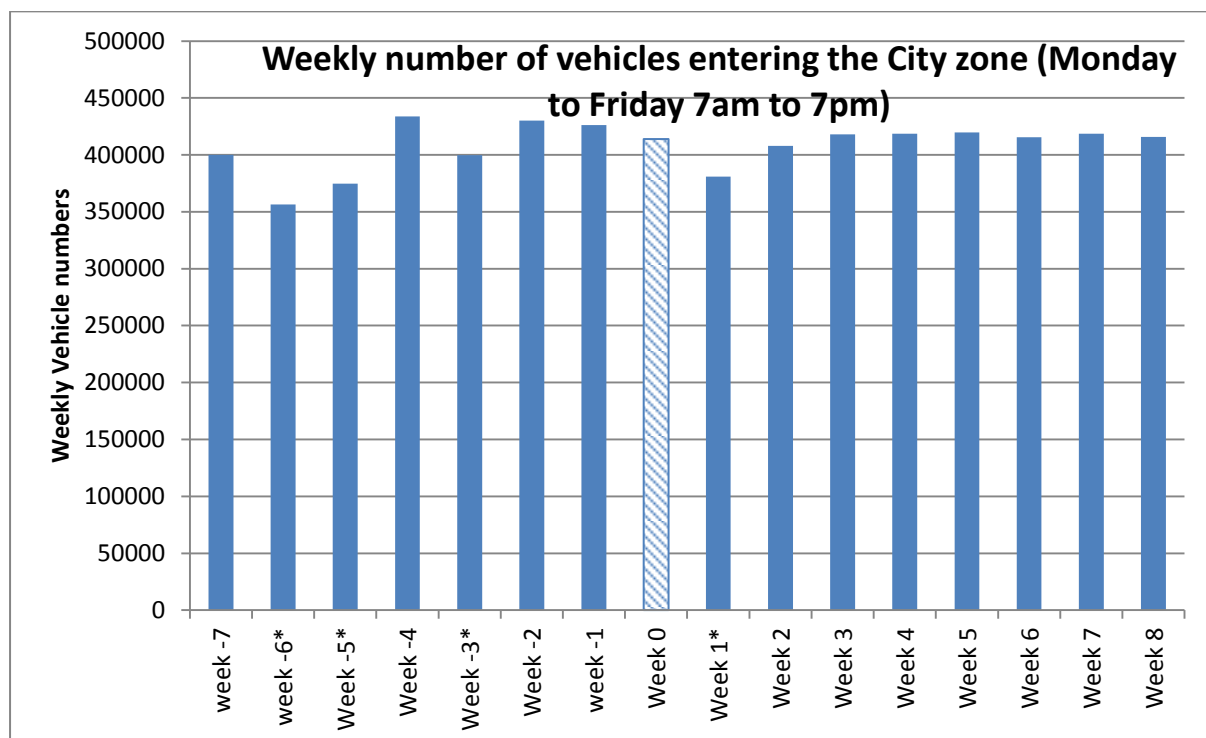
This note provides an update on how the experiment at Bank Junction is observed to be working. A more detailed update is planned to be provided to Members at the end of the calendar year.

#### Progress of the experiment after 8 weeks.

Compliance levels have been improving. By the end of the first week of operation, compliance levels were at 79%; by the end of week 8 (14 July), compliance levels were around 87%. At the time of writing this note, compliance levels are now over 90% meaning that currently fewer motor vehicles are traversing the junction over the whole of the 12 hour restriction than used to traverse each hour. This is a significant reduction in traffic volumes in this area.

Since the experiment started, officers are aware of one recorded collision at the junction (in a single node) between the 22 May and the 18 August between Monday to Friday 7am to 7pm. In the same time period an average of 3.7 casualties, over the previous 3 years, had occurred at the same node. This is a promising start in terms of casualty reduction for the experiment.

We are reviewing data from 24 of the City's Ring of Steel entry cameras for the number of vehicles entering the City zone, Monday to Friday 7am to 7pm. From this we can see that traffic volumes within the City have remained fairly consistent since the scheme went in. Week 0 in the below graph is the week of the experimenting starting operation (22 May 2017).



\* includes a bank holiday

Week -7 was the first week of April, with Easter weekend falling at the end of week -6. There is some fluctuation in flow in the weeks before the experiment went live, largely

because of the number of Bank Holidays that were experienced. However the data does show that there has been consistency in volume of vehicles since the experiment went in.

### **Operational matters of the experiment**

There has been no need to change anything fundamental with the scheme.

Following a sign audit by an independent consultant, there were a few minor recommendations to improve compliance. Therefore some modification to the temporary red signage on the approach to the enforceable gateway points has been made. Following feedback from the consultant we have enlarged the enforceable sign on Queen Victoria Street and placed it on a yellow backing board to improve the signs visibility against the streetscape. We have also placed the enforceable gateway signs in the junction for the Threadneedle Street/Cornhill point onto a yellow board. We are monitoring these sites to see if there is an improved compliance rate and will modify the other signs to be bigger if necessary (and physically possible), and on yellow backing boards if it appears to improve compliance further.

We have reviewed some of the loading restrictions and modified to better meet the needs of the local businesses and to improve pedestrian sight lines. These are minor modifications.

### **Observations of how the experiment is working from a traffic perspective**

Largely, traffic appears to be flowing reasonably well for most of the time on the alternative routes. There have been some issues on Cannon Street with slower moving traffic, but this appears to have eased since the left turn lane on the approach to Queen Victoria Street reopened recently. Cannon Street remains under careful watch by both the City and Transport for London.

General traffic journey time information is not yet available to be able to make comparisons. Information is sourced via a dataset collated by the Department for Transport and licensed to Transport for London. Data should be available for the first three to four months of operation at the end of the year.

### **Bus Journey times**

In terms of data, the only 'live data' that we currently have is regarding bus journey times. Looking specifically at Cannon Street, as this is where observed issues of slower moving traffic has reoccurred, and comparing the observed journey times for the two peaks to the traffic modelled outcomes for two routes; the actual journey times are an improvement on what was forecast. See Table 1

Work with Transport for London regarding assessing Bus journey times against actual previous performance is on-going. There have been significant road works impacting on performance and routing of services for some time prior to the experiment, so agreement on the best time period to use as the baseline is required.

Overall, observations in the first couple of months of operation of the experiment have not indicated anything fundamentally wrong with the forecasts of how traffic would operate. Officers continue to monitor the situation closely.

**Table 1: Preliminary bus journey times on key corridors versus the traffic modelled outcome.**

			Modelled Journey times	Observed average journey time
<b>Cannon Street (St Paul's to Monument – East Cheap)</b>			Journey time forecast with Bank operational (2018)	Average Journey Time of the first 10 weeks of operation
route 15	EB	AM	7-10 mins	10-15 mins
		PM	20-30 mins	10-15 mins
route 15	WB	AM	10-15 mins	7-10 mins
		PM	7-10 mins	5-7 mins

			Modelled Journey times	Observed average journey time
<b>Cannon Street (St Paul's to Monument – London Bridge)</b>			Journey time forecast with Bank operational (2018)	Average Journey Time of the first 10 weeks of operation
route 17	EB	AM	7-10 mins	10-15 mins
		PM	20-30 mins	10-15 mins
route 17	WB	AM	10-15 mins	7-10 mins
		PM	10-15 mins	5-7 mins

Journey time data for the observed comes from the I-Bus data collated by Transport for London for the first 10 weeks of operation of the experiment.

Whilst these two route traverse most of the same route along Cannon Street, the different bus stops to the east do make subtle changes to the journey times, which is why both routes have been displayed.

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<b>Committees:</b>		<b>Dates:</b>
Projects Sub	- For Decision	Urgency
Planning & Transportation	- For Decision	Urgency
Resources Allocation Sub	- For Funding Decision	Urgency
Streets & Walkways	- For Information	05/9/2017
<b>Subject:</b> Temple Area Traffic Review	<b>Gateway 2 Project Proposal</b> Complex	<b>Public</b>
<b>Report of:</b> Director of the Built Environment <b>Report Author:</b> Nasser Abbasi		<b>For Decision</b>

## Recommendations

- The **Project Sub-Committee and Planning & Transportation Committees** are asked to agree this project proposal as set out in this report, particularly those detailed in paras 1 to 4, except for the use of the On-street parking Reserve (OSPR).
- The **Resource Allocation Sub Committee** is asked to agree to the use of the OSPR funding as detailed in paras 2 and 21.

<b>1. Approval track and next Gateway</b>	<b>Approval track:</b> 1. Complex <b>Next Gateway:</b> Gateway 3 - Outline Options Appraisal (Complex)			
<b>2. Resource requirements to reach next Gateway</b>	<b>Item</b>	<b>Reason</b>	<b>Funds/ Source of Funding</b>	<b>Cost (£)</b>
	Staff Costs	A resource, initially for 9 months, to carry out project management activities, including coordinating with all project partners, working groups, stakeholder engagement, developing and appraising options.	On Street Parking Reserve (OSPR)	£110,000

	Fees	Appointment of professional services particularly for companies to obtain and analyse traffic data (see para 4 below)	OSPR	£50,000
	<b>Total</b>		<b>OSPR</b>	<b>£160,000</b>
	<p>Please note that Transport for London's (TfL's) costs have not been included. This is because they have agreed to work with the City to advance the review and that their costs have so far been absorbed within their business functions. The need for additional funding to meet TfL costs can be assumed following Gateway 3.</p> <p>Costs relating to highway consultancy work including any necessary specialist traffic modelling and design work consequent to the redesigning of the junctions with Embankment (should this be possible) has also not been included at this stage. This is because it is anticipated that the consultant contracted by the Inns will initially provide this advice. Confirmation is awaited and members will be advised of the latest position at committee.</p> <p>If it becomes apparent that additional costs for the activities above are required, an issues report will be submitted to Members for their consideration.</p> <p>The use of the OSPR funding is subject to the recommendation of the Officer Priorities Board and the agreement of Resource Allocation Sub Committee.</p>			
<p><b>3. Agree the objectives of this project</b></p>	<p>Agree the objectives as set out at paragraph 8 of this report.</p>			
<p><b>4. Next steps</b></p>	<ul style="list-style-type: none"> <li>• Commission and analyse traffic data e.g. vehicle composition, origin and destination, ease of movement at junctions and pinch points, loading, parking and servicing provision. Completion target end November 2017.</li> <li>• Consult with stakeholders impacted by possible changes in parking, loading and/or servicing provision. Target commencement December 2017 and completion end of March 2018.</li> <li>• Review provision of cycle hire docking stations and opportunities for relocation. Target completion date end February 2018.</li> <li>• Establish potential new developments (including the</li> </ul>			

	<p>Thames Tideway project) in the area and the impact of these in terms of construction and their future impact on the highway. Target completion date end February 2018.</p> <ul style="list-style-type: none"> <li>• Vectos working with TfL/City to explore the opportunities to improve access and egress onto the Embankment. Completion target end February 2018.</li> <li>• Submit Gateway 3 report. Target delivery date May 2018. This report will set out viable options, known implications and proposals for area wide consultation for Member agreement.</li> </ul>
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**Project Summary**

<p><b>5. Context</b></p>	<p>Following TfL’s implementation of their Cycle Superhighways along New Bridge Street and Victoria Embankment in early 2016, convenient motor vehicle routes into and out of the Temple area has been reduced. This affects the southern and eastern extremities of the area in particular.</p> <p>The convenience of traffic circulation within the streets bounded by Fleet Street, New Bridge Street and Victoria Embankment also needs to be assessed as part of this review.</p> <p>The Inns believe the above issues are having a negative impact on their business.</p> <p>Local Ward Members, the Chairman and Deputy Chairman of Streets &amp; Walkways Sub Committee as well as the Inns have requested that these streets and junctions be reviewed. The Chairman and Deputy Chairman have instructed that this review be conducted with urgency and this is reflected in the approach and programme as set out in this report.</p> <p>As part of on-going engagement between TfL, CoL and the Inns, a revised layout to improve access and egress from New Bridge Street is already in progress. This involves potential alterations to three junctions including Tudor Street, Bridewell Place and Watergate.</p> <p>It should be noted that access and egress to the area was first reduced following the introduction of the “Ring of Steel” in December 2003. Apart from providing improve security benefits, the restricted access and egress have also provided environmental improvements such as lower traffic volumes, less pollution (noise and air quality) and associated road safety benefits. It is therefore important to ensure that these benefits are appropriately balanced against the need for additional</p>
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	<p>access and egress.</p> <p>Members should be aware that in delivering this project City officers will have to work closely with TfL. The City is responsible for the Temple area's street network however TfL are the Highway Authority responsible for the Embankment and as such are responsible for the operation of its junctions with Carmelite Street and Temple Avenue. This project will specifically explore options to improve egress and access at these 2 junctions and TfL have given their commitment to fully engage with this process. However it should be noted that TfL advise that they have already invested significantly in looking at this issue and consider improvement unlikely. It should also be noted that should options be identified to improve access and egress at the junctions then there may be consequential environmental impacts. These would need to be assessed and it would be necessary to consult widely with local residents, businesses and other stakeholders before formal recommendations are made.</p> <p>Finally it should be noted that any outline option presented and agreed at Gateway 3 would need to be fully modelled, assessed (including safety) and have a detailed design completed and approved by TfL before they can be taken as definitely deliverable.</p> <p>This project will therefore:</p> <ol style="list-style-type: none"> <li>1. Consider how effective vehicle movement (including HGVs) is within the area and where necessary, establish opportunities to improve these movements.</li> <li>2. Options for improving access and egress to the area (the Embankment in particular).</li> </ol> <p>In taking this project forward specific consideration will be given to the impact of the Thames Tideway project and the needs of any future developments within the area and the Gateway 3 report will, therefore, give specific recommendations in relation to the timing of any future improvements.</p>
<p><b>6. Brief description of project</b></p>	<p>The review will predominately focus on two elements:</p> <ul style="list-style-type: none"> <li>• Firstly, the two key junctions off Victoria Embankment. (Temple Avenue and Carmelite Street). This is because these two junctions control access/egress onto the Transport for London Road Network which is intended to carry strategic traffic movement. As these two junctions are controlled and managed by TfL, it will require their participation and agreement to any future change and officers have secured their commitment to engage in the review process. It is anticipated that this element of the review will be carried out by Vectos, the consultant engaged by the Inns to provide them with professional advice, although this is awaiting</li> </ul>



	<p>confirmation. City &amp; TfL officers will ensure that the consultant's activity and advice meet the public's needs.</p> <ul style="list-style-type: none"> <li>• Secondly, improving movement within the streets and junctions bounded by Victoria Embankment, New Bridge Street and Fleet Street. In particular the project will examine whether the various highway facilities such as parking bays, cycle docking station, cycle lanes as well as the existing street layout, contributes towards a restriction on convenient traffic circulation, particularly for HGV's.</li> </ul> <p>Appendix 1 illustrates the area to be included within the review.</p> <p>The work envisaged includes data gathering and analysis of the existing street usage including identifying locations where access and egress is hampered or not available. Once the need for change and the available options are known wider local needs will be identified through local and political engagements. This process will be agreed through the Gateway 3 report and at this point the appropriateness of establishing a working party will also be considered. Future needs of the area such as developments or other changes to land use will also be taken into account e.g. Thames Tideway.</p>
<p><b>7. Consequences if project not approved</b></p>	<p>The desire for better and more convenient access, egress and circulation for some occupiers in this area would not be met.</p> <p>The Corporation could be seen as not being responsive to local needs.</p>
<p><b>8. SMART Objectives</b></p>	<p>The overall objective of the project is to deliver a balance, which is acceptable to the local community, between improved convenient vehicle movement, appropriate security needs and consequent environmental impacts. The subset objectives include:-</p> <ul style="list-style-type: none"> <li>• To comprehensively review options to improve egress and access in relation to the Embankment and where viable options are established and if appropriate, deliver these,</li> <li>• An appropriate level of security is in place,</li> <li>• Impediments to traffic circulation are identified and removed or modified,</li> <li>• Through traffic are not attracted to use the area, or if unavoidable, appropriate mitigation measures are introduced where possible,</li> <li>• Road danger is reduced where possible,</li> <li>• Improved public realm where practicable,</li> <li>• Air and noise pollution are not made worse or if unavoidable, appropriate mitigation measures are considered and introduced where possible,</li> <li>• The needs and aspirations of the wider community are</li> </ul>

	taken into account in considering options.
<b>9. Success criteria</b>	<ul style="list-style-type: none"> <li>Options to improve access to and egress to the Temples area, particularly from the Embankment, are comprehensively explored and any viable options identified.</li> <li>Agreed measures are introduced to time, budget and quality,</li> <li>Any proposals meet local needs as identified through local resident, business and stakeholder consultation.</li> <li>Traffic circulation in the Temple area is improved.</li> </ul>
<b>10. Key Benefits</b>	<ul style="list-style-type: none"> <li>Local needs are met,</li> <li>Improved motor vehicle access to and from the Temple area,</li> <li>Improved journey times and reduced journey distances.</li> </ul>
<b>11. Notable exclusions</b>	<p>The junctions along New Bridge Street are excluded from this review as these are already in progress with TfL. However, the implications of changes at this location will be factored in the review of the area.</p> <p>The John Carpenter Street/Victoria Embankment junction should also be excluded because the public realm in this street was recently enhanced and meets local needs.</p> <p>The review does not take into account any costs associated with TfL or specialist traffic modelling/consultancy. If these are required, an issues report or if appropriate a gateway report will be submitted for Member decision.</p>
<b>12. Governance arrangements</b>	<p><b>Spending Committee:</b> Planning and Transportation Committee</p> <p><b>Senior Responsible Officer:</b> Iain Simmons</p> <p><b>Project Board:</b> No</p>

### Prioritisation

<b>13. Link to Strategic Aims</b>	1. To support and promote The City as the world leader in international finance and business services
<b>14. Links to existing strategies, programmes and projects</b>	It will be necessary to take into account the Thames Tideway Project as well as other known developments in the area.
<b>15. Project category</b>	7a. Asset enhancement/improvement (capital)
<b>16. Project priority</b>	C. Desirable

### Options Appraisal

<b>17. Overview of options</b>	<p>A number of options will be considered. This may range from minor measures such as changes to parking, waiting and loading restrictions up to complex junction alterations. Further details will be set out in the Gateway 3 report.</p>
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## Project Planning

<b>17 Programme and key dates</b>	<p><b>Overall programme and key dates:</b> See paragraph 4</p> <p><b>Other works dates to coordinate:</b></p> <ul style="list-style-type: none"> <li>• Thames Tideway</li> <li>• Known developments in the area</li> </ul>
<b>18 Risk implications</b>	<p><b>Overall project risk:</b> Green</p> <p><b><u>Key Risks &amp; mitigation</u></b></p> <ul style="list-style-type: none"> <li>• The review of Embankment junctions does not deliver any options that TfL consider viable.</li> </ul> <p><u>Proposed mitigation:</u> Whilst this risk cannot be eliminated the engagement of Vectos expertise will work to ensure all options are vigorously explored.</p> <ul style="list-style-type: none"> <li>• Risk of opposing stakeholder needs causing disagreements for an agreed outcome or proposal</li> </ul> <p><u>Proposed mitigation:</u> Agree objectives, engagement and consultation once options established. Consider setting up working party.</p> <p><b><u>Key Issues &amp; Mitigation</u></b></p> <ul style="list-style-type: none"> <li>• Delivery may be delayed due to Thames Tideway or other works.</li> </ul> <p><u>Proposed mitigation:</u> Keep Members/stakeholders and key CoL personnel regularly apprised of developments.</p>
<b>19 Stakeholders and consultees</b>	<ul style="list-style-type: none"> <li>• The Honourable Society of the Inner Temple</li> <li>• The Honourable Society of Middle Temple</li> <li>• Ward Members</li> <li>• TfL</li> <li>• City Police</li> <li>• Other emergency services</li> <li>• Local occupiers</li> </ul>

## Resource Implications

<b>20 Total estimated cost</b>	<b>Likely cost range:</b> 2. £250k to £5m							
<b>21 Funding strategy</b>	Choose 1: No funding confirmed	Choose 1: Internal - Funded wholly by City's own resource						
	<table border="1"> <thead> <tr> <th data-bbox="531 521 1161 577">Funds/Sources of Funding</th> <th data-bbox="1161 521 1353 577">Cost (£)</th> </tr> </thead> <tbody> <tr> <td data-bbox="531 577 1161 667">OSPR</td> <td data-bbox="1161 577 1353 667">160,000 – 3,000,000</td> </tr> <tr> <td data-bbox="531 667 1161 757" style="text-align: right;"><b>Total</b></td> <td data-bbox="1161 667 1353 757"><b>160,000 – 3,000,000</b></td> </tr> </tbody> </table>		Funds/Sources of Funding	Cost (£)	OSPR	160,000 – 3,000,000	<b>Total</b>	<b>160,000 – 3,000,000</b>
	Funds/Sources of Funding	Cost (£)						
OSPR	160,000 – 3,000,000							
<b>Total</b>	<b>160,000 – 3,000,000</b>							
<p>The Funding Strategy is subject to the recommendation of The Officer Priorities Board (which they accepted in August 2017) and the agreement of Resources allocation Sub Committee. The OSPR is already fully committed so would require the reprioritisation of other works.</p>								
<b>22 On-going revenue implications</b>	No revenue implications have been identified at this stage, however if there are any, these will be set out in the next appropriate gateway report.							
<b>23 Investment appraisal</b>	N/A							
<b>24 Procurement strategy/Route to Market</b>	Quotations for fees and services will be obtained in line with procurement regulations.							
<b>25 Legal implications</b>	<p>In carrying out its traffic functions, the City must have regard, inter alia, to its duty to secure the expeditious, convenient and safe movement of vehicular traffic and other traffic (which includes pedestrians) and the provision of suitable and adequate parking facilities on and off the highway - s.122 Road Traffic Regulation Act 1984.</p> <p>Depending on the scope of the measures, the City and TfL may need to exercise its highway and traffic powers. For example, the making of Traffic Regulation Orders.</p> <p>There may also be a need to enter into relevant legal agreements or amendments of existing agreements, for example, under s.8 of the Highways Act 1980 (providing for agreements between local authorities in relation to certain highway works).</p> <p>Further details will be provided as the project progresses.</p>							

<b>26 Corporate property implications</b>	None envisaged
<b>27 Traffic implications</b>	The purpose of the review is to improve traffic access, egress and circulation to and from the Temple area
<b>28 Sustainability and energy implications</b>	N/A
<b>29 IS implications</b>	N/A
<b>30 Equality Impact Assessment</b>	An equality impact assessment will be undertaken

### Appendices

<b>Appendix 1</b>	Plan showing the area to be included within the review
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### Contact

<b>Report Author</b>	Nasser Abbasi
<b>Email Address</b>	<a href="mailto:nasser.abbasi@cityoflondon.gov.uk">nasser.abbasi@cityoflondon.gov.uk</a>
<b>Telephone Number</b>	020 7332 3970

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<b>Committees:</b>		<b>Dates:</b>
Corporate Projects Board Streets & Walkways Sub Projects Sub		15 August 2017 05 September 2017 07 September 2017
<b>Subject:</b> Sugar Quay S278	<b>Gateway 1&amp;2 Project Proposal</b> Light	<b>Public</b>
<b>Report of:</b> Director of the Built Environment <b>Report Author:</b> Aldo Strydom		<b>For Decision</b>

## Recommendations

<b>1. Approval track and next Gateway</b>	<b>Approval track:</b> 3. Light <b>Next Gateway:</b> Gateway 5 - Authority to Start Work (Light)		
<b>2. Resource requirements to reach next Gateway</b>	<b>Item</b>	<b>Reason</b>	<b>Funds/ Source of Funding</b>
	Staff time	Project management and design	Developer 30,000 (P&T) 10,000 (Highways)
	Fees	Topographical and radar surveys, site investigations, NRSWA enquiries, other surveys	Developer 10,000
<b>3. Next steps</b>	3.1 Undertake design and costing of S278 related works 3.2 Agree with developer and secure implementation monies 3.3 Implementation of scheme		

## Project Summary

<p><b>4. Context</b></p>	<p>4.1 On 16 September 2013 planning permission was granted for the redevelopment of Sugar Quay with a new building containing 165 residential units and retail/cafe and restaurant use at ground floor (application ref: 2/01104/FULMAJ). The development is located on Lower Thames Street London EC3R 6EA, as shown in Appendix 1.</p> <p>4.2 A section 106 agreement (Town and Country Planning Act 1990) (S106) was executed on 16 September 2013 and a subsequent Deed of Variation effected on 11 May 2016.</p> <p>4.3 The S106 obligated the developer to enter into an agreement under Section 278 of the Highways Act 1980 (S278) with the City, to complete works on the highway adjacent to the development.</p> <p>4.4 The S278 between the City and the developer was signed on 6 April 2016. A subsequent remittance, to the amount of £50,000 as an “initial design payment”, was received in July 2016.</p>
<p><b>5. Brief description of project</b></p>	<p>5.1 The project will involve minor works on the public highway (as specified in the S278 agreement), including:</p> <ul style="list-style-type: none"> <li>▪ Removal of two vehicular accesses on Water Lane</li> <li>▪ Replacement of existing footway on Lower Thames Street and Water Lane</li> <li>▪ Creation of a new vehicle crossover on Lower Thames Street</li> <li>▪ Raised entry treatment to carriageway to create a courtesy crossing at Water Lane/Lower Thames Street junction.</li> </ul> <p>5.2 Construction of the development is well underway and the associated highway works, to be carried out under the S278 agreement, are planned to start in May 2018.</p> <p>5.3 The site is within the setting of the grade I listed Custom House directly to the west.</p>
<p><b>6. Consequences if project not approved</b></p>	<p>6.1 There will be delays in delivering the project, which will impact on the development.</p> <p>6.2 There will be no mechanism through which the required highway changes to accommodate the new building can be delivered.</p> <p>6.3 It is possible the City may need to fund some of the highway works made necessary by the development.</p>

<b>7. SMART Objectives</b>	<p><b>Put people first</b> – implement measure that facilitate and promote pedestrian movements</p> <p><b>Protecting the City’s public realm</b> – use of City’s standard palette of materials to achieve a cohesive look and feel</p> <p><b>Deliver works in a timely manner</b> – completion before first occupation (Summer 2018)</p>
<b>8. Success criteria</b>	<p>8.1 Meeting the City’s scheme quality criteria at no cost to the City</p> <p>8.2 Meeting the needs of the developer</p> <p>8.3 Delivery of the works to a timetable that is set by the occupation date of the tenant</p>
<b>9. Key Benefits</b>	<p>9.1 Update and renewal of footway surrounding development</p> <p>9.2 Reduction in maintenance implications due to renewal of public highway</p>
<b>10. Notable exclusions</b>	<p>None</p>
<b>11. Governance arrangements</b>	<p><b>Spending Committee:</b> Streets and Walkways Sub-Committee</p> <p><b>Senior Responsible Officer:</b> Leah Coburn – Group Manager, Major Projects and Programmes</p> <p><b>Project Board:</b> No</p>

### Prioritisation

<b>12. Link to Strategic Aims</b>	<p>1. To support and promote The City as the world leader in international finance and business services</p>
<b>13. Links to existing strategies, programmes and projects</b>	<p>None</p>
<b>14. Project category</b>	<p>4a. Fully reimbursable</p>
<b>15. Project priority</b>	<p>B. Advisable</p>

### Options Appraisal

<b>16. Overview of options</b>	<p>There is only one viable option, as the purpose of the S.278 works is to replace what was already in place. Materials to be used will be compliant with City’s standard policy, i.e. City Public Realm Supplementary Planning Document and Technical Guidance.</p>
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## Project Planning

<b>17. Programme and key dates</b>	<p><b>Overall programme:</b> Completion in time for the building's occupation, practical completion (Summer 2018)</p> <p><b>Key dates:</b> Start of S278 works – May 2018</p> <p><b>Other works dates to coordinate:</b> None</p>
<b>18. Risk implications</b>	<p><b>Overall project risk:</b> Amber</p> <ul style="list-style-type: none"> <li>▪ TfL raised concerns (comments from 2012 on the initial application) regarding conflict between vehicles and cyclists at the Lower Thames Street junction with Water Lane and Lower Thames Street. It is anticipated that the raised table will address any concerns, however TfL will be consulted during the design process.</li> <li>▪ While carrying out the footway works along Lower Thames Street, it is intended that the City's contractor (JB Riney) will extend these works onto a sliver of private land (owned by the developer), along the northern edge of the site up to the building line, as well as the at north-eastern corner of the site, so as to ensure a homogeneous finish. Demarcation studs will be installed to mark the private/highway boundary. While this has been verbally agreed with the developer, formal agreement between the developer and JB Riney will be required. This will be undertaken at the cost of the developer.</li> </ul>
<b>19. Stakeholders and consultees</b>	<p>Key stakeholders are:</p> <ol style="list-style-type: none"> <li>1. The developer</li> <li>2. Transport for London</li> </ol>

## Resource Implications

<b>20. Total estimated cost</b>	<p><b>Likely cost range:</b></p> <ol style="list-style-type: none"> <li>1. Under £250k</li> </ol>											
<b>21. Funding strategy</b>	<p>Choose 1:</p> <p>Partial funding confirmed</p>	<p>Choose 1:</p> <p>External - Funded wholly by contributions from external third parties</p> <table border="1" data-bbox="531 1776 1407 2051"> <thead> <tr> <th>Funds/Sources of Funding</th> <th>Cost (£)</th> </tr> </thead> <tbody> <tr> <td>Staff costs (P&amp;T) – Developer funded</td> <td>30,000</td> </tr> <tr> <td>Staff costs (Highways) – Developer funded</td> <td>10,000</td> </tr> <tr> <td>Fees (surveys) – Developer funded</td> <td>10,000</td> </tr> <tr> <td><b>Total</b></td> <td><b>50,000</b></td> </tr> </tbody> </table>	Funds/Sources of Funding	Cost (£)	Staff costs (P&T) – Developer funded	30,000	Staff costs (Highways) – Developer funded	10,000	Fees (surveys) – Developer funded	10,000	<b>Total</b>	<b>50,000</b>
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Staff costs (P&T) – Developer funded	30,000											
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Fees (surveys) – Developer funded	10,000											
<b>Total</b>	<b>50,000</b>											

<b>22. On-going revenue implications</b>	Detailed designs are yet to be undertaken. Standard materials, e.g. York stone on footways are to be used and it is likely that the new courtesy crossing will be paved in granite setts – this may have maintenance implications as a result. If required, a commuted maintenance sum will be agreed with the developer and included in the final cost estimates to be funded by the developer.
<b>23. Investment appraisal</b>	N/A
<b>24. Procurement strategy/Route to Market</b>	Any works to public highway will be undertaken by the City's highways term contractor (JB Riney's), who was chosen as the term contractor through a competitive tender process that represents good value for money.
<b>25. Legal implications</b>	None foreseen – a S278 agreement between the City and the developer has already been executed.
<b>26. Corporate property implications</b>	None
<b>27. Traffic implications</b>	Water Lane is gated and access is controlled (via a banksman) at present. This arrangement will be in place for the construction period only. There are no permanent traffic implications as a result of the development and associated highway works.
<b>28. Sustainability and energy implications</b>	<b>Environment sustainability:</b> it is anticipated that all materials will be sustainably sourced where possible and be suitably durable for the design life of the asset. <b>Financial sustainability:</b> as the developer is paying for the scheme, it is financially sustainable for the City.
<b>29. IS implications</b>	None
<b>30. Equality Impact Assessment</b>	An equality impact assessment will be undertaken

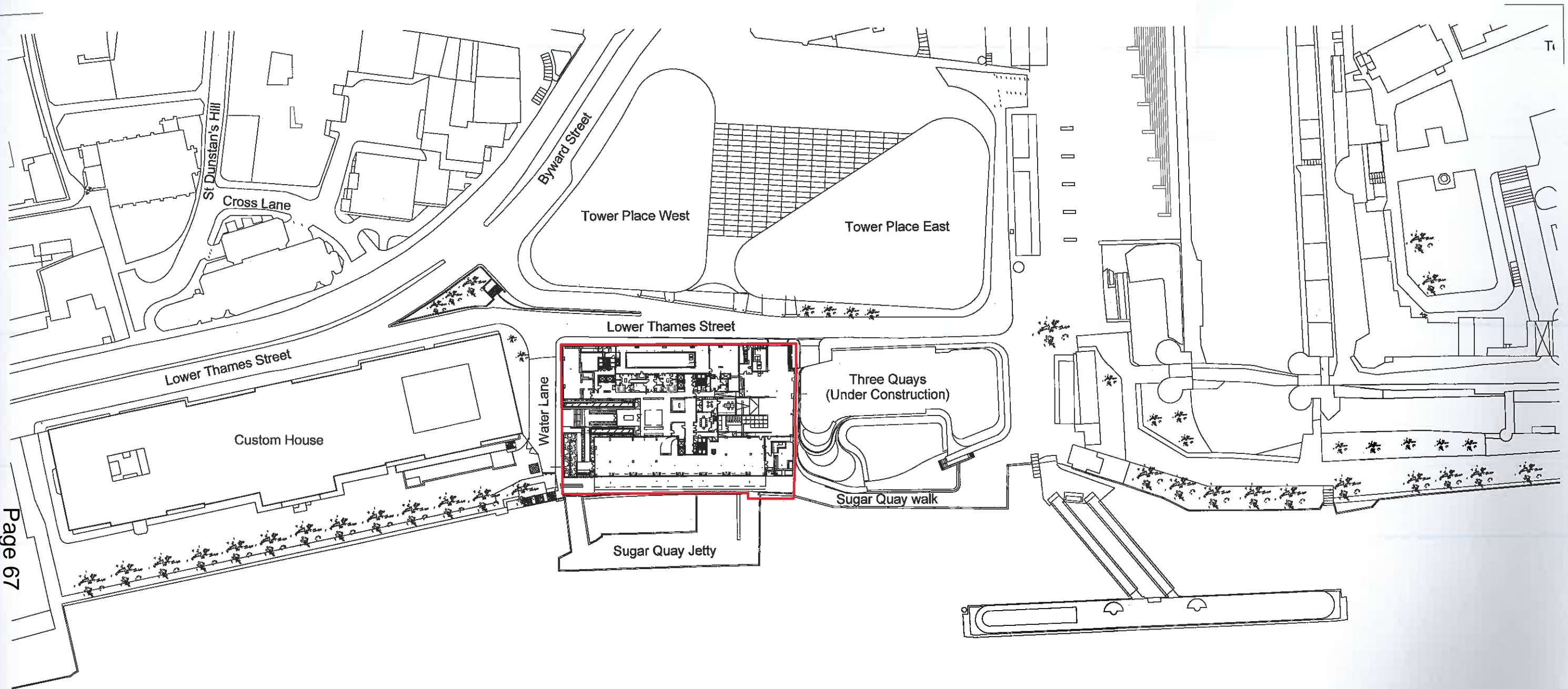
### Appendices

<b>Appendix 1</b>	Location plan
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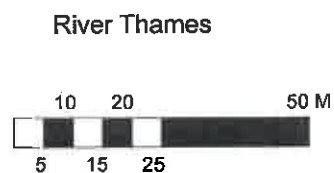
### Contact

<b>Report Author</b>	Aldo Strydom
<b>Email Address</b>	<a href="mailto:aldo.strydom@cityoflondon.gov.uk">aldo.strydom@cityoflondon.gov.uk</a>
<b>Telephone Number</b>	020 7332 1539

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1 Land Registry Information - Site Location Plan  
Scale 1 : 1250



**LAND REGISTRY KEY LINES :**

Site Boundary

Rev	Description	By	Chk	Date
A	North arrow added.	RH	ZS	02.10.15

**BroadwayMalyan** <sup>BM</sup> Architecture Urbanism Design

T: +44 (0) 20 7261 4200 F: +44 (0) 20 7261 4300 E: Lon@BroadwayMalyan.com  
Riverside House, Southwark Bridge Road, London, SE1 9HA

www.BroadwayMalyan.com

Client  
**Barratt London**  
Project  
**Sugar Quay**  
Description  
**Land Registry Information  
Site Location Plan**

Status  
**TENDER**  
Scale  
As indicated@A3  
Job number  
**30396**  
Original size 100mm@A3

Drawn  
**JW**  
Drawing number  
**A-95-000**  
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Date  
**21.09.15**  
Revision  
**A**

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<b>Committee(s):</b>	<b>Date(s):</b>
Planning & Transportation - For Decision	25 <sup>th</sup> July 2017
Streets & Walkways Sub - For Information	5 <sup>th</sup> September 2017
<b>Subject:</b> Cultural Hub North/South Programme: St Paul's Area Strategy	<b>Public</b>
<b>Report of:</b> Director of the Built Environment	<b>For Decision</b>

### Summary

This report sets out a proposal to develop an enhancement strategy for the St Paul's area located in the south west of the City. This plan is an identified activity within the Cultural Hub Public Realm Programme. The area includes St Paul's Cathedral at its centre and is bounded by the following strategy areas: West Smithfield to its north, Cheapside to the east, Fleet Street to the west and the riverside to the south (See indicative site map in Appendix 1).

The St Paul's area is of strategic importance both as the southern gateway into the City as a destination and with its position on London's skyline. The area is a very popular and forms part an important walking route for over 5 million visitors per year crossing the Millennium Bridge into the City. This north south connection will be essential for the development of the Cultural Hub.

The Cultural Hub aims to build upon the City's internationally acclaimed cultural offer by creating a cultural quarter from the cluster of institutions in the north west of the City, improving pedestrian access and activating the public realm. The approved Cultural Hub public realm programme identifies four different work streams, namely, the *North-South Route*, *East-West Route*, *Moorgate Quarter* and the *Cultural Hub - Look & Feel Strategy*.

The Moorgate Quarter Strategy is already initiated and the East-West Route is currently being advanced together with the Cultural Hub Look and Feel Strategy. However, the North-South Route work stream has yet to be developed and it is important that this work stream is established in parallel with others to ensure a consistency in timing and approach in support of the Hub. The north-south connection is the key pedestrian gateway into the City and will become increasingly important to the Cultural Hub as it is developed to form part of the City's wider cultural offer.

The security of the area is a major consideration. The area strategy will consider the security needs of the area which will inform and underpin the development of all enhancement proposals going forward. The changing security climate has dictated the need for short-term measures to be introduced and longer-term solutions to be reviewed. An update report on the St Paul's Security report will be put to Members separately, after the summer recess.

Other considerations of note will include arrival into the City from transport connections, pedestrian movement and air quality improvements. The key is to create a safer, more liveable environment with a greater focus on transformational improvements that encourages walking and cycling provision, road safety/road danger reduction and mode shift from private car use to public transport, walking and cycling.

In recent years the St Paul's area has gone through a number of changes with retail, residential, hotel and office developments as well as various improvement projects that have transformed the area. The area is now much more vibrant and active, especially during the weekend with the improved retail offer at Paternoster Square, Cheapside and the One New Change shopping centre.

Major enhancements in the area include improvements to the former St Paul's Churchyard coach park, Festival Gardens and Carter Lane into accessible gardens. However, further public realm changes are needed to keep pace with development, trends in visitor numbers, smart/agile working and movement, security and servicing needs.

Change management is essential to maximise the benefits of future growth and ensure a coherent approach going forward. A strategy for the St Paul's area will aim to provide a framework for future public realm enhancements and address the needs of this area that accord with the Cultural Hub – North-South Route. This will require coordinating a number of existing/emerging projects and initiatives in the area. It will be important to consider how future change will impact on a variety of street typologies, buildings and spaces in the City's dense urban environment. St Paul's Cathedral are extremely supportive and keen to see this initiative progress and have expressed a desire to engage further.

There are a number of key issues that the strategy will cover and these are summarised as follows:

- Improved connectivity from the Thames Riverside to the Cultural Hub and from other places of interest, particularly along the Riverside, by means of public realm enhancements, way-finding and lighting, in line with the aspirations of the adopted City of London Local Plan.
- Creating a completed strategy for a high quality environment around the Cathedral and other nearby places of interest to support the development of the Cultural Hub.
- Improving the arrival experience into the Cultural Hub from the south and at local public transport nodes.
- Co-ordinating servicing needs to reduce the impact on local streets at peak times.
- Opportunities to reduce utilities and maintenance issues in any future design proposals.
- A co-ordinated approach to making public spaces secure, safer, more inclusive and less attractive to anti-social behavioural elements.
- A co-ordinated approach to making public space 'smart', connected and suitable for agile working.
- Opportunities to increase greenery including tree planting to enhance the environment and mitigate the impacts of pollution.
- Guidance for new developments in the area to ensure a clear and coordinated design approach to adjacent public realm.
- A review of footway capacity and pedestrian movement now there is a greater understanding of the implications of Crossrail.
- Improve lighting in conjunction with the emerging City Lighting Strategy to reduce the impacts of light pollution, whilst maximising the aesthetic

appearance of this high profile visitor destination.

- Opportunities for: historic interpretation, sculpture and art to celebrate cultural expression and enhance the City's standing as a destination, complementing the City's wider cultural offer and the Cultural hub in particular.

The City will seek to develop the document in consultation with local businesses, occupiers, other stakeholders (including statutory bodies such as Transport for London and Historic England) and local ward members to help deliver a set objectives and aims whilst creating a strong vision. It is proposed to fund the development of the Strategy from monies ear-marked in the existing Cultural Hub Programme funding for a total of £120,000.

### **Recommendation(s)**

Members of the Planning and Transportation Committee are asked to:

- Approve the initiation and development of the St Paul's Area Enhancement Strategy for up to £120,000, utilising funds from the Cultural Hub North-South Route Programme.

## **Main Report**

### **Background**

1. The St Paul's area has a richly historic environment and this contributes greatly to its attractiveness to residents, visitors and workers. At its centre is St Paul's Cathedral, a building of national, cultural and religious significance that lies within a close knit Conservation Area. The area has a high quality and diverse townscape with notable examples of building typologies, monuments, and public art from a range of periods. A significant number of these are heritage assets that are protected by being listed or scheduled monuments. It is important that enhancement schemes respect and enhance the local heritage.
2. The City's economic dynamism means there is a high rate of change and development, putting particular pressure on the City's streets, transportation and utility infra-structure. The four nearby Crossrail station hubs due to open in 2018 and the emerging Cultural Hub, together with projected increases in the City's residential and working population 15% and 25% respectively (2011-2026), highlight the importance of managing change and its potential impacts effectively.
3. It is clear the Cultural Hub will have a transformative effect in the north of the City and adjacent districts as the Museum of London prepares to relocate from the edge of the Barbican to Smithfield. Inevitable changes as a result of the emerging Hub are currently being established in the Cultural Hub -Look and Feel Strategy and will have a bearing on how improvement works are conceived in other cultural centres going forward, namely St Paul's.

4. Four work streams have been identified to support the development of the emerging Cultural Hub. These are North-South Route, East-West Route, Moorgate Quarter and the Cultural Hub - Look and Feel. To date the North-South Route work stream has yet to be developed and there is an opportunity to ensure that important pedestrian gateways into the City, such as the Millennium Bridge, are developed in line with existing Local Plan aspirations and the Cultural Hub governance framework. The St Paul's area is the natural driver for the North-South Route and the development of a Strategy will help to define both the extent of the area and scope to ensure there is a clear relationship to the Cultural Hub.
5. The adopted City of London Local Plan identifies a key visitor route from the Millennium Bridge to the Barbican which provides the policy framework for this enhancement strategy. Policy CS6 refers to the need to enhance pedestrian links from the Millennium Bridge to St Paul's Cathedral and onwards to the Museum of London and the Barbican. Other policies encourage the provision of high quality public realm through enhancement strategies (policy DM10.4) and the creation of new open spaces (CS19).
6. There have been many successful improvements in the St Paul's area. The St Paul's Churchyard project transformed the environs of the Cathedral by providing much needed seating, greenery and spaces to dwell. A large coach park which dominated the area to its south was removed and relocated. This provided the opportunity to introduce a large, landscaped area tree-planting, with seating and additional greening. Where the coach park had previously impeded views of the Cathedral for visitors, the new scheme has improved desire lines and views for pedestrians approaching from Tate Modern and the Millennium Bridge.
7. The challenge is to integrate these improvements with the established visitor attraction at St Paul's Cathedral and visitor flows across the Millennium Bridge and ensure the area is equipped to accommodate and guide the pace of change to support the Hub.

### **Current Position**

8. There are currently a number of initiatives that are either within or affect the St Paul's area these include lighting and safety reviews as well as competing development opportunities. It would be beneficial to develop a co-ordinated approach identifying opportunities and prioritising schemes to ensure that the City's strategic aims for the area are delivered. Current and potential schemes include:
  - **St. Paul's External Lighting Project** – To develop new high quality, energy efficient external lighting scheme at St Paul's Cathedral and within the main curtilage. The current lighting scheme, which uses large energy consuming flood lights on and off the Cathedral, was installed in 1989 and is now approaching the end of its 25 year life span.
  - **St Paul's Churchyard skateboarding mitigation** - Measures have been reviewed and proposed solutions to improve the visitor experience in the area. A report will be put to Members in late 2017.

- **Security, Safety and Accessibility** - There is a general wider review of safety and accessibility in the City that includes approaches to St Paul's Cathedral and environs. This is important given the proximity of public transport, through to routes from Paternoster Square, New Change, Cheapside, Newgate Street, Cannon Street, the processional route of Ludgate Hill connecting Ludgate Circus to Fleet Street. Other considerations will include wider areas of visitor interest, commerce, residents and the St Paul's Cathedral School. An update report on St Paul's Security is to be reported to Members after the summer recess.
- **Cultural Hub** - The City of London has agreed a policy to develop an area in the north of the City into a 'Cultural Hub': a new destination for visitors that will be the creative heart of the City. St Paul's lies immediately to the south of this area and will be an important link to the north of the City for visitors.
- **Puddle Dock Pier** - As part of the Thames tideway project the pier to the west of Blackfriars Bridge is being relocated to the eastern side with the installation of a new staircase and lift to provide access to the bridge footway. The relocation of the pier will provide the City with an opportunity to increase footfall via Puddle Dock to Queen Victoria Street with its plans to introduce a new footway to the pier. This would enhance pedestrian accessibility along the Riverside Walk and improve connectivity to destinations such as St Paul's, Cheapside, One New Change and the Barbican.

## **Proposals**

Subject to Member approval;

9. The draft strategy work will focussing on the following areas:
  - Public spaces / greening - review of existing / identifying new opportunities to either enhance or create public space and introduce new areas of greening, including trees.
  - Servicing - review existing servicing around the Cathedral and address issues in particular with damage to paving due to vehicle overrun in the public realm here.
  - Pedestrian Accessibility / Strategic Walking routes - review of existing routes and desire lines creating links from Fleet Street in the west and the Tate Modern / Millennium Bridge to other parts of city such as Cheapside, One New Change, the Barbican and into the emerging 'Cultural Hub' area via St. Paul's Cathedral.
  - Lighting - a review of the lighting enhancements in the Churchyard and identification of opportunities for the whole strategy area. These could include proposals to illuminate routes from the River Thames accentuating the approach from the Millennium Bridge whilst acknowledging this prominent gateway to the City from the south.
10. The City will consult regularly with stakeholders to develop the strategy and sound governance. Consultees will include but are not restricted to the following:

- St Paul's Cathedral
- Local businesses
- Historic England
- Friends of City Churches
- Local Ward Members
- Transport for London

11. The development of the strategy will establish a set of aims and priorities and a robust vision for the area that ties in with the Local Plan, The London Plan and The National Planning Policy Framework, in line with St Paul's Conservation Area. Please see Appendix 2 for a summary of relevant policy guidance.

### **Financial Implications**

12. The cost of delivering the St Paul's Area Enhancement Strategy and associated studies/survey work is estimated at £120,000. The estimate draws on the experience of delivering enhancement strategies adjacent to our target area. Please see the table below:

**Table: Estimated cost of St. Paul's Area Enhancements Strategy**

<b>Item</b>	<b>Estimated Cost (£'s)</b>
Staff Costs	48,000
Fees	54,000
Publishing/Print costs, Marketing	18,000
<b>TOTAL</b>	<b>120,000</b>

### **Corporate & Strategic Implications**

13. A summary of relevant policy guidance is listed in Appendix 2.

### **Conclusion**

14. With over 5 million visitors visiting St Paul's Cathedral each year, the area provides a key gateway into the City to the emerging 'Cultural Hub' in the north as well as Cheapside and its prime retail offer at One New Change from the west to Fleet Street. A unified and holistic strategy is supported by The Cathedral and would build a strong identity for the wider area and provide a critical link to the work already underway on the 'Cultural Hub' and in particular the "Look and Feel" strategy, supporting the City's corporate vision.
15. The London Plan is very clear about the importance of public realm that is appropriate, of good quality, with sound management and governance in a rapidly evolving London. It is therefore recommended that Members approve the proposals set out in this report.
16. In order to ensure the proposed St Paul's Area Strategy is aligned with current guidance, it will be developed in line with the City's Cultural Hub governance and wider corporate agenda to continue to provide high quality

services for business, residents, students and visitors as the City continues to evolve.

### **Appendices**

- Appendix 1: - Indicative Map of the St Paul's Area
- Appendix 2: - Summary of Policy Framework

### **Report Author**

Emmanuel Ojugo

T: 020 7332 1158

E: [emmanuel.ojugo@cityoflondon.gov.uk](mailto:emmanuel.ojugo@cityoflondon.gov.uk)

# Appendix 1: Indicative Site Map St Paul's Area

## KEY

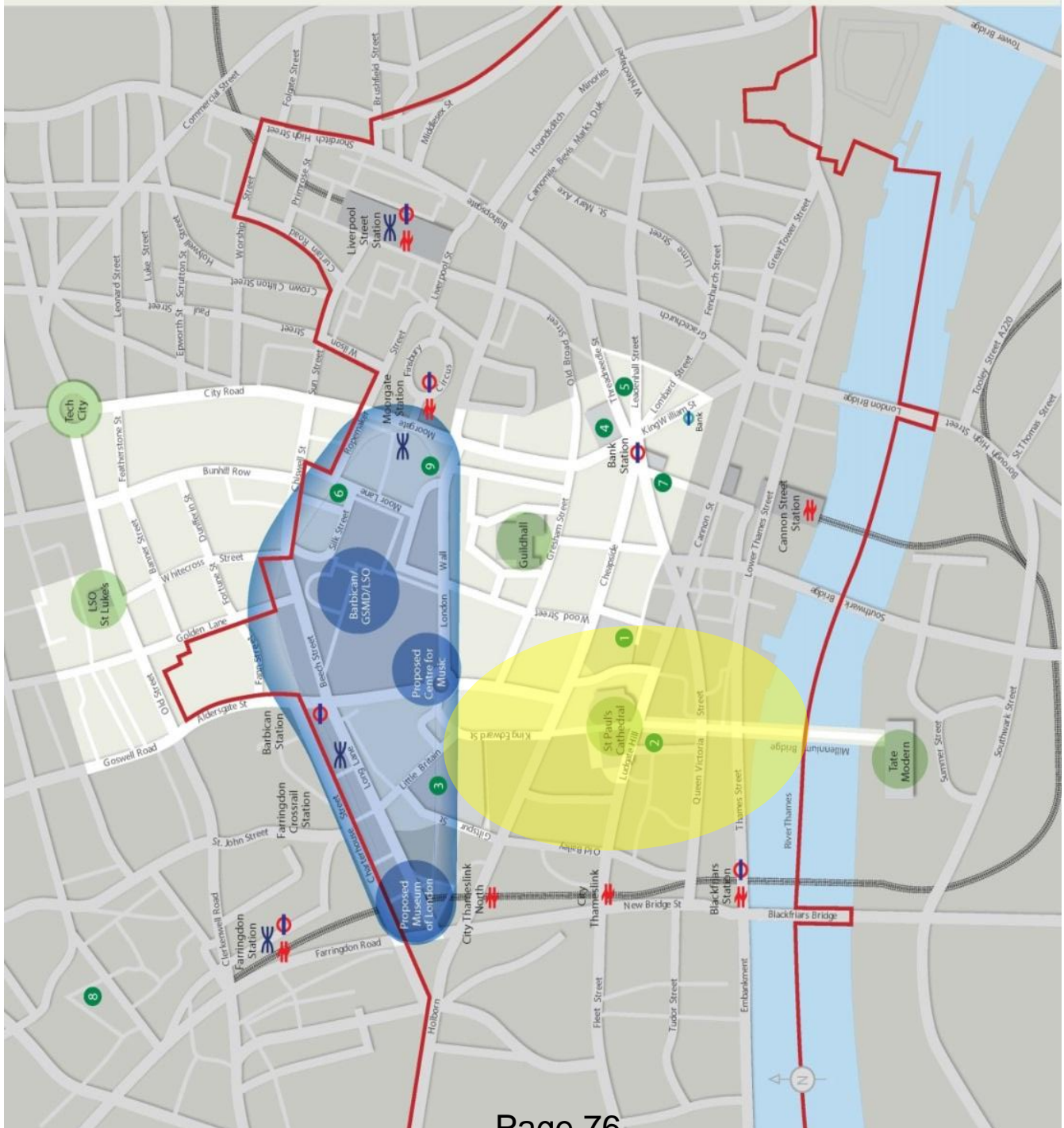
### LANDMARKS

- 1 One New Change Shopping Centre
- 2 City Information Centre
- 3 St Bartholomew's Hospital
- 4 Bank of England and Bank of England Museum
- 5 The Royal Exchange
- 6 Guildhall School of Music and Drama - Milton Court
- 7 Mansion House
- 8 London Metropolitan Archives
- 9 Moorgate Quarter

Indicative St Paul's Strategy Area



	Cultural Hub
	Cultural Hub places of interest
	Other places of interest
	Priority area for enhanced engagement
	City of London Boundary





## Appendix 2: Summary of Policy Framework

### Corporate & Strategic Policy

17. **The City of London Corporate Plan 2015-19**, states the importance of increasing the outreach and impact of the City's cultural, heritage and leisure contribution to the life in London and the nation. This is captured in Key Performance KPP5 which could be achieved by developing cultural and visitor strategies as well as delivering physical improvements around the City's key cultural attractions to provide safe, secure and accessible open spaces.
18. **Other corporate plans, strategies and research**
- The Corporate Plan is supported by a series of other plans including:
- City of London Corporation Departmental Business Plans, incorporating local management and service plans;
  - Themed plans such as the Local Plan, the Visitor Strategy, the Cultural Strategy, the Communications Strategy, the Climate Change Mitigation Strategy, the Capital Strategy and Corporate Property Asset Management Strategy 2012-16;
  - Existing Supplementary Planning Documentation (SPD), inclusive of: City of London's - St Paul's Cathedral Conservation Area SPD, Historic Environment Strategy, Protected Views SPD and Tree Strategy SPD.
  - **Public Realm: People, Places, Projects (2016), *Supplementary Planning Document (SPD)*** - provides design guidance. This SPD sets out the City of London Corporation's vision for the public realm including the main principles for controlling change and informing street enhancement schemes and provides general guidance for street works to ensure there is consistency of form and quality.
  - Plans developed with partner organisations such as The Safer City Partnership Plan, and the Health and Wellbeing Strategy. Each of these strategies and plans include key objectives and actions as well as detailed performance measures.
  - **Future Workstyles and Future Workplaces in the City of London (2015)** - *A joint research report by the City of London and the City Property* suggested that the City's stock of buildings has generally responded well to changing corporate requirements. However, it also revealed a growing sense that the City's public realm is rapidly becoming a critical factor in the City's future attractiveness and competitiveness:
    - a. In short, as organisations and workers grow accustomed to a high quality, well serviced and supportive workplace, they are now looking for the same in the surrounding public realm. As already stated, research recognised that the City has changed greatly in recent years, with a transformed retail and leisure offer. The City is still considered the 'place to be' – it is the symbolic centre of the markets, and as such has the

opportunity to further build on its heritage and continue to differentiate itself as a location.

- **Departmental Business Plan 2016/19** - The St Paul's Area Enhancement Strategy will seek to progress two of the key delivery themes within the Departmental Business:

*Future Key Places* – To focus on key places in the City including supporting and enabling the development of a vibrant Cultural Hub in a world class setting.

*Future Streets & Public Realm* – To deliver a distinctive, attractive, inclusive and safe public realm in the City by:

- Upgrading busy key public realm areas including the Crossrail environs.
- Transforming traffic junctions to create calmer, safer, more attractive places in the heart of the City

## 19. **The City of London Local Plan (2015)**

### Core Strategic Policy CS19: Open Spaces and Recreation

To encourage healthy lifestyles for all the City's communities through improved access to open space and facilities, increasing the amount and quality of open spaces and green infrastructure, while enhancing biodiversity, by:

1. Seeking to maintain a ratio of at least 0.06 hectares of high quality, publicly accessible open space per 1,000 weekday daytime population:

- (i) protecting existing open space, particularly that of historic interest, or ensuring that it is replaced on redevelopment by space of equal or improved quantity and quality on or near the site;
- (ii) securing public access, where possible, to existing private spaces;
- (iii) securing additional publicly accessible open space and pedestrian routes, where practical, particularly in the eastern part of the City;
- (iv) creating additional civic spaces from underused highways and other land where this would not conflict with other strategic objectives;
- (v) encouraging high quality green roofs, roof gardens and terraces, particularly those which are publicly accessible, subject to the impact on the amenity of adjacent occupiers.

2. Improving access to new and existing open spaces, including those in neighbouring boroughs, promoting public transport access to nearby open space outside the City and ensuring that open spaces meet the needs of all of the City's communities.

3. Increasing the biodiversity value of open spaces, paying particular attention to sites of importance for nature conservation such as the River Thames. Protecting the amenity value of trees and retaining and planting more trees wherever practicable.

4. Improving inclusion and access to affordable sport, play and recreation, protecting and enhancing existing facilities and encouraging the provision of further facilities within major developments.

## City Culture and Heritage

### 3.10 Design

#### Policy DM 10.4 Environmental Enhancement -

The City Corporation will work in partnership with developers, Transport for London and other organisations to design and implement schemes for the enhancement of highways, the public realm and other spaces. Enhancement schemes should be of a high standard of design, sustainability, surface treatment and landscaping, having regard to:

- the predominant use of the space, surrounding buildings and adjacent spaces;
- connections between spaces and the provision of pleasant walking routes;
- the use of natural materials, avoiding an excessive range and harmonising with the surroundings of the scheme and materials used throughout the City;
- the inclusion of trees and soft landscaping and the promotion of biodiversity, where feasible linking up existing green spaces and routes to provide green corridors;
- the City's heritage, retaining and identifying features that contribute positively to the character and appearance of the City;
- sustainable drainage, where feasible, co-ordinating the design with adjacent buildings in order to implement rainwater recycling;
- the need to provide accessible and inclusive design, ensuring that streets and walkways remain uncluttered;
- the need for pedestrian priority and enhanced permeability, minimising the conflict between pedestrians and cyclists;
- the need to resist the loss of routes and spaces that enhance the City's function, character and historic interest;
- the use of high quality street furniture to enhance and delineate the public realm;
- lighting which should be sensitively co-ordinated with the design of the scheme.

20. **The London Plan: *The spatial development strategy for London consolidated with alterations since 2011*** (March 2016), Policy 7.5 – Public Realm:

#### Strategic

A) London's public spaces should be secure, accessible, inclusive, connected, easy to understand and maintain, relate to local context, and incorporate the highest quality design, landscaping, planting, street furniture and surfaces.

#### Planning Decisions

B) Development should make the public realm comprehensible at a human scale, using gateways, focal points and landmarks as appropriate to help

people find their way. Landscape treatment, street furniture and infrastructure should be of the highest quality, have a clear purpose, maintain uncluttered spaces and should contribute to the easy movement of people through the space. Opportunities for the integration of high quality public art should be considered, and opportunities for greening (such as through planting of trees and other soft landscaping wherever possible) should be maximised. Treatment of the public realm should be informed by the heritage values of the place, where appropriate.

LDF preparation

D) Boroughs should develop local objectives and programmes for enhancing the public realm, ensuring it is accessible for all, with provision for sustainable management and reflects the principles the Mayor's Public Realm Policies.

21. **Healthy Streets Healthy Streets for London** - *Prioritising walking, cycling and public transport to create a healthy city, (TfL) 2017*
22. **Mayor's Transport Strategy** – *Draft for public consultation, (TfL) 2017*

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