



Streets and Walkways Sub (Planning and Transportation) Committee

Date: TUESDAY, 27 FEBRUARY 2018
Time: 11.00 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 23 January 2018.

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

For Information
(Pages 9 - 12)
5. **BANK JUNCTION IMPROVEMENTS PROJECT**
Report of the Director of the Built Environment.

For Decision
(Pages 13 - 16)
6. **LONDON WALL PLACE - S278 HIGHWAY WORK AND ADDITIONAL SECURITY MEASURES**
Report of the Director of the Built Environment.

For Decision
(Pages 17 - 22)
7. **ROAD DANGER REDUCTION AND ACTIVE TRAVEL PLAN 2018-2023**
Report of the Director of the Built Environment.

(Appendices 1 and 2 to this report have been circulated separately)

For Decision
(Pages 23 - 34)
8. **HIGHWAY INFRASTRUCTURE CODE OF PRACTICE**
Report of the Director of the Built Environment.

For Information
(Pages 35 - 48)

9. **ACTIONS TAKEN UNDER DELEGATED AUTHORITY OR URGENCY PROCEDURES**

Report of the Town Clerk.

For Information
(Pages 49 - 50)

10. **TUDOR STREET**

To receive any update.

For Information

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

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

13. **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

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

15. **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

Tuesday, 23 January 2018

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)	Alderman Alison Gowman (Ex-Officio Member)
Oliver Sells QC (Deputy Chairman)	Deputy Clare James (Ex-Officio Member)
Randall Anderson	Paul Martinelli
Emma Edhem	Graham Packham
Marianne Fredericks	Jeremy Simons (Ex-Officio Member)

Officers:

Amanda Thompson	-	Town Clerk's Department
Olumayowa Obisesan	-	Chamberlain's Department
Karen McHugh	-	Comptroller & City Solicitor's Department
Steve Presland	-	Department of the Built Environment
Iain Simmons	-	Department of the Built Environment
Ian Hughes	-	Department of the Built Environment
Alan Rickwood	-	CoL Police
Simon Glynn	-	Department of the Built Environment
Mark Lowman	-	City Surveyor's Department
Sir Nicholas Kenyon	-	Director of the Barbican Centre

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Alderman Gregory Jones and Deputy Alastair Moss.

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

Paul Martinelli declared an interest in Agenda Item 8 – Special Events on the Highway - as he was the treasurer of the SMTA (150th Anniversary of the Market which was shown in the report as being an SMTA event).

Marianne Fredericks declared an interest in Agenda Item 9 – Culture Mile Pop-Ups - as she was due to sit on a relating Licensing Committee. Ms Fredericks advised that she would take no part in the discussion or voting on this item.

3. MINUTES

RESOLVED – That the public minutes and summary of the meeting held on 24 November 2017 be approved as a correct record.

4. **OUTSTANDING REFERENCES**

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

Matters Arising

Swan Pier

The City Surveyor advised that consultant engineers were currently preparing technical documentation for tenders to repair the flood defence wall, and this would be completed by 9th February 2018.

Discussions had taken place with the Fishmongers' Company which was the registered freeholder of land on the east side of Old Swan Stairs, regarding essential repairs to the flood defence wall which was part of their title, to explore the possibility of co-operation in carrying out repair works. Fishmongers' Company had advised that under the terms of a lease granted (23rd February 1981) by the Fishmongers' Company to the City in connection with a right of way along the riverside walkway in front of Fishmongers' Hall from London Bridge to Swan Lane, responsibility for maintenance of the flood defence wall lay with the City. Consequently, the City's consultant had been instructed to include works to this section of the river wall in the tender documentation.

The Planning Officer had confirmed that any proposal to remove the remnant (fixed brow) of Swan Lane Pier would require planning permission which would be refused unless suitable replacement facilities of an equivalent or higher standard were provided.

London Wall Place

The Committee noted that a report was on the agenda for the 29 January Planning and Transportation Committee meeting, however a member requested a short update be emailed to him in order that he could respond directly to a query from a constituent.

In response to a question concerning the lift at Moore House, officers advised that this was also on the agenda for Planning and Transportation and was included in the Public Lift Update.

It was agreed that the recent update on the Millennium Inclinor provided to Planning and Transportation Members should be circulated to ex-officio members of the Streets and walkways Sub-Committee.

Bollards/Bakers Hall Court

Officers advised that a meeting had been arranged with the Hotel for the following week to discuss the issue and to try and reach a resolution without the need for enforcement action.

If agreement couldn't be reached then enforcement action would be required.

Members expressed the view that this wasn't good enough and, in order to ensure pedestrian safety, enforcement action should be taken immediately.

Officers advised that evidence, possibly requiring the installation of cameras, would be needed and that bollards might be a more practical solution.

It was agreed that Members be informed of the outcome of the meeting before the next Sub-Committee.

5. **100 BISHOPSGATE S278**

The Members considered a Gateway 3/4/5 Authority to Start Work report of the Director of the Built Environment.

RESOLVED – To:

- Approve the adjustment of the evaluation budgets to reflect the expenditure incurred;
- Approve the implementation of the Section 278 highway works with an estimated cost of £674,060 as listed in the design summary in the main report and shown in the General Arrangement drawing;
- Delegate authority for any adjustments between elements of the approved budget to the Chief Officer in consultation with the Chamberlain's Head of Finance;
- Delegate authority for any budget increases to the Chief Officer in consultation with the Chamberlain and Town Clerk, provided there is no change to the approved scope of works and the City receives upfront funding from the developer;
- Authorise the City to sign a Section 8 agreement (S.8) with Transport for London (TfL) permitting the City to implement the works on Bishopsgate, part of the Transport for London Road Network.
- Authorise Officers to seek relevant regulatory and statutory consents, orders and approvals (e.g Traffic Regulation Orders) as may be required to progress and implement the scheme; and
- Agree that the commencement of the Section 278 works be dependent upon full funding being first received from the developer.

6. **COUSIN LANE - STREET ENHANCEMENTS**

Members considered a Gateway 7 Outcome Report (Light) report of the Director of Built Environment regarding Cousin Lane – Street Enhancements.

RESOLVED – To:

- Note the lessons learnt and authorise closure of the project
- Authorise the return of the £103,395 underspend to the developer, under the terms of the S278 agreement.

7. **60-70 ST MARY AXE**

Members considered a Gateway 4 Detailed Options Appraisal (Complex Route) report of the Director of Built Environment regarding 60 – 70 St. Mary Axe which had been considered by the Project Sub-Committee on 17 January 2018.

Members were advised that the Projects Sub-Committee had commented that the staff costs appeared to be very high and had requested further information to be obtained in relation to the charged hourly rate compared to the market value.

Members noted the view of the Projects Sub-Committee but were satisfied with the proposed way forward.

RESOLVED – To

- Approve Option 1 for progression to the next Gateway;
- Authorise the Gateway 5 report to be considered by the Chief Officer under Delegated Authority, as per the City's project procedure;
- Authorise officers to pursue the necessary approvals, such as Traffic Regulation Orders.
- Approve the funding set out in Table 2 of the report.

8. **SPECIAL EVENTS ON THE HIGHWAY**

The Committee considered a report of the Director of the Built Environment outlining the major special events planned in the City in 2018 which had been considered by the Policy and Resources on 18 January 2018.

Reference was made to the Culture Mile event and officers advised that whilst Policy & Resources Members had been supportive, concern was expressed about the need to close Beech Street for a period of six days to accommodate it. The report had therefore been agreed subject to the length of the road closure associated with the Culture Mile event being reduced.

Members shared the concerns of the Policy and Resources Committee, particularly in relation to the impact of the road closures on residents.

The Managing Director of the Barbican was present at the meeting to respond to questions, and arising from the discussion, undertook to provide a revised schedule for the project to comply with a reduced period of closure.

RESOLVED – That the events outlined in the report be agreed subject to the length of the road closure associated with the Culture Mile event being reduced.

9. **CULTURE MILE POP-UPS**

Members considered a Gateway 6 Progress Report (Light) of the Director of Built Environment regarding Culture Mile Pop-ups:

Members were advised that the projects Sub-Committee had commented that the fees seemed high and had asked which budget they were coming from. The Chamberlain had confirmed that they were coming from the Cultural Budget Provision.

In response to the question of value for money, officers advised that the budget for outdoor programming was very modest in comparison to other successful cultural districts against which this activity had been compared. In addition, a mixed funding model seeking external sponsorship to support Culture Mile programming would be developed later in 2018. Finally, the installations described in the report would be able to be displayed for between 1-2 years, thereby maximising their value for money.

In response to a question concerning whether or not residents had been consulted, officers advised that this was done by way in a range of ways, including via statutory consultation as part of planning applications, through public surveys and with Barbican residents through the Culture Mile Sub Group.

RESOLVED – To approve

- The outlined 'Phase 2' (2018) of the Culture Mile Pop-ups, comprising events, installations and greening in the public realm in support of the Culture Mile.
- The Culture Mile way-finding pilot subject to approval of the agreed signage system for use across the City, as set out in the Gateway 3 / 4 report entitled 'City-wide way-finding signage review'.
- The funding of £470,700 to implement the Culture Mile Pop-ups as set out in this report
- That officers seek any approvals, permits and consents necessary to implement Phase 2 of the Pop Ups programme.
- To note that future reports on Pop Ups will be received on an annual basis

10. **TUDOR STREET**

Officers reported that a workable scheme had now been developed with Transport for London (TfL) which was currently being assessed and costed before officers would be in a position to report to Members.

In response to a question concerning whether or not the scheme still included a new bus-stop at Blackfriars, officers advised that TfL were not prepared to change this.

The Sub-Committee requested that an update and timeline be reported to the next meeting.

11. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
Yellow Bikes

In response to a question concerning the dumping of yellow bikes in the City, officers reported that as a dockless cycle hire scheme could operate with no on-street infrastructure, companies were able to operate their schemes without the express consent of the Highway Authorities although bikes deemed to be causing an obstruction or nuisance could be removed.

Officers agreed to speak to the relevant operators and report back to a future meeting.

CCTV

In response to a question concerning the installation of CCTV in the City, officers advised that the CoL Police were responsible for on-street cameras, and private buildings were responsible for their own.

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

The Chairman reported the following:

Ludgate Circus

A meeting between Chairman, Deputy Chairman and TfL representatives was due take place that afternoon and the outcome would be reported to the Planning and Transportation Committee next week.

Road Closures

A report on the new arrangements and the involvement of the Chairman in the consideration of road closures would be brought to a future meeting.

London Planning Awards

The new Bloomberg development had been voted 'Best Mixed Use' building.

Walbrook Wharf

Officers were due to meet with the Port of London Authority to discuss more use being made of the river for the transportation of goods and other material via the riverside wharf as this would help to reduce congestion.

The meeting closed at 1.00 pm

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

Date	Action	Officer responsible	To be completed/ progressed to next stage	Notes/Progress to date
Ongoing Action 25 July 2016 27 September 2016 8 November 2016 6 December 2016 14 February 2017 16 May 2017 20 June 2017 24 July 2017 5 September 2017 17 October 2017 23 January 2018	Swan Pier Swan Pier area is to be tidied up in conjunction with the delivery of the Fishmongers Ramp project which is due for completion Summer 2016	City Surveyor	Ongoing	The matter had now been referred to the City Surveyor. Officers to update. The City Surveyor advised that consultant engineers were currently preparing technical documentation for tenders to repair the flood defence wall, and this would be completed by 9 th February 2018.
20 June 2017 23 January 2018	London Wall Place A member asked if all the necessary procedures had been put in place to promptly adopt the London Wall Place high walks and to ensure the lift that had been out of service functioned properly when these were reinstated?	Director of the Built Environment	Completed	At it's meeting on 29 January the P&T Committee agreed the adoption of the high walks.
24 July 2017 17 October 2017 23 January 2018	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	Director of the Built Environment	Ongoing	Reference was made to servicing and consolidation measures and officers agreed to report back on this. Officers reported that a meeting had been scheduled with relevant stakeholders to discuss security and public realm

Outstanding References - Streets and Walkways Sub Committee

	development (formerly known as 'The Pinnacle').			improvements and a report back was expected April/May 2018.
17 October 2017 23 January 2018	<u>Bollards/Bakers Hall Court</u> It was agreed that this matter should be added to the list of Outstanding References.	Director of the Built Environment	Ongoing	<p>Officers advised that the issue of vehicles mounting the pavement was due to the fact that the occupiers were using big vehicles and so they had been written too and asked to use smaller ones.</p> <p>A member stated that that action needed to be taken quickly and that consideration should be given to the addition of skinny bollards.</p> <p>Officers advised that a meeting had been arranged with the Hotel for the following week to discuss the issue and to try and reach a resolution without the need for enforcement action. If agreement couldn't be reached then enforcement action would be required.</p> <p>It was agreed that Members be informed of the outcome of the meeting before the next Sub-Committee.</p> <p><u>Email to Members 12 Feb</u></p>
23 January 2018	<u>Yellow Bikes</u> In response to a question concerning the dumping of yellow bikes in the City, officers reported that as a dockless cycle hire scheme could operate with no on-street infrastructure, companies were able to operate their schemes	Director of the Built Environment		Officers agreed to speak to the relevant operators and report back to a future meeting.

Outstanding References - Streets and Walkways Sub Committee

	<p>without the express consent of the Highway Authorities although bikes deemed to be causing an obstruction or nuisance could be removed.</p> <p>Officers agreed to speak to the relevant operators and report back to a future meeting.</p>			
<p>23 January 2018</p>	<p><u>Road Closures</u></p> <p>A report on the new arrangements and the involvement of the Chairman in the consideration of road closures would be brought to a future meeting.</p>	<p>Director of the Built Environment</p>		

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Committees:	Dates:	
Streets and Walkways Sub-Committee Projects Sub	27/02/2018 14/03/2018	
Subject: Bank Junction Improvements Project	Issue Report: Complex	Public
Report of: Director of the Built Environment Report Author: Leah Coburn		For Decision

Summary

- Project Status: Amber
- Timeline: Working towards Gateway 4 (G4)
- Estimated total funding to reach G4: £1.179M
- Total Approved Funding to date: £1.179M
- Estimated project cost at Gateway 3: between £4-18M (depending on option chosen)
- Spend and commitments to date: Approximately £751,693.

Last Gateway approved

Gateway 3: December 2015

Progress to date including resources expended

The primary focus from the Bank team to date has been on the delivery and the monitoring of the Bank on Safety scheme. The project went live in May 2017.

The interim (Bank on Safety) scheme has always been intended to be a mechanism to rapidly improve the safety record in the area while focus could be directed on ways to address the growing pedestrian population in the area in the long-term (Bank Junction Improvements Project).

Since the last report in April 2016, progress has been made on:

- Topographical and ground radar surveys
- Air quality monitoring
- Noise monitoring base data
- Development of a detailed traffic model for the Bank on Safety scheme which will help inform future traffic proposals.

Expenditure to date is approximately £751,693 (includes previous gateway expenditure).

Summary of issue

The Bank Junction Improvements Project can only be progressed following analysis of the Bank on Safety consultation and monitoring results, and after the final Committee decision on the experimental scheme (expected Summer 2018).

Proposed way forward

To formally postpone the development of the long-term scheme at Bank, save for any pertinent data collection, until after the decision is made on the experimental scheme.

Total estimated cost

Estimated project cost at Gateway 3: between £4-18M (depending on option chosen).

Recommendations

1. Members approve the request to postpone activity on the Bank Junction Improvements Project until Autumn 2018.
2. Acknowledge the 18-month delay to the delivery of the Bank Junction Improvements Project. Note that this delay will not impact on the ability to deliver physical change at Bank before additional capacity works are completed at Bank Underground Station.

Main Report

1. Issue description	<p>Bank Junction Improvements Project programme</p> <ol style="list-style-type: none">1. The programme for the long-term scheme at Bank is approximately 18 months behind schedule. It had been expected that surface change at Bank would be completed ahead of the London Underground Capacity Upgrade at Bank Station. This was originally planned for 2021.2. There is still the opportunity to deliver this project before the London Underground capacity upgrade is completed; following an announcement in February 2018 that the upgrade programme at Bank Underground Station is now scheduled to finish in early 2022.3. It has been premature to commission design consultants until it has been determined if the Bank on Safety experiment can deliver the expected outcomes in terms of traffic reassignment and safety improvement. These are key elements for the future success of long-term change at Bank.4. Officers recommend that it would be sensible to formally postpone work on the Bank Junction Improvements Project until after the final decision on the experimental order has been taken.
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	<p>5. We would expect to restart the project again in Autumn 2018. At that time, we will be able to assess the current position, understand the opportunities or any potential risks and purposefully move forward with a streamlined approach to the number of options to be progressed.</p> <p>6. A further report to Members will be prepared to seek the appetite for physical change in the Bank area so that there is a clear steer for officers to work towards when the project is reactivated.</p> <p>Bank on Safety resources</p> <p>1. Officers had anticipated that once the experimental scheme was in operation there would be a switch in focus from the interim (Bank on Safety) scheme to the planning and development of the long-term scheme (Bank Junction Improvements Project). As reported previously, the continuing focus and high levels of internal and external interest in the interim scheme has required consistently higher levels of resource in terms of officer and Member time than expected.</p> <p>2. Officers recognise that while the safety scheme is in its experimental trial stage there may be some abortive work. It is likely that the outputs from the extensive consultation exercise and monitoring work to date, will help shape the long-term options for the area.</p>
<p>2. Last approved limit</p>	<p>£1,179,000</p>
<p>3. Recommendations</p>	<p>1. Members approve the request to postpone activity on the Bank Junction Improvements Project until Autumn 2018.</p> <p>2. Acknowledge the 18-month delay to the delivery of the Bank Junction Improvements Project.</p>

Contact

<p>Report Author</p>	<p>Leah Coburn</p>
<p>Email Address</p>	<p>Leah.Coburn@cityoflondon.gov.uk</p>
<p>Telephone Number</p>	<p>020 7332 1567</p>

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Committees:	Dates:	Item no.
Streets and Walkways Sub-Committee	27/02/2018	
Projects Sub	14/03/2018	
Subject: London Wall Place – S278 Highway Work and Additional Security Measures	Gateway 6 Progress Report	Public
Report of: Director of the Built Environment		For Decision

Summary

Dashboard

1. **Project Status:** Green
2. **Total Estimated Cost:** £3.46M
3. **Spend to Date:** £2,689,198 (24th of January 2018)
4. **Overall Project Risk:** Low

Previous approved Gateways:

A Gateway 5 “Authority to start works” report was approved by Members in October 2016 for the implementation of a range of highway improvements and changes to facilitate the new London Wall Place development and its integration into the highway network.

In July 2017, Members considered a (non-public) Issues Report seeking Members agreement to approve in principle the placing of security measures on the public highway on Fore Street Avenue outside 1 London Wall Place to protect pedestrians on the advice of a City of London Police report.

A decision on approving the security measures was deferred by Members until a definitive cost estimate inclusive of likely utility costs was presented.

Progress to date including resources expended

Highway Works

The Section 278 funded highway and public realm improvements around the London Wall Place Development began in November 2016 and are now well advanced. Works have been substantially completed on Fore Street, Fore Street Avenue and Wood Street, with works on London Wall to continue into mid 2018. The highway work will conclude on St. Alphage Garden in late 2018 following completion of the public realm improvement works in St. Alphage Gardens.

The project has progressed to a timeline that meets the needs of the developer and the budget approved at Gateway 5 is sufficient to complete the highway works.

Additional Security Measures

The design work for the additional security bollards to protect pedestrians has been undertaken and an arrangement for City bollards has been designed which requires no utility diversions (see Appendix 2). The developer has agreed to meet the costs of the bollards, which are estimated at £85k. Sufficient funds are

available within the existing highway works budget to meet this cost without requesting further funds from the developer.

Recommendation

It is recommended that Members:

1. Approve the implementation of the additional security measures on the public highway outside 1 London Wall Place.

Main Report

1. Reporting period	November 2016 to January 2018
2. Progress to date	<p><u>Works complete or substantially complete</u></p> <ul style="list-style-type: none"> • Widening of the footway on the northern side of London Wall between Wood Street and Fore Street Avenue; • Upgrading the London Wall / Wood Street junction, which includes a new pedestrian crossing on the eastern arm of the junction; • Renewal of structural joints and waterproofing on London Wall; • Repaving of footways around the development in York stone; • A courtesy crossing on Fore Street Avenue. <p><u>Works still to complete</u></p> <ul style="list-style-type: none"> • Resurfacing of London Wall and the Wood Street junction; • Resurfacing of St. Alphage Garden; • Relocation of the Cycle Hire station on Fore Street; • Two raised speed tables on London Wall.
3. Next steps	The ongoing highway works will be completed in 2018 with the implementation of the additional security measures being implemented on Fore Street Avenue in June 2018.

Appendices

Appendix 1	Expenditure to date
Appendix 2	Proposed bollard layout

Contact

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

Table 1: Pre-Evaluation Spend to date - London Wall Place S278 - 16800279			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
PreEv Env Serv Staff Cost	30,898.83	30,898.83	-
PreEv Op Space Staff Cost	479.54	479.54	-
PreEv P&T Staff Cost	165,300.71	165,300.71	-
PreEv P&T Fees	168,838.92	168,052.72	786.20
TOTAL	365,518.00	364,731.80	786.20

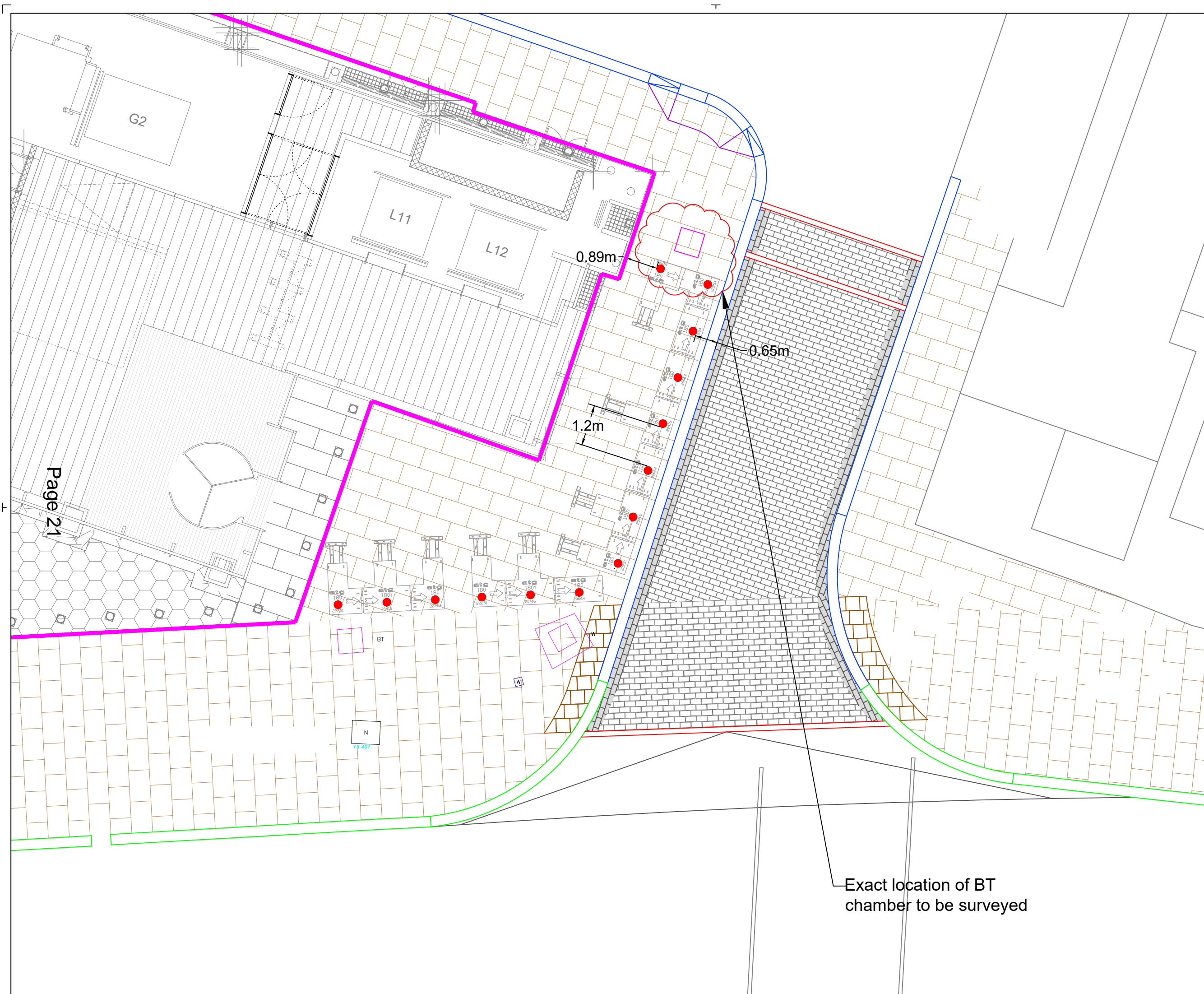
Table 2: Implementation Spend to date - London Wall Place S278 - 16100279			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	351,718.17	242,736.81	108,981.36 *
DBE Structures Staff Costs	1,660.00	-	1,660.00
Open Spaces Staff Costs	772.46	-	772.46
P&T Staff Cost	152,850.29	114,227.95	38,622.34 **
Fees	280,681.08	170,945.79	109,735.29
Works	2,306,929.00	1,796,555.82	510,373.18
TOTAL	3,094,611.00	2,324,466.37	770,144.63

Table 3: Spend to date - London Wall Place S278 (16800279 & 16100279)			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Pre-Evaluation	365,518.00	364,731.80	786.20
Env Servs Staff Costs	351,718.17	242,736.81	108,981.36 *
DBE Structures Staff Costs	1,660.00	-	1,660.00
Open Spaces Staff Costs	772.46	-	772.46
P&T Staff Cost	152,850.29	114,227.95	38,622.34 **
Fees	280,681.08	170,945.79	109,735.29
Works	2,306,929.00	1,796,555.82	510,373.18
TOTAL	3,460,129.00	2,689,198.17	770,930.83

*The expenditure figure includes £32,686.24 for the unprocessed Q3 Staff cost

**The expenditure figure includes £16,322.21 for unprocessed Q3 Staff cost

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- NOTES**
1. NO INFORMATION TO BE SCALED FROM THIS DRAWING.
 2. YORKSTONE PAVING TO BE LAID PERPENDICULAR TO ADJACENT KERB.
 3. WORKS SHALL COMPLY WITH THE CURRENT CITY OF LONDON SPECIFICATION FOR HIGHWAY WORKS.
 4. ALL HARD MATERIAL BROKEN OUT UNDER THE CONTRACT IS TO BE DISPOSED OF TO CONTRACTOR'S TIP.
 5. RE-USE OF ANY EXISTING ROAD SIGNS AND OTHER STREET FURNITURE IS AT THE CITY OF LONDON DISCRETION.
 6. ACCESS TO BUSINESS TO BE MAINTAINED AT ALL TIMES.
 7. THE CONTRACTOR WILL BE HELD RESPONSIBLE FOR ANY DAMAGE CAUSED TO PRIVATE HIGHWAYS AND PRIVATELY OWNED STREET FURNITURE.

- KEY**
- PROPOSED Co. C3 SECURITY BOLLARD
 - LWP SECURITY BOLLARDS
 - PUBLIC/PRIVATE BOUNDARY

Rev No.	Date	Description	By

PROJECT:
LONDON WALL

TITLE:
PROPOSED BOLLARD LAYOUT

CLIENT:
HIGHWAY DESIGN AND CONSTRUCTION
DEPARTMENT OF THE BUILT ENVIRONMENT
PO Box 270
GUILDHALL
LONDON
EC2P 2EJ
TEL: 020 7606 3030



CITY OF LONDON

Sheet: SHEET 1 of 1	THIS MAP IS REPRODUCED FROM ORDNANCE SURVEY MATERIAL WITH THE PERMISSION OF ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE © CROWN COPYRIGHT 2016. ALL RIGHTS RESERVED. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. CITY OF LONDON 100023243 2016.
Date: SEPT 2017	
Designed by: JF	Revision: --
Checked by: NAME	
Scale & Drawing Size: 1:100@A3	Drawing No: 1200-16100279-BL

Exact location of BT chamber to be surveyed

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Committee(s)	Dated: 15/02/18
Streets and Walkways Committee 27/02/18 Planning and Transportation Committee 27/03/18	For comment For Decision
Subject: Road Danger Reduction and Active Travel Plan 2018 - 2023	Public
Report of: Director of the Department of Built Environment	For Decision

Summary

This 5-year Road Danger Reduction and Active Travel (RDR & AT) Plan has been developed with the ambition of getting the City on target for meeting the Vision Zero objectives outlined in the draft Mayor’s Transport Strategy, whereby the annual number of people killed or seriously injured (KSI) in traffic incidents is zero before 2041. To meet this challenging target the plan proposes a number of behaviour change, enforcement, engagement and engineering initiatives that support safer travel by active modes (walking and cycling), whilst reducing road risks at source.

The 2018/19 RDR Work Programme is broadly based on the assumptions set out in this document, details can be seen in Appendix 5.

Measures implemented from the 2013 Road Danger Reduction Plan include:

- City-wide 20mph zone – all streets except some TfL controlled streets;
- Bank junction – timed closure to motor traffic;
- Implementation of engineering measures, including: removal of Aldgate Gyratory, 2-way cycling, courtesy crossings
- Behaviour change programme – engaging schools, employers & the City Police
- Reducing goods vehicle and cyclist collisions – delivery of CLOCS and FORS, exchanging places

New transport infrastructure such as Crossrail and associated office developments are bringing about a changing environment in the City and its daytime demographic. Commuter numbers are increasing and predicted to continue to rise, while more people are choosing to walk or cycle their last mile to work.

Work on engineering, education, enforcement, training and promotion have seen a reduction in the rate of collisions. However over the past five years absolute casualty numbers have remained roughly constant. Therefore, the 2013 RDR Plan’s target of a 50% reduction in killed or serious injury (25 KSI) by 2020 is unlikely to be met.

The draft Mayor’s Transport Strategy proposes the adoption of Vision Zero, setting the City a target of 18 KSI by 2022 and 16 KSI by 2030. The 2022 reduction is unrealistic and the 2030 target would be very challenging requiring the City to undertake even more radical measures.

This 5-year RDR & AT Plan focuses on three themes:

1. Engagement and behaviour change.
 2. Danger reduction through enforcement and targeted road user interventions and
 3. The trialling of innovative temporary engineering measures.
- All work will be data led including: collision data analysis, collision hot-spot investigations, and extensive monitoring and evaluation of all physical and behavioural interventions.

Recommendation(s)

Members are asked to endorse the Road Danger Reduction and Active Travel Plan 2018 - 2023 for public consultation. (Appendix 1).

Members are also asked to approve the 2018/19 Work Programme (Appendix 5 and Appendix 6).

Main Report

Background:

1. The City's success is reflected in its continuing growth as a commuter destination. There has been significant recent growth from 356,600 employees in 2010, rising to 454,700 by 2015, a 22% increase. There has also been an increase in walking and cycling within the City, which is in line with the Healthy Streets Approach in the draft Mayor's Transport Strategy. During the past 5 years, killed or seriously injured casualties (KSI) have remained fairly constant, averaging 50 KSIs each year. This is lower total than any London borough, but is not in line with the 2020 target of 25 KSI set in the *2013 Road Danger Reduction Plan*.

Current Position:

2. Cyclist KSI numbers are down. The 2014-16 average of 16 KSI compares to the 2011-13 average of 23 KSI. This is roughly a 30% reduction, despite an approximate 25% increase in cyclist numbers. However cyclists accounted for 6 of the 11 fatalities in the City between 2012 – 2016.
3. The number of pedestrians killed or seriously injured in road collisions has risen. The 2014 -16 average of 22.6 KSI, compares to the 2011 – 13 average of 17.6 KSI; approximately a 22% increase. This increase is roughly in-line with the 22% increase of the City worker population.
4. The delivery plan therefore proposes a focus on the safety of active travel with an emphasis on pedestrian safety, focusing on reducing danger at source.
5. The casualty analysis (Appendix 7) maps who, what, where, when and why collisions occur within the Square Mile and provides the background evidence for the RDR and AT Plan.

Proposals:

6. **Theme 1: Engagement and Behaviour Change**

• **Behaviour change: attitudes to travel programme**

Almost all collisions involve behavioural factors, it is therefore imperative to change the attitudes of road users. Social norms campaigns and best practice guides will be aimed at encouraging safer road behaviour over the long term.

• **Causational factors programme**

Analysis of Police roadside collision reports (Stats19) together with road safety audits of collision hotspots will inform this programme. Targeted campaigns by user behaviour and location will seek to address behaviours. Small engineering improvements to the highway will be proposed where required to support safer road user behaviour.

- **Stakeholder engagement: Active City Network (ACN)**

The ACN is a means of distributing road danger reduction and active travel promotions and messages to businesses, residents, visitors and students throughout the City of London. It will also act as a forum for feedback on proposed measures, encouraging a sense of ownership over road danger issues from the whole community.

- **RDR partnership**

The Partnership of the City Police and City Corporation is dedicated to making a healthier and safer City. It is proposed that to monitor progress towards Vision Zero, the partnership is chaired by the Chairman of Planning and Transportation. An officer level Operational Delivery Group would meet quarterly and membership would be expanded to neighbouring Boroughs to allow cross boundary working.

7. **Theme 2: Danger reduction and vision zero**

- **Targeted enforcement and street monitoring**

The City Corporation Road Danger Reduction team works in close partnership with the City of London Police to analyse the data from injury collisions to allow an 'intelligence led' intervention approach.

The City of London Police have a Roads Policing strategy will ensure that higher risk road user behaviour and criminality on the roads is addressed through criminal prosecution or educational alternatives and support road safety campaigns and events delivered by the City of London Corporation and Transport for London

- **Safer freight operation**

HGVs make up less than 1% of the traffic but have been involved in 30% of the road fatalities in the City over the past 5 years. The *City Mark* programme works with all construction sites improving compliance for large freight vehicles and their drivers. This work will continue and be embedded within CCS.

The City Corporation adopted Fleet Operator Recognition Scheme as a procurement requirement to ensure safer vehicles and drivers for deliveries. Adoption of similar schemes by City employers will be promoted through the *Active City Network*.

- **Safer riders – pedal and motor cycle**

Powered two wheelers are involved in 25% of all KSIs in the City. Pedal cyclist injuries have fallen but collisions between cyclists & pedestrians have risen. We will focus on engagement through establishing forums, rider etiquette campaigns to change behaviours and rider training to reduce collisions involving riders.

- **Safer drivers**

Driver training will be promoted to groups such as private hire and van drivers. Methods for ensuring safer buses, taxis and private hire cars will be developed through the *Road Danger Reduction Partnership* and TfL, encouraging enhanced driver training.

8. **Theme 3: Active travel and Healthy Streets**

- **Temporary timed closures of casualty hotspots – lunchtime streets**

The rising demand for active travel puts pressure on the current facilities at peak times. We will therefore research the opportunity for trialing timed closures for some vehicle types at high footfall casualty hotspots. The City experiences three peaks in pedestrian demand, morning, lunch and evening. The proposed initial focus will be trialing traffic free streets in high demand areas at lunchtime. This is the least disruptive time for a trial, and will provide ability to assess impacts.

- **Tactical urbanism: Active travel priority zones**

Experimental road designs will be trialled on low budgets with temporary materials to study their impacts, preceding permanent road alterations.

Targets:

9. The Draft Mayors Transport Strategy Vision Zero approach sets challenging interim targets for London authorities based on the 2005-9 and 2009 – 14 baselines. Unlike other authorities, the City has not seen absolute drops over this period.

The 2022 target set by the Mayor of a 65% reduction from the 2005 – 9 baseline would require a reduction from 51KSI in 2016 to below 18KSI in 2022. It is not realistic to adopt this target. However, a linear reduction towards the 2030 target of 16KSI would be more appropriate, which results in a target for the City of 33 KSI in 2023.

RDR and AT Work Programme 2018/19

10. Appendices 3,5 & 6 outline detailed delivery and spending plan for the year ahead.

Budget:

11. The 2018/19 annual RDR & AT Work Programme is fully funded through TfL Local Implementation Plan. Future years programmes will be subject to agreed funding and reporting process to members.
12. It is recognised that an increased RDR budget is required over the following years if the City is to meet the challenging targets. Section 55 of the Road Traffic Regulation Act states that on-street parking surplus, including fines from Bank, can be spent on the implementation of the London Transport Strategy.

Conclusions:

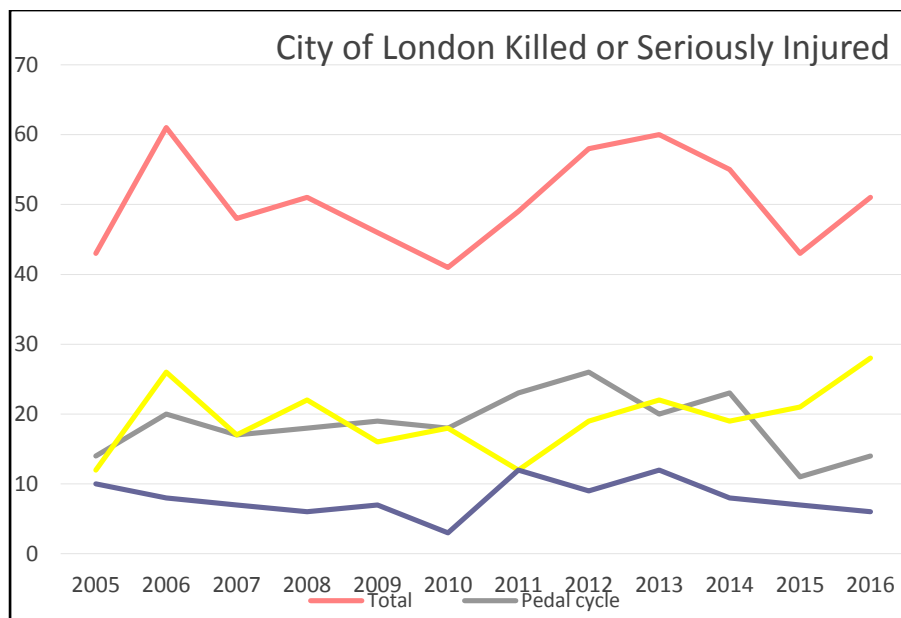
13. Measures adopted over the last five years for road danger reduction have been successful in delivering an improvement in the casualty rate in the City. However absolute casualty numbers have remained constant due to the rise in the number vulnerable road users. More significant reductions in KSI numbers will require the adoption of new and more radical measures that prioritise active travel and support Healthy Streets.
14. The existing major engineering projects and programmes such as Bank on Safety, will continue to deliver casualty reductions, but due to time-frame major new projects are beyond the scope of this 5-year plan
15. The 2018 – 2023 Plan focuses on what we can do in the short term. Longer term reduction in casualties will rely heavily on the adoption of a radical Transport Strategy for the City. **Page 26**

Appendices

Appendix 1 Road Danger Reduction & Active Travel Plan 2018 -2023

PDF (Attached as a separate document)

Appendix 2 Road Injury statistics for the City of London 2011 – 2016 (Attached as a separate document)



Appendix 3: Proposed RDR and AT Team 2017/18 Budget with Targets

Project	Estimated KSI reduction	Required Full Time Equivalent staff	Annual cost - £000s
Behaviour change: attitudes to travel	0.5	1	40
Causational factors analytics and highways monitoring	0 (provides evidence base)	1	10
Community Engagement	0	1	35
Joint Campaign - Enforcement	0.5	0.5	10
Safer Freight	0.5	0.5	10
Safer Riders	0.5	0.5	10
Safer drivers	0.25	0.5	5
Engineering / Temporary Pilot			
Timed closures	0.25	0.5	10
Active Travel Zones	0	0.5	0
Network Performance	0.5	1	124
Totals:	3	6	254
The requested £254,000 budget is to be funded from the LIP allocation 2018/19			
Outcomes from programme	Annual KSI Reduction		
Reduction in KSI	3		
Current KSI (3-year average)	50		
Target KSI for 2018	47		

Annual Value a serious injury (per incident - DfT 2016) = £237,527.00
 Bank has not been included in the projected cost savings

Appendix 4: City of London Casualty Analysis and Mapping 2012 - 2016 City Etiquette Guide

PDF

Appendix 5: Road Danger Reduction and Behaviour Change - Monthly Work Programme

Month	Category	Action	Objective
Apr-18	Behaviour Change Campaign	Easter Active Travel Campaign	To encourage people who are getting back on their bikes to consider training
Apr-18	Behaviour Change Campaign	City Etiquette Campaign - videos	Engage commuters through YouTube and social media
Apr-18	Collision data and hotspot monitoring	Highway Monitoring	To monitor streets for future safety initiatives, with a highlight report
Apr-18	Community and Business Engagement	ACN Business Roadshow	To engage with City businesses, promote safer riding & driving initiatives and consult with employers.
Apr-18	Community and Business Engagement	Aldgate Area - School Pedestrian Training	To ensure all pupils at Sir John Cass are aware of the changes to the Aldgate Area project
Apr-18	Community and Business Engagement	ACN Event: Vision Zero Workshop	Find opportunities for collaboration with TfL and neighbouring boroughs
Apr-18	Driver and Rider Training	Driver Assessments	To ensure all CoL drivers are assessment to a good standard
Apr-18	Safer Freight	City Mark	To engage with CCS major construction sites
May-18	Behaviour Change Campaign	Walk the City - Walking Maps Campaign	Engage with business - promote safer walking routes
May-18	Behaviour Change Campaign	Business Healthy Challenge	Supporting CoL initiative, engage with business, promote active travel, offer training for safer cycling, safer walking routes etc.
May-18	Behaviour Change Campaign	National Walking Month	To engage with vulnerable road users and encourage active travel
May-18	Collision data and hotspot monitoring	Highway Monitoring	To monitor streets for future safety initiatives, with a highlight report
May-18	Community and Business Engagement	ACN Business Roadshow	To engage with City businesses, promote safer riding & driving initiatives and consult with employers.
May-18	Community and Business	Pop Up Roadshows - (Location TBC)	To promote healthy sustainable travel

Month	Category	Action	Objective
	Engagement		
May-18	Community and Business Engagement	Aldgate Area - School Pedestrian Training	To ensure all pupils at Sir John Cass are aware of the changes to the Aldgate Area project
May-18	Driver and Rider Training	Driver Assessments	To ensure all CoL drivers are assessment to a good standard
May-18	Safer Freight	City Mark	To engage with CCS major construction sites
Jun-18	Behaviour Change Campaign	National Bike Week - Exchanging Places Campaign	To promote work related road safety as part of national bike week
Jun-18	Behaviour Change Campaign	City Etiquette Campaign - Less Haste	To engage with City businesses, promote safer riding & driving initiatives and consult with employers.
Jun-18	Collision data and hotspot monitoring	Highway Monitoring	To monitor streets for future safety initiatives, with a highlight report
Jun-18	Community and Business Engagement	ACN Event: 200 Year of the Bike History Conference	CoL Partner support & encourage safer & healthy travel
Jun-18	Community and Business Engagement	Tactical Urbanism: Lunchtime Streets Pilot	Trial lunch-time street closures to monitor impacts - engage with businesses, improve pedestrian facilities
Jun-18	Community and Business Engagement	ACN Business Roadshow	To engage with City businesses, promote safer riding & driving initiatives and consult with employers.
Jun-18	Community and Business Engagement	Pop Up Roadshow - Golden Lane Community Day	CoL partner support & encourage safer & healthy travel
Jun-18	Community and Business Engagement	Pop Up Roadshows - (Location TBC)	To promote healthy sustainable travel
Jun-18	Community and Business Engagement	Aldgate Area - School Road Safety Day	To ensure all pupils at Sir John Cass are aware of the changes to the Aldgate Area project
Jun-18	Driver and Rider Training	Driver Assessments	To ensure all CoL drivers are assessment to a good standard
Jun-18	Driver and Rider training	Cyclist and motorcyclist's forum	Liaise with forums to engage, feedback and advise rider groups on demands for City safety
Jun-18	Rider Training / Behaviour Change	E Bike Tours	To engage with businesses to promote safer & healthy travel
Jun-18	Safer Freight	City Mark	To engage with CCS major construction sites
Jun-18	Safer Freight / Safer Riders	Construction site hoarding safety campaign	To promote work related road safety as part of national bike week

Month	Category	Action	Objective
Jul-18	Collision data and hotspot monitoring	Highway Monitoring	To monitor streets for future safety initiatives, with a highlight report
Jul-18	Community and Business Engagement	ACN Business Roadshow	To engage with City businesses, promote safer riding & driving initiatives and consult with employers.
Jul-18	Community and Business Engagement	Cart Marking	To promote HGV & vulnerable road user safety
Jul-18	Community and Business Engagement	Pop Up Roadshows - (Location TBC)	To promote healthy sustainable travel
Jul-18	Driver and Rider Training	Driver Assessments	To ensure all CoL drivers are assessment to a good standard
Jul-18	Safer Freight	City Mark	To engage with CCS major construction sites
Aug-18	Community and Business Engagement	ACN Business Roadshow	To engage with City businesses, promote safer riding & driving initiatives and consult with employers.
Aug-18	Driver and Rider Training	Driver Assessments	To ensure all CoL drivers are assessment to a good standard
Aug-18	Rider Training / Behaviour Change	E Bike Tours	To engage with businesses to promote safer & healthy travel
Aug-18	Safer Freight	City Mark	To engage with CCS major construction sites
Sep-18	Behaviour Change Campaign	Healthy Safe Travel	European Mobility Week
Sep-18	Collision data and hotspot monitoring	Highway Monitoring	To monitor streets for future safety initiatives, with a highlight report
Sep-18	Community and Business Engagement	ACN Business Roadshow	To engage with City businesses, promote safer riding & driving initiatives and consult with employers.
Sep-18	Community and Business Engagement	Pop Up Roadshows - (Location TBC)	To promote healthy sustainable travel
Sep-18	Driver and Rider Training	Driver Assessments	To ensure all CoL drivers are assessment to a good standard
Sep-18	Safer Freight	City Mark	To engage with CCS major construction sites
Oct-18	Behaviour Change Campaign	Light Angels Campaign	To promote safer cycling during the darker months - hand out lights to cyclists when clocks go back, who don't have lights
Oct-18	Collision data and hotspot	Highway Monitoring	To monitor streets for future safety initiatives, with a highlight

Month	Category	Action	Objective
	monitoring		report
Oct-18	Community and Business Engagement	ACN Business Roadshow	To engage with City businesses, promote safer riding & driving initiatives and consult with employers.
Oct-18	Driver and Rider Training	Driver Assessments	To ensure all Cool drivers are assessment to a good standard
Oct-18	Safer Freight	City Mark	To engage with CCS major construction sites
Nov-18	Collision data and hotspot monitoring	Highway Monitoring	To monitor streets for future safety initiatives, with a highlight report
Nov-18	Community and Business Engagement	ACN Business Roadshow	To engage with City businesses, promote safer riding & driving initiatives and consult with employers.
Nov-18	Driver and Rider Training	Driver Assessments	To ensure all CoL drivers are assessment to a good standard
Nov-18	Safer Freight	City Mark	To engage with CCS major construction sites
Dec-18	Behaviour Change Campaign	Christmas Safer Commuting Campaign	To ensure all City commuters stay safe during the festive period
Dec-18	Collision data and hotspot monitoring	Highway Monitoring	To monitor streets for future safety initiatives, with a highlight report
Dec-18	Community and Business Engagement	ACN Business Roadshow	To engage with City businesses, promote safer riding & driving initiatives and consult with employers.
Dec-18	Driver and Rider Training	Driver Assessments	To ensure all CoL drivers are assessment to a good standard
Dec-18	Safer Freight	City Mark	To engage with CCS major construction sites
Jan-19	Collision data and hotspot monitoring	Highway Monitoring	To monitor streets for future safety initiatives, with a highlight report
Jan-19	Community and Business Engagement	ACN Business Roadshow	To engage with City businesses, promote safer riding & driving initiatives and consult with employers.
Jan-19	Community and Business Engagement	School Pedestrian Training	To engage with CoL school children of all ages, safer routes to school
Jan-19	Driver and Rider Training	Driver Assessments	To ensure all CoL drivers are assessment to a good standard
Jan-19	Safer Freight	City Mark	To engage with CCS major construction sites
Feb-19	Behaviour Change Campaign	London Bike Show	To engage with motorcyclists, promote safer riding and provide free training

Month	Category	Action	Objective
Feb-19	Collision data and hotspot monitoring	Highway Monitoring	To monitor streets for future safety initiatives, with a highlight report
Feb-19	Community and Business Engagement	ACN Business Roadshow	To engage with City businesses, promote safer riding & driving initiatives and consult with employers.
Feb-19	Community and Business Engagement	School Pedestrian Training	To engage with CoL school children of all ages, safer routes to school
Feb-19	Driver and Rider Training	Driver Assessments	To ensure all CoL drivers are assessment to a good standard
Feb-19	Safer Freight	City Mark	To engage with CCS major construction sites
Mar-19	Collision data and hotspot monitoring	Highway Monitoring	To monitor streets for future safety initiatives, with a highlight report
Mar-19	Community and Business Engagement	ACN Business Roadshow	To engage with City businesses, promote safer riding & driving initiatives and consult with employers.
Mar-19	Community and Business Engagement	School Pedestrian Training	To engage with CoL school children of all ages, safer routes to school
Mar-19	Driver and Rider Training	Driver Assessments	To ensure all CoL drivers are assessment to a good standard
Mar-19	Safer Freight	City Mark	To engage with CCS major construction sites
Mar-19	Safer Freight	CLOCS Conference	To keep up to date with best practice, networking and promoting City of London initiatives

Appendix 6: RDR and AT Engineering Proposals 2018/19

Scheme location & description	Expected output	Anticipated delivery date
City-wide collision hotspot analysis. A continuation of the City-wide analysis in 2017/18, focusing on locations with the greatest collisions and identifying potential engineering measures to improve road safety.	<p>Potential engineering measures identified, and a programme of measures evaluated for implementation from 2019/20.</p> <p>Potential sites to investigate include Fleet Street, Ludgate Hill, Fetter Lane, Gresham Street and others which become apparent during 2018.</p>	Mar-19
Puddle Dock link - Blackfriars Pier to Queen Victoria Street. This scheme provides facilities to enable pedestrians to access this part of the City more safely. It potentially includes a pedestrian crossing over Upper Thames Street, a pedestrian footway on the western side of Puddle Dock and the re-design of the Puddle Dock/Queen Victoria Street junction to reduce collisions	<p>Prepare a business case for the project & if approved, measures evaluated for approval.</p> <p>Delivery in 2020.</p>	Mar-19
Deliver a programme of RDR engineering measures evaluated in 2017/18.	<p>Deliver the following low-cost schemes:</p> <ol style="list-style-type: none"> 1. Fenchurch Street/Lloyd's Avenue – protected right turning lane and raised side road entry treatment. Expected collision saving 0.4 per year. 2. Fenchurch Street/Mincing Lane – protected right turning & side road entry treatment. Expected collision saving 0.7 per year. 3. Aldersgate Street/Beech Street/Long Lane – road markings to improve turning positioning guidance. Expected collision saving 0.5 per year. 4. Cheapside/New Change – minor amendment to traffic signal phasing and road markings to improve lane positioning guidance. Expected collision saving 1 per year 5. Moorgate/Great Swan Alley – introduce pedestrian crossing refuge to cater for pedestrian desire line and consider upgrading the existing n/b cycle lane. Expected collision saving 1.5 per year 	Mar-19
Cycle Quietways Phase 2	<p>Routes identified & outline options evaluated and approved.</p> <p>Delivery 2020.</p>	Mar-19
Other cycling improvement measures.	<p>Improvement measures identified & a programme of measures evaluated for implementation. Potential proposals could include: -</p> <ol style="list-style-type: none"> 1. Adjusted cycle stop lines to meet cycle 	Mar-19

	<ul style="list-style-type: none"> capacity 2. Cycle parking 3. Low level cycle lights at traffic signals 4. Early cycle release at traffic signals 5. Improved cycle lanes to meet cycle capacity where possible 	
<i>Leadenhall Street/St Mary Axe. A signalised junction scheme evaluated several years ago but deferred due to nearby construction activity</i>	<i>Subject to funding, the scheme will be re-evaluated, detailed design completed and the delivered</i>	<i>Mar-19</i>

Committee(s)	Dated:
Streets & Walkways Sub Committee Planning & Transportation Committee	27 February 2018 26 March 2018
Subject: Highway Infrastructure Code of Practice	Public
Report of: Director of the Built Environment	For Information
Report author: Ian Hughes, Assistant Director (Highways)	

Summary

The Department of the Built Environment (DBE), their term highway maintenance contractor, JB Riney, and their term maintenance highway structure consultants, Arcadis Ltd, are responsible for the construction, maintenance and safe repair of highways, lighting, street furniture and highway structures for most of the Square Mile.

As noted in a more detailed report to Streets & Walkways Sub Committee late last year, DBE has delivered a 'steady state' position to nationally accredited standards over recent years i.e. the network as a whole is getting no worse, and if anything, it has slightly improved. This has been done despite past budget cuts by capitalising on additional sources of investment, through service efficiencies and by using better data and analysis to inform a more considered highway maintenance regime.

This and other aspects of the highway, street lighting and structural maintenance function will be considered as part of the move towards adopting the Government's new Code of Practice for Well Managed Highway Infrastructure by autumn 2018. In moving towards adopting that Code, an Action Plan will consider the balance between reactive and planned maintenance, additional funding streams that might be made available, a new risk management approach to highway and structural inspections, and the adoption of a formal corporate policy for maintaining these items.

Recommendation(s)

Members are asked to note this report, including the Action Plan to be implemented as the key step towards adopting the new Code of Practice later this year.

Main Report

Background

1. The City Corporation is the Highway Authority for all the public highway and City walkway areas in the Square Mile, except for those streets that fall within the Transport for London Road Network (or 'Red Routes').

2. As such, the City is responsible for maintaining its streets, footways and walkways, including:
 - inspecting them for defects, undertaking repairs and resurfacing;
 - changing or enhancing streets, through major projects or in conjunction with developments;
 - maintaining signs, bollards, street furniture, nameplates and drainage;
 - looking after all the powered & illuminated street furniture in the City, from road signs to street lights;
 - maintaining highway structures, from bridges and viaducts to pedestrian underpasses and utility pipe subways.
3. The City's term contractor, JB Riney, works in partnership with City officers to identify highway and electrical defects, prioritise them, order the works and undertake the repairs. This results in a lean, joined-up and efficient process, with the City undertaking various monthly sample checks to ensure defects are correctly identified, repaired and invoiced.
4. In terms of Highway Structures, these are inspected in accordance with the Inspection Manual for Highway Structures by Arcadis Ltd, who are appointed by the City to perform these duties and to advise on their status using a bespoke IT software package (Bridgestation) designed for recording the condition of structures.

Current Position:

5. As noted in the detailed report on Highway Maintenance to Streets & Walkways Sub Committee in November 2017, DBE has delivered a 'steady state' position to nationally accredited standards over recent years i.e. the network as a whole is getting no worse, and if anything, it has slightly improved. Despite past budget cuts, this has been done by capitalising on additional sources of investment, through service efficiencies and by using better data and analysis to inform a more considered highway maintenance regime.
6. This approach has ensured that only around 7% of the City's road network requires resurfacing at any one time, and that accident rates for trips and falls remain extremely low. Furthermore, projects such as the switch to LED lighting demonstrate how the City is responding to the challenges of sustainability, energy saving and budget limitations.
7. However, detailed analysis suggests that the number of occasions where Riney are now completing temporary (as opposed to permanent) repairs is increasing. This is because fixing all the identified defects within the budgets available requires cheaper, more affordable short-term materials to be used, even though this can increase lifetime costs as these materials usually have a shorter lifespan.
8. In addition, DBE's local risk budget for road resurfacing (£266k pa) currently represents less than half the target spend (£683k pa) necessary to replace streets in the 20 years before they typically wear out. That leaves a funding gap

historically filled through TfL grants, major development schemes and DBE income from building site licences. This dependency on TfL's budget position and the buoyancy of the City economy has now become an issue with TfL's recent suspension of resurfacing funding for London's boroughs for the next two years, worth an average of £135k pa to the City.

9. This vulnerability to a funding gap is highly relevant given the City's historic expectation that its streets should be maintained to the highest of standards. This is exemplified by the high inspection frequencies embedded in the Riney contract, as well as particular specification details such as the 15mm definition of a trip that requires fixing in the Square Mile, compared to often 25mm or more elsewhere.
10. A similar position can be found in relation to the maintenance of highway structures, where limited annual repairs and maintenance budgets mean that the condition of the City's highway structures is gradually deteriorating in the long-term. This will inevitably result in several major set-piece schemes being brought forward in future years.

Well Managed Highway Infrastructure – A Code of Practice

11. In October 2016, the UK Roads Liaison Group (commissioned by the DfT) introduced a new benchmark for highway maintenance called 'Well-Managed Highway Infrastructure – a Code of Practice'. The Code is intended to apply throughout the UK, and is designed to promote an integrated asset management approach to highway infrastructure, based on localised risk management rather than Government-specified levels of service. It recommends that local service levels should be based on good evidence and sound engineering judgement, combined with local needs, priorities and affordability.
12. Changing from a reliance on specific guidelines (as in previous Codes) to a risk-based approach will involve appropriate analysis, policy development and approval from Members, and so a transition period was given for authorities to adapt to the new Code. Work is well underway to meet that timetable, so the following paragraphs represent an interim update before full adoption of the Code this autumn.

Code of Practice themes

13. The new Code is in four parts; Overarching Principles, Highway Maintenance, Street Lighting and Highway Structures. In total, it sets out 36 recommendations against which authorities should be judged, the first of which is formal adoption of the Code.
14. In terms of the general themes, the Code's key areas are:
 - Setting out and agreeing policies that inform maintenance operations;
 - Adopting an integrated risk-based approach towards maintenance, including priorities, inspections and responses;

- Maintaining an accurate and sustainable asset register, including condition surveys and appropriate record keeping;
- Establishing a performance management framework that is monitored and reported;
- Preparing financial plans for sustainable investment, including whole life costing and lifecycle planning;
- Creating three to five year rolling programmes of investment;
- Using materials that take into account area character, heritage considerations, environmental impact and carbon costs;
- Planning for, and learning from, extreme weather events;
- Minimising street clutter.

15. Discussion at the most recent London Technical Advisors Group (for London's highways professionals) suggests the City is well placed to adopt this overall approach and respond to its challenges having progressed as far as anyone in terms of embedding the key principles. In particular:

- Last July the term contract with Riney adopted a risk-management approach for managing its highway defects to ensure better prioritisation of repairs given the limited funding available;
- a five-year resurfacing programme is already co-ordinated with the City's long-term public realm enhancement programme, and takes into account key road surface deterioration risk factors;
- an extensive asset register is in place that helps manage and monitor the condition of the road network;
- comprehensive asset surveys, plus management information from Riney & Arcadis, help inform short & long-term plans and actions, which are benchmarked via London's Transport Asset Management Board and the national Annual Local Authority Road Maintenance (ALARM) survey;
- the City Public Realm Manual establishes a palette of materials based on sound road safety, sustainability, heritage, engineering and whole life costing principles;
- highway insurance claims remain low, but are closely monitored for trends and issues;
- winter maintenance resilience (including gritting, snow clearance and flood relief) is well-established within the Cleansing & Highways teams, and

forms part of the City's Business Continuity and Emergency Planning protocols.

Proposals

16. Having completed a gap analysis against the Code's 36 recommendations (see Appendix 1), officers have compiled an Action Plan to be implemented now, before a Final Implementation / Sign Off next autumn. In summary, the key elements of that plan (with the corresponding Code recommendation number) involves:

Action Plan

- (2) Developing an asset management framework for highway structures, approved by Members;
- (3) Drafting, consulting and gaining approval for a highway asset management policy in the context of the City's aims & objectives, statutory requirements, available funding and the forthcoming Transport Strategy;
- (4) Engaging with Members and the public regarding standards and performance levels through this policy review;
- (7) & (16) Reviewing the implications of adopting a risk based approach for highway structures;
- (25) Considering the implications of the current security level in the context of maintaining additional security measures on-street, and the response to emergency situations;
- (27) Making data results & analysis available to stakeholders via the reporting process to Committee and other channels;
- (28) Securing future funding streams into the longer-term to provide more certainty and the opportunity for longer-term planning.

17. Addressing these actions will be a focus for the coming year, but from that list, the priority would appear to be establishing a formal Member-approved policy and reviewing the implications of a risk based approach to the City's highway structures. This will need to be in the context of more developed financial plans that consider the current funding constraints, longer-term life cycle costs and other financial implications of adopting the Code.

Corporate & Strategic Implications

18. The key actions outlined above will set out the assumptions already implicit in the way the City maintains its highways, lighting and structures, but they will have to do so in the context of high public expectations and limited financial resources.

Health Implications

19. Maintaining a safe highway for the public is a statutory function that remains central to the City's core highway maintenance operation, and although the level of successful claims made against the City is minimal, this will undoubtedly remain the focus of any future policy proposal.

Conclusion

20. Through the intelligent use of data analysis, DBE ensure the City's highways, lighting and structures are safe and fit for purpose today and for the future. Standards remain high and the City continues to innovate ways to improve its service delivery.

21. However, previous budget reductions have created a reliance on third party and supplementary revenue funding to fill the funding gap needed to maintain and replace the City's highways and structures before they exceed their design life and wear out. An understanding of these expectations, risks and issues will be central to establishing the new highway asset management policy required of the new Code of Practice.

Appendices

- Appendix 1 – Well Managed Highway Infrastructure Recommendations – Current Status

Background Papers

- Highway Maintenance Efficiency Report (24 Nov 2017 - Streets & Walkways Sub Committee)

Ian Hughes

Assistant Director (Highways)

T: 020 7332 1977

E: ian.hughes@cityoflondon.gov.uk

Appendix 1: Well Managed Highway Infrastructure – A Code of Practice

(RAG: Status - Red, Amber, Green)

No.	Title	Wording	Update	RAG	Next Steps
1.	Use of the Code	This Code should be used to develop, review and formally approve highway infrastructure maintenance policy.	The Code will now form the template for the policy document which will guide operational decision making	G	<i>Adoption of the code as standard practice; see how existing operational standards may need to be adapted in accordance with the Code.</i>
2.	Asset Management Framework	An Asset Management Framework should be developed and endorsed by senior decision makers.	Asset management framework already embedded within the term contract for highways & lighting, but not for structures.	A	<i>Asset management framework for structures to be developed and contained within the policy document for Member approval.</i>
3.	Asset Management Policy and Strategy	An asset management policy and a strategy should be developed and published. These should align with the corporate vision and demonstrate the contribution asset management makes towards achieving this vision.	The historic principles of how the City's streets are maintained are well-established, but a formal policy has not been brought to Members for approval.	A	<i>A highway asset management policy should be drafted, consulted on and reported for approval in the context of the City's aims & objectives, statutory requirements and available resources.</i>
4.	Engaging and Communicating with Stakeholders	Relevant information should be actively communicated through engagement with relevant stakeholders in setting requirements, making decisions and reporting performance.	Ad hoc engagement with Members & public has historically driven maintenance expectations.	A	<i>Further work is required to engage with Members and the public regarding standards and performance levels, through the policy review noted above and a co-ordination of public feedback.</i>
5.	Consistency with other Authorities	The approach of other local and strategic highway and transport authorities should be considered when developing highway infrastructure maintenance policies.	Benchmarking in place for maintenance regime and intervention levels across London. Various industry working groups attended, & boundary maintenance agreements in place with all neighbouring authorities	G	<i>Continue to liaise with other boroughs plus TfL on all levels to ensure that a systematic approach is maintained. Complete Westminster boundary agreement. Review boundary responsibilities with TfL.</i>

No.	Title	Wording	Update	RAG	Next Steps
			except Westminster.		
6.	An Integrated Network	The highway network should be considered as an integrated set of assets when developing highway infrastructure maintenance policies.	Highway maintenance & lighting responsibilities are already joined up under the term contract with JB Riney, and the wider aspects (inc structures, cleansing, road safety, Public Realm Manual etc) all lie within DBE.	G	<i>Embed this approach into the policy documentation, and continue to maintain intra-DBE connections.</i>
7.	Risk Based Approach	A risk based approach should be adopted for all aspects of highway infrastructure maintenance, including setting levels of service, inspections, responses, resilience, priorities and programmes.	New risk-based approach to defects and intervention levels will be implemented from July. Implications of risk based approach for structures to be assessed.	A	<i>Rollout, review and embed new processes with JB Riney as part of their five-year contract extension. Consider implications for maintenance of structures with Arcadis.</i>
8.	Information Management	Information to support a risk based approach to highway maintenance should be collected, managed and made available.	All defects & repairs for highways (Highway Mgt System - HyMS) and Structures (Bridgestation) are recorded on the asset register. Riney also use mobile tablets for highways.	G	<i>Continue to collect and act upon inspections and defects via the mobile devices.</i>
9.	Network Inventory	A detailed inventory or register of highway assets should be maintained.	All assets are mapped on HyMS & Bridgestation, with attributes that range from type to age. Asset condition is also recorded & mapped.	G	<i>Ensure that the HyMS & Bridgestation asset registers are continually updated and that new items are registered as part of the process.</i>
10.	Asset Data Management	The quality, currency, appropriateness and completeness of all data supporting asset management should be regularly reviewed.	Monthly safety & service inspections and yearly condition reviews are utilised to do this.	G	<i>Continue to press for the prompt production of 'as built' drawings from schemes to enable HyMS to be updated.</i>

No.	Title	Wording	Update	RAG	Next Steps
11.	Asset Management Systems	Asset management systems should be sustainable and able to support the information required to enable asset management.	HyMS' supplier (Symology) is under contract until 2022, with a highly developed product to meet the City's needs. Bridgestation developed & managed by LoBEG for London authorities.	G	<i>DBE, IS and Symology continue to work to develop the functionality of the system, including on-line fault reporting this year. DBE work with LoBEG to develop Bridgestation, which is also being purchased by other bridge owners.</i>
12.	Network hierarchy	A network hierarchy should be defined which include all elements of the highway network.	This is fully defined within the contract. Intervention levels and the repair regime have been fully revisited as part of the Riney contract extension & found to be robust.	G	<i>Reviewed at intervals in conjunction with the City Transportation team and District Surveyors (from Bridgestation purposes).</i>
13.	Whole Life / Designing for Maintenance	Authorities should take whole life costs into consideration when assessing options for maintenance, new and improved highway schemes.	Lifecycle planning for 561 City streets in place. Durable products like York stone and Hot Rolled Asphalt prolong lifespans and help simplify reinstatements. Use of other materials are limited to where they deliver specific alternative benefits. Similar approach being developed in Bridgestation.	G	<i>Continued development of the lifecycle model, where the choice of material, its construction & a depreciation factor determines the expected life cycle of the highway and for appropriate structures.</i>
14.	Risk Management	The management of current and future risks associated with assets should be embedded within the approach to asset management.	Lessons learnt from quarterly insurance meetings help to address risks, with new materials (e.g. Ultra Crete for potholes) help reduce further risks.	G	<i>Continue to utilise existing materials, but be open to exploring new ideas that are safe and still deliver best value.</i>
15.	Competencies and Training	The appropriate competency required for asset management should be	Riney highway inspectors are fully trained and larger	G	<i>Regular reviews of training needs will be undertaken, considering</i>

No.	Title	Wording	Update	RAG	Next Steps
		identified, and training should be provided where necessary.	process/repairs must be approved by a CoL officer. Officers are fully versed in asset management processes. For structures, qualified engineers work with Arcadis for inspections & advice.		<i>competencies and appropriate courses as required. Approved inspectors for structures may also be considered.</i>
16	Inspections	A risk-based inspection regime, including regular safety inspections, should be developed and implemented for all highway assets.	A full & comprehensive highway inspection regime is already established within the term contract. However, a review of the highway structures regime is required to consider potential impact of adopting new code.	A	<i>To be reviewed as part of the policy discussion, particularly if the risk-management approach for structures results in the need for further funding.</i>
17.	Condition Surveys	An asset condition survey regime, based on asset management needs and any statutory reporting requirements, should be developed and implemented.	Inspection regime in place, including visual and automated surveys, or national & CoL standards. Coring programme of utility reinstatements also in place.	G	<i>Continue with existing approach in accordance with HMEP.</i>
18.	Management Systems and Claims	Records should be kept of all activities, particularly safety and other inspections, and procedures established to ensure efficient management of claims whilst protecting the authority from unjustified or fraudulent claims.	All inspections, defects & works are already recorded. All insurance claims are also recorded & reviewed, with the service adapted where appropriate.	G	<i>Quarterly review process to continue.</i>
19.	Defect Repair	A risk-based defect repair regime should be developed and implemented for all highway assets.	Set by the intervention levels & response times within the contract which are suitable and sufficient for an urban, high footfall, high quality	G	<i>A full inspection regime is already in place with a risk management strategy about to be introduced.</i>

No.	Title	Wording	Update	RAG	Next Steps
			area.		
20.	Resilient Network	A 'Resilient Network' should be identified to which priority is given through maintenance and other measures during extreme weather.	A winter maintenance gritting regime is well-established for the Square Mile, with prioritised areas and routes routinely reviewed.	G	<i>Review of winter maintenance regime required in time for next winter.</i>
21.	Climate Change Adaptation	The effects of extreme weather events on highway infrastructure assets should be risk assessed and ways to mitigate the impacts of the highest risks identified.	Plans in place for a variety of weather-related issues, including heat waves, snow and heavy rain. Sustainable Urban Drainage Schemes investigated for all public realm projects to remove storm water from sewer system	G	<i>Programmed review of weather-related plans; further investigation of SUDS to be encouraged wherever possible.</i>
22.	Drainage Maintenance	Drainage assets should be maintained in good working order to reduce the threat and scale of flooding. Particular attention should be paid to locations known to be prone to problems.	Drainage assets and regularly checked, flushed and repaired as necessary. A cross-departmental flood risk working group keeps matters under review.	G	<i>Continue to monitor & review.</i>
23.	Civil Emergencies and Severe Weather Emergencies Plans	The role and responsibilities of the Highway Authority in responding to civil emergencies should be defined in the authority's Civil Emergency Plan. A Severe Weather Emergencies Plan should also be established.	Corporate & DBE emergency plans are in place, including a multi-agency flood plan (last reviewed and updated in 2016).	G	<i>Continue to monitor & review.</i>
24.	Communications	Severe Weather and Civil Emergencies Plans should incorporate a communications plan to ensure that information is disseminated to highway	Major event communication is agreed within the emergency plan and would be co-ordinated centrally.	G	<i>Regularly tested through a range of corporate & departmental exercises.</i>

No.	Title	Wording	Update	RAG	Next Steps
		users through a range of media.	Smaller problems would be communicated on a local level by officers via existing social media feeds.		
25.	Learning from Events	Severe Weather and Civil Emergencies Plans should be regularly rehearsed and refined as necessary. The effectiveness of the Plans should be reviewed after actual events.	Emergency planning exercises are undertaken at DBE & pan-London level. Heavy rain impact on Lower Thames St in 2016 fed back into Cleansing/TfL plans, and issues where two or more properties are affected by flooding are investigated and publicised.	A	<i>Considering the implications of the current security level in the context of maintaining additional security measures on-street, and the response to emergency situations</i>
26.	Performance Management Framework	A performance management framework should be developed that is clear and accessible to stakeholders as appropriate and supports the asset management strategy.	HMEP report to committee reviews previous performance and condition showing clear trends in condition, whilst highlighting best practice (i.e. Coring programme)	G	<i>Performance Monitoring Framework outlined in this report, and will be reiterated in the upcoming policy review.</i>
27.	Performance Monitoring	The performance of the Asset Management Framework should be monitored and reported. It should be reviewed regularly by senior decision makers and when appropriate, improvement actions should be taken.	HMEP committee report reviews previous performance showing trends in condition, highlighting best practice (i.e. coring) etc. Bridgestation also highlights condition indicators for structures	A	<i>Data is available at a technical level for officers (street condition, coring etc), but results & analysis needs to be made available to stakeholders via reporting to Committee & publication, and fed into the policy review process.</i>
28.	Financial Plans	Financial plans should be prepared for all highway maintenance activities covering short, medium and long-term time horizons.	Detailed budgets are known & understood, but typically have just a one-year time horizon.	A	<i>Future funding streams to be agreed into the longer-term to provide more certainty and the opportunity for long-term planning. This applies to both</i>

No.	Title	Wording	Update	RAG	Next Steps
					<i>Highways (revenue) and Structures (supplementary revenue).</i>
29.	Lifecycle Plans	Lifecycle planning principles should be used to review the level of funding, support investment decisions and substantiate the need for appropriate and sustainable long-term investment.	Lifecycle planning for carriageways is underway. This is expected to inform long-term investment funding decisions.	G	<i>Financial analysis for different scenarios is being produced that is likely to illustrate the weakness and risks to DBE's current long-term funding position for planned highway maintenance.</i>
30.	Cross Asset Priorities	In developing priorities and programmes, consideration should be given to prioritising across asset groups (i.e. carriageways, footways, structures, lighting etc) as well as within them.	Maintenance budgets have recently been reallocated to ensure appropriate allocations to street lighting, granite setts, planned footway maintenance, coring etc.	G	<i>New budget allocations to be monitored & reviewed.</i>
31.	Works Programming	A prioritised forward works programme for a rolling period of three to five years should be developed and updated regularly.	A five-year resurfacing programme already in place.	G	<i>Ideally this will be extended to a ten-year plan, co-ordinated with major projects, developments & utility works</i>
32.	Carbon	The impact of highway infrastructure maintenance activities in terms of whole life carbon costs should be taken into account when determining appropriate interventions, materials and treatments.	Environmental factors are included in the choice of materials, but the street lighting shift to LED is expected to deliver significant carbon savings.	G	<i>Seeking Member approval at Gateway 5 for the street lighting project to commence.</i>
33.	Consistency with Character	Determination of materials, products and treatments for the highway network should consider the character of the area as well as factoring in whole life costing and sustainability.	The City's existing street scene manual provides clear guidance regarding the approved palate of materials.	G	<i>Any new materials to be tested and approved before final adoption.</i>
34.	Heritage Assets	Authorities should identify a schedule of	All heritage assets are	G	<i>Continued co-ordination with</i>

No.	Title	Wording	Update	RAG	Next Steps
		listed structures, ancient monuments and other relevant assets and work with relevant organisations to ensure that maintenance reflects planning requirements.	mapped on HyMS, and details are flagged to those wanting to excavate the highway.		<i>heritage officers and works promoters.</i>
35.	Environmental Impact, Nature Conservation and Biodiversity	Materials, products and treatments for highway infrastructure maintenance should be appraised for environmental impact and for wider issues of sustainability.	Sustainability of materials and their impact is implicit in the choice of materials within the street scene manual.	G	<i>Riney monitoring the downstream environmental impact of highway maintenance operations e.g. vehicle emissions, supply chain impacts.</i>
36.	Minimising Clutter	Opportunities to simplify signs and other street furniture and to remove redundant items should be taken into account when planning highway infrastructure maintenance activities.	We have a policy for de-cluttering our streets, which in turn minimises maintenance impacts.	G	<i>Embed policy into new urban realm schemes.</i>

Committee: Streets and Walkways Sub-Committee	Date: 27/02/2018
Subject: Actions Taken under Delegated Authority or Urgency Procedures	Public
Report of: Town Clerk Report author: Amanda Thompson – Town Clerk's	For Information

Summary

This report advises Members action taken by the Town Clerk under urgency procedures in consultation with the Chairman and Deputy Chairman since the last meeting of the Committee, in accordance with Standing Order No. 41(a) and (b) in relation to:-

- Beech Street Event for Culture Mile

Recommendation

That Members note the action taken since the last meeting.

Main Report

1. Since the last meeting of the Committee approval was given under the urgency procedures, Standing Order No. 41(a), as follows:-

Beech Street Event for Culture Mile (Standing Order 41(a))

In respect of the Members' reservations, the Barbican proposed a revised schedule for the project to comply with a reduced period of closure. This was based on the following principles:

- **That there will be pedestrian access through the tunnel for the duration of the build and de-rig of the necessary equipment**
- **That Barbican residents will have pedestrian access through the tunnel for the entire period**
- **That Barbican residents will have access to their cars and car parks for the entire period**
- **The access for emergency vehicles will be maintained for the entire period**

The revised proposal reduces the set-up time in the tunnel by 24 hours and reduces the duration of the road closure requirement by 24hrs, maintains performances on both Saturday 17th and Sunday 18th March and allows the tunnel to open 2 hours earlier than previously anticipated.

Contact:

Tel: 020 7332 3414

Email: amanda.thompson@cityoflondon.gov.uk