



Streets and Walkways Sub (Planning and Transportation) Committee

Date: TUESDAY, 3 DECEMBER 2019
Time: 10.30 am
Venue: COMMITTEE ROOMS, 2ND FLOOR, WEST WING, GUILDHALL

Members: Oliver Sells QC (Chairman)
Graham Packham (Deputy Chairman)
Randall Anderson
Peter Bennett
Deputy Keith Bottomley
Sheriff Christopher Hayward
Deputy Jamie Ingham Clark
Shravan Joshi
Deputy Alastair Moss
Alderman Alison Gowman (Ex-Officio Member)
Christopher Hill (Ex-Officio Member)
Paul Martinelli (Ex-Officio Member)
Barbara Newman (Ex-Officio Member)

Enquiries: Joseph Anstee
tel. no.: 020 7332 1480
Joseph.Anstee@cityoflondon.gov.uk

N.B. Part of this meeting may be subject to audio-visual recording.

Lunch will be served in the Guildhall Club at 1.00pm.

**John Barradell
Town Clerk**

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 non-public summary of the meeting held on 15 October 2019.

For Decision
(Pages 1 - 10)
- 4. BEECH STREET TRANSPORT AND PUBLIC REALM IMPROVEMENTS**
Report of the Director of the Built Environment

For Decision
(Pages 11 - 30)
- 5. CITY CLUSTER AND FENCHURCH STREET HEALTHY STREETS PLAN**
Report of the Director of the Built Environment

For Decision
(Pages 31 - 42)
- 6. CULTURE MILE LOOK & FEEL EXPERIMENTS PHASE 4**
Report of the Director of the Built Environment

For Decision
(Pages 43 - 52)
- 7. 20MPH SPEED LIMIT EXTENSION**
Report of the Director of the Built Environment

For Decision
(Pages 53 - 56)
- 8. QUEENHITHE AND VINTRY PROGRAMME UPDATE REPORT**
Report of the Director of the Built Environment

For Decision
(Pages 57 - 62)
- 9. MAJOR HIGHWAY ACTIVITIES 2020**
Report of the Director of the Built Environment

For Information
(Pages 63 - 70)

10. CITY WAYFINDING - INTRODUCTION OF LEGIBLE LONDON

Report of the Director of the Built Environment

For Information
(Pages 71 - 74)

11. 6-MONTH UPDATE ON THE ULTRA LOW EMISSION ZONE

Report of the Director of the Built Environment

For Information
(Pages 75 - 78)

12. 2019 CAR FREE DAY UPDATE

Report of the Director of the Built Environment

For Information
(Pages 79 - 84)

13. OUTSTANDING REFERENCES

Report of the Town Clerk.

For Information
(Pages 85 - 86)

**14. THE CITY OF LONDON CORPORATION'S DRAFT SPORT AND PHYSICAL
ACTIVITY STRATEGY FOR 2020-25**

Report of the Head of Corporate Strategy and Performance

For Information
(Pages 87 - 92)

15. ANY OTHER BUSINESS

16. 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

**17. ANY OTHER BUSINESS WHICH THE SUB COMMITTEE AGREES SHOULD BE
CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

This page is intentionally left blank

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

Tuesday, 15 October 2019

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:

Oliver Sells QC (Chairman)	Deputy Jamie Ingham Clark
Graham Packham (Deputy Chairman)	Shravan Joshi
Randall Anderson	Deputy Alastair Moss
Peter Bennett	Christopher Hill (Ex-Officio Member)
Deputy Keith Bottomley	Paul Martinelli (Ex-Officio Member)

Officers:

Joseph Anstee	- Town Clerk's Department
Zahur Khan	- Department of the Built Environment
Ian Hughes	- Department of the Built Environment
Gillian Howard	- Department of the Built Environment
Leah Coburn	- Department of the Built Environment
Steven Bage	- City Surveyor's Department
Julian Kverndal	- City Surveyor's Department
Sam Lee	- Department of the Built Environment
Rory McMullan	- Department of the Built Environment

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Sheriff Christopher Hayward, Alderman Alison Gowman and Barbara Newman.

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

There were no declarations.

3. MINUTES

RESOLVED – That the public minutes and non-public summary of the meeting held on 22 July 2019 be agreed as a correct record.

4. CROSSRAIL LIVERPOOL STREET URBAN INTEGRATION (WIDER AREA)

The Sub-Committee considered a report of the Director of the Built Environment concerning the new Crossrail station at Liverpool Street. The Director of the Built Environment introduced the report and outlined the key points for Members, confirming that there had been some delays to immediate work resulting from the wider delay to Crossrail, but that currently these would not significantly affect the project outcomes.

RESOLVED – That the Streets & Walkways Sub-Committee:

1. Note the next steps for Phase 2 of the Liverpool Street Crossrail Urban Integration Project;
 2. Agree to the increases in scope, including three pedestrian junctions around the area and the inclusion of the northern arm of Finsbury Circus, as shown in Appendix 3 –Requested and Approved Areas of Scope;
 3. Note the establishment of a new external working group to include Network Rail, Transport for London, British Land and other local stakeholders;
 4. Note the with the current local development timescales, it could mean that delivery of this Phase 2 work may have to be staggered;
 5. Note the new estimated cost of £4.1m for Phases 1 & 2, with Phase 1 being funded by Crossrail and Phase 2 from existing Section 106 funding as identified in the 'Review of Projects within the Built Environment Directorate' report (July 2019);
 6. Agree the allocation of £206,500 (excluding risk) from the Phase 2 agreed funding allocation to be utilised to reach the next gateway stage;
 7. Agree to the Costed Risk Provision of £25,700 up to the next Gateway funded from the Phase 2 agreed funding allocation; and
 8. To delegate to the Director of the Built Environment authority to approve budget adjustments above the existing authority within the project procedures, in consultation with the Chamberlains, between budget lines provided that these are within the total agreed allocation.
5. **CROSSRAIL REINSTATEMENT PROJECTS - UPDATE REPORT**
- The Sub-Committee received a report of the Director of the Built Environment providing the Sub-Committee with a wider update on Crossrail and the reinstatement of public highway areas following construction of Crossrail. The Director of the Built Environment introduced the report and addressed several points raised by Members, regarding the emerging risk at Lindsey Street and Finsbury Circus, also assuring the Sub-Committee that officers were confident on the range of costs resulting from delays to the Crossrail programme.

Members then discussed Community Infrastructure Levy (CIL) and queried how the CIL budget was controlled and the process for allocating funds. The Director of the Built Environment explained that funding bid reports would be presented to relevant Committees in December, and this would determine whether CIL funding was allocated to the Crossrail Finsbury Circus reinstatement project. The City of London Corporation had moved towards an annual bid process for allocating central funding such as CIL or On-Street Parking Reserve (OSPR). As Members felt the matter was not clear, it was

requested that officers provide a clear explanation on the processes around the allocation of funding following the meeting.

RESOLVED – That the report be noted.

6. **80 FENCHURCH STREET**

The Sub-Committee considered a report of the Director of the Built Environment seeking authority to undertake the required Section 278 highways works in the vicinity of the development at 80 Fenchurch Street. The Director of the Built Environment introduced the report and drew Members' attention to the key points.

In response to a query from a Member, the Director of the Built Environment confirmed that the project enabled improvements to the lighting in the area, and that officers were working with the police on anti-social behaviour. An update on the implementation of the Lighting Strategy could be brought to a future committee meeting ahead of its completion. In response to a query from Member regarding carriageway reprofiling and the costs it incurred, the Director of the Built Environment advised that efforts were made to mitigate against this during the planning process, including a standard planning condition. However, errors were still sometimes made by developers during construction, and the costs of rectifying these errors were picked up by the developer.

RESOLVED – That the Streets & Walkways Sub-Committee:

1. Approve the revised budget of £291,397 (an increase of £251,397, excluding risk and commuted maintenance) is set up to reach Gateway 6;
2. Note the Risk Provision of £24,478 (to be drawn down via budget adjustment if required);
3. Note the Commuted Maintenance sum of £9,650;
4. Note the revised total project cost of £325,525 inclusive of risk and commuted maintenance;
5. Approve the project to move from the 'light' to 'regular' route as set out in the Gateway Procedures;
6. Approve the design option shown in Appendix 4 – Scheme Design for construction;
7. Delegate to the Director of the Built Environment authority to approve budget adjustments, above the existing authority within the project procedures and in consultation with Chamberlains, between budget lines if this is within the approved total project budget amount; and
8. Delegate to the Director of the Built Environment, in consultation with the Chamberlain, authority to further increase or amend the project budgets

in the future (above the level of the existing delegated authority) should any increase be fully funded by the Developer.

7. CITY CYCLEWAYS PROGRAMME - PHASE 1

The Sub-Committee considered a report of the Director of the Built Environment regarding delivery of a programme of pedal cycle projects as proposed in the City of London Corporation's adopted Transport Strategy. The Director of the Built Environment introduced the report, drew Members' attention to key points and outlined the options available. The Sub-Committee noted an error on the risk register wherein the pre- and post-mitigation scores were the wrong way around.

In response to a number of queries from Members, the Director of the Built Environment confirmed that no existing infrastructure on Queen Street would be removed, although some would be moved around to clear space, and that the project budget accounted for project monitoring to continue. Whilst a wider servicing and loading review was ongoing, officers were proposing increasing restrictions at some problem locations. The roads were sufficiently wide that the scheme would allow adequate space for both pedestrians and cyclists. The increased costs could be met within the existing budget due to savings made during procurement, with TfL likely to provide additional funding if required due to their support for cycling projects.

Members were supportive of the scheme and of efforts to create shared spaces for pedestrians and cyclists to coexist on the streets and roads, which would also combat key issues including aggressive cycling. The Chairman added that this could be the first of a number of schemes and was important for the future.

RESOLVED – That the Streets & Walkways Sub-Committee:

1. Agree to the proposals as detailed in Option 2 (Intermittent surface treatment of the shared use spaces and improvements to the existing Q11 route, and other Quick Win measures) to proceed to the next gateway (authority to start work);
2. Agree to increase the scope to include proposals on Wood Street and the raised carriageway at the southern end of Queen Street;
3. Agree to a revised total estimated cost to deliver Phase 1 (Option 2) of £680k (an increase of £100k), which can be funded from the overall grant of £880k for 2019/20, subject to agreement from TfL;
4. Agree the revised budgets for the three phases as set out in Appendix 2 (tables 2 to 4); and
5. Agree to delegate the resolution of any objections to the Director of the Built Environment in consultation with the Chairman and Deputy Chairman of the Streets & Walkways Sub-Committee.

8. **PUDDLE DOCK IMPROVEMENT MEASURES**

The Sub-Committee considered a report of the Director of the Built Environment regarding improvement measures for Puddle Dock, principally to introduce a new pedestrian route between Blackfriars Pier and Queen Victoria Street. The Director of the Built Environment introduced the report, drew Members' attention to key points and outlined the options available. The scheme would reduce dangerous pedestrian crossing for expediency, particularly on Upper Thames Street.

The Director of the Built Environment advised the Sub-Committee that the two options proposed would be similar in its delivery for pedestrians, but Option 1 was recommended as Option 2 would require more substantial work and a greater budget for a negligible increase in impact.

RESOLVED – That the Streets & Walkways Sub-Committee:

1. Approve a revised evaluation budget of £148,026;
2. Note the estimated cost of £509,126 for the project;
3. Note the risk register;
4. Approve the proposals as shown in Appendix 1;
5. Agree that an additional budget of £361,100 is approved to reach the next Gateway; and
6. Agree authority to start work.

9. **PUBLIC STATUARY - RELOCATION OF THE LIFFE TRADER STATUE**

The Sub-Committee considered a report of the City Surveyor advising of the Section 106 agreement to relocate the LIFFE Trader Statue from its original position in Walbrook, which is being paid for by the developer of the Bloomberg Walbrook Square project, and seeking Members approval for the new proposed location of the statue in Dowgate Hill, near LIFFE's last home.

The City Surveyor introduced the report and gave Members an overview of previous governance in respect of the statue. The Sub-Committee noted that some bike parking would now have to be restyled to accommodate the statue in its proposed location, but this was not expected to be problematic.

RESOLVED – That the Streets & Walkways Sub-Committee:

- a) Approve the proposal to relocate the LIFFE Trader statue to the southern end of Dowgate Hill, at no cost to the City of London Corporation; and
- b) Agree that the unspent funds deposited by the developer of the Bloomberg Walbrook Square project to meet the cost of relocating the

statue be returned to the developer, after deduction for the City's supervisory and administration costs.

10. RESOLUTION OF THE BARBICAN RESIDENTIAL COMMITTEE

The Sub-Committee considered a resolution from the Barbican Residential Committee regarding public realm in and around the Barbican Estate. The Chairman advised that following consultation with officers, it had become apparent that the resolution was not within the remit of the Sub-Committee and therefore the Sub-Committee had limited power to discuss it.

The Director of the Built Environment confirmed that this was the case and advised that officers would confer to redirect the resolution as appropriate, before outlining the Department of the Built Environment's (DBE) position. Whilst City of London walkways were under the remit of the Streets & Walkways Sub-Committee, a review previously undertaken in respect of the Barbican Estate had resulted in a rationalisation of roles and responsibilities. As part of this rationalisation, responsibility for inspecting and maintaining the highwalk surface, drainage, wayfinding and signage had transferred from the DBE to the Department of Community and Children's Services. As part of this handover, a review of funding was undertaken, and a budget fully transferred from DBE to the Department of Community and Children's Services.

The Director of the Built Environment advised that DBE continued to ensure the Department of Community & Children's Services had access to use the City's term maintenance contractor for undertaking their minor works, also funded by the Department of Community and Children's Services, and highwalk lighting, which was part of the City of London's integrated street lighting system and was currently being upgraded as part of the City-wide lighting strategy by DBE. Major projects relating to the Estate were delivered by the City Surveyor's Department on behalf of the Department of Community and Children's Services.

Members agreed that whilst the resolution was not within the remit of the Streets & Walkways Sub-Committee, it raised important points and concerns that should be acknowledged. The Sub-Committee was supportive of officers redirecting the resolution as appropriate and suggested the resolution be forwarded to the Department of Community and Children's Services.

RESOLVED – That the Streets & Walkways Sub-Committee:

1. Acknowledge the reasonable concerns of Barbican residents and on behalf of visitors, as set out in the report appended to the resolution; and
2. Instruct officers to redirect the resolution as appropriate and forward the resolution to the Community and Children's Services Committee.

11. UPDATE ON REPLACEMENT ON NON-ELECTRIFIED STREET FURNITURE TO SUPPORT CITY OF LONDON WIRELESS CONCESSION

The Sub-Committee considered a report of the Director of the Built Environment seeking delegated authority to permit the replacement of 3 metre

columns with 8 metre columns across the Square Mile to support the roll out of 5G mobile small cells in a further 150 locations, on the basis that the initial 10 locations are not considered to present an impact on users of the public highway. The City Surveyor introduced the report and drew Members' attention to the key points before presenting slides of the columns in the initial 10 locations to outline their impact.

Whilst Members recognised that the 8 metre columns were not a perfect solution, they were supportive of the proposals as they provided important infrastructure and contributed to strategic aims. In response to queries from Members, officers advised that no new locations would be required, only replacements for columns in existing locations. The columns could also be used for other purposes and would have an ongoing use, and would be installed in locations that would not impact pedestrians. The Director of the Built Environment advised that the columns were low-maintenance and had a healthy lifespan, and could be maintained within existing budgets.

RESOLVED – That delegated authority be granted to the Director of the Built Environment, in consultation with the Chairman and Deputy Chairman of Streets & Walkways Sub-Committee, to approve the further replacement of 3 metre columns with 8 metre columns in 150 locations to facilitate the housing 5G small cell equipment to improve mobile coverage across the Square Mile.

12. PROGRESS UPDATE ON THE BANK ON SAFETY INTERIM SCHEME IMPROVEMENTS PROGRAMME

The Sub-Committee received a report of the Director of the Built Environment providing a progress report on the programme for the interim work at Bank Junction, following a request from the Planning & Transportation Committee. The Director of the Built Environment introduced the report and outlined the key points for Members. The Sub-Committee was advised that work at the junction itself was now scheduled to start in early January, with work on Bartholomew Lane scheduled to start on 16 November.

Members stressed the importance of modern and useful signage and effective communications during the works and in future going forward, to enable flexible opening and closing of the junction. It was also felt that enough time had elapsed to justify more enforcement on breaches of the restrictions to the junction.

The Director of the Built Environment advised that the gas works on Cannon Street were due to finish in mid-November. A communications strategy about the resumption of enforcement at the junction was being planned. Whilst drivers were still allowed to have their first Penalty Charge Notice cancelled, ending this concession was now under discussion. Resulting from the Bank on Safety scheme, a contract was in place for the City of London Corporation to begin its own CCTV enforcement, with permanent cameras to be installed at the junction.

The Director of the Built Environment added that a consultant had been commissioned to devise a Directional Signage Strategy. This would enable an

in-depth study of signage and road markings at the junction and elsewhere. Officers had also consulted Satnav companies for assurance that their data was up-to-date, and confirmed that all self-updating systems would have the correct information.

RESOLVED – That the report be noted.

13. LUNCHTIME STREETS - FIRST YEAR REVIEW

The Sub-Committee received a report of the Director of the Built Environment providing the Sub-Committee with a review of the first year of 'Lunchtime Streets' events.

Members felt that the events had been a clear success, with a high level of public approval and positive feedback, and therefore ambition should be to expand on the first year with an extended programme of more events in 2020. Proposals were welcome from Members, who should consider potential locations within their wards.

The Director of the Built Environment confirmed that officers continued to engage and work with stakeholder groups, and were considering a programme of six events for 2020, with possibilities including events around Cheapside or Liverpool Street. Members were supportive and encouraging, and requested that a report be brought back to Committee with further details on plans and proposals for 'Lunchtime Streets' events in the next year.

RESOLVED – That the report be noted.

14. REPORT OF ACTION TAKEN

The Sub-Committee received a report of the Town Clerk advising Members of action taken by the Town Clerk since the last meeting of the Committee, in consultation with the Chairman and Deputy Chairman, in accordance with Standing Order Nos. 41(a) and 41(b).

RESOLVED – That the report be noted.

15. OUTSTANDING REFERENCES

The Sub-Committee received a list of outstanding references.

RESOLVED – That the outstanding actions list be noted, and updated accordingly.

16. ANY OTHER BUSINESS

In response to a request for feedback resulting from Car Free Day, which had taken place in September, the Chairman added that he felt the event had been a great success and hoped it would be repeated. The Director of the Built Environment confirmed that the event had been well-received and well-attended, despite bad weather, and advised that any reporting and statistics communicated by TfL could be passed on to Members. Open House weekend figures were slightly down, but this may have been caused by the greater diversity in activities available.

In light of the ULEZ scheme being in place for six months, a Member asked that data relating to the scheme be presented to the Sub-Committee where possible, and requested that officers also look into cycle cargo vehicles, particularly route monitoring and their traffic impact.

The Chairman thanked officers for their work done so far and noted the emerging pattern of topics, representing changes to the City of London which were a fantastic opportunity.

17. **NON-PUBLIC MINUTES**

RESOLVED – That the non-public minutes of the meeting held on 22 July 2019 be agreed as a correct record.

18. **ANY OTHER BUSINESS WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

There was no other business.

The meeting closed at 12.26 pm

Chairman

Contact Officer: Joseph Anstee
tel. no.: 020 7332 1480
Joseph.Anstee@cityoflondon.gov.uk

This page is intentionally left blank

Committees: Streets and Walkways Sub-Committee <i>[for decision]</i> Resource Allocation Sub-Committee <i>[for decision]</i> Projects Sub-Committee <i>[for decision]</i> Port Health & Environmental Services <i>[for information]</i>	Dates: 03 December 2019 12 December 2019 16 January 2020 14 January 2020
Subject: Beech Street Transport and Public Realm Improvements Unique Project Identifier: 10847	Gateway 3/4/5: Options Appraisal and Authority to Start Work (Complex)
Report of: Director of the Built Environment Report Author: Aldo Strydom; City Transportation	For Decision
<h1>PUBLIC</h1>	

1. Status update	<p>Project Description: The Project will address air quality issues in Beech Street by reducing or removing traffic. It also aims to deliver a vibrant street with high-quality public realm at the centre of Culture Mile.</p> <p>This is a key Corporate project led by Transportation and Public Realm within the Department of the Built Environment (DBE).</p> <p>The purpose of this report is to:</p> <ul style="list-style-type: none"> • Seek Members' authority to implement two-way zero emission restrictions along Beech Street under an Experimental Traffic Order • Inform Members of work and findings to date, risks and next steps <p>A combined gateway report is being presented as a phased approach to delivery has been taken, as instructed by Members, and as such certain elements are being brought forward for delivery (at Gateway 5 stage) while options for other parts of the project are still being developed (i.e. at Gateway 3/4 stage).</p> <p>RAG Status: Amber (Amber)</p> <p>Risk Status: Medium (Medium)</p> <p>Total Estimated Cost of Project (excluding risk): £12M–£15M</p> <p>Change in Total Estimated Cost of Project (excluding risk): No change</p> <p>Spend to Date: £585,217</p>
-------------------------	--

	<p>Funding Source: DBE Community Infrastructure Levy (CIL), Greater London Authority (GLA) Mayor's Air Quality Fund (MAQF) Round 2</p> <p>Costed Risk Provision Utilised: 0</p> <p>Slippage: n/a</p>
<p>2. Next steps and requested decisions</p>	<p>Next Gateway: <i>Progress Report</i></p> <p>Next Steps: Subject to receiving approval under the Traffic Management Act (TMAN) from Transport for London (TfL) by year end, the below tasks are to commence in early 2020 with a planned 'Go Live' by mid-March 2020:</p> <ol style="list-style-type: none"> 1. Set up works budget and procure ANPR cameras, signs, and civils 2. Notify Statutory Parties[†] on intent to make Experimental Traffic Order (ETO) 3. If any responses from the Statutory Parties raise significant or unexpected concerns, the matter will be reported back to Members for decision 4. Subject to the Director of the Built Environment, in consultation with the Chairman, deciding to proceed with the ETO after considering any responses from the Statutory Parties, the Director shall: <ol style="list-style-type: none"> a. Make ETO b. Commence public awareness campaign and continue stakeholder engagement c. Construction (minor civils works) 5. Zero Emission Street 'Go Live' (i.e. ETO comes into force): <ol style="list-style-type: none"> a. Six-month statutory public consultation period (on ETO) begins b. Installation of public realm engagement platform c. Enforcement commences after appropriate warning notice period d. Monitoring of scheme impacts (minimum 6 months) 6. Agree monitoring outcomes with TfL and Islington Council 7. Issues Report with recommendations (~8–12 months after 'Go Live') <p>More details, including a summary of the work to date, is included in Appendix 4.</p> <p>Requested Decisions:</p> <p>Subject to the scheme receiving TMAN approval from TfL and the Director of the Built Environment, in consultation with the Chairman, deciding to proceed with the making of the ETO as set out above:</p>

[†] As required by regulation 6 of the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996

	<p>Members of the Streets and Walkways Sub-Committee are requested to:</p> <ol style="list-style-type: none"> 1. Approve Option 1 as the Interim Scheme 2. Delegate authority to the Director of the Built Environment to enter into a Section 8 agreement with Islington Council for implementing works on Islington streets, e.g. signage and traffic mitigation measures <p>Members of the Resource Allocation Sub-Committee are requested to:</p> <ol style="list-style-type: none"> 3. Approve an additional £167,430 of OSPR funding to underwrite the upfront staffing costs for Saba <p>Members of the Streets and Walkways Sub-Committee and Projects Sub-Committee are requested to:</p> <ol style="list-style-type: none"> 4. Approve a sum of £1,119,183 as the implementation budget for the Interim Scheme, funded from within the existing budget of £1,745,362 5. Delegate authority to the Director of the Built Environment, in consultation with the Chamberlain, to make any adjustments between elements of the approved budget, provided the total approved budget of £1,745,362 is not exceeded 6. Agree to provide funding to Islington Council at an estimated cost of £80,000 funded from within the existing budget 7. Delegate to the Director of the Built Environment, in consultation with the Chamberlain, to vary the cost of the Islington contribution, subject to the total approved budget of £1,745,362 not being exceeded. <p>Members of all Committees are requested to note:</p> <ol style="list-style-type: none"> 8. GLA funding of £91,000 that has been secured for the project 9. Work and findings to date as detailed in Appendix 4
<p>3. Budget</p>	<p>The project is funded through CIL. An amount of £91,000 from the GLA MAQF Round 2 funding (previously attached to the Moor Lane project) has been secured for the project, in lieu of previously approved CIL funding.</p> <p>An additional amount of £167,430 from OSPR will be used to fund the Saba (the parking and enforcement term contractor) enforcement costs during the scheme deployment phase. These funds will be allocated to the Highways Local Risk budget.</p>

	Item	Reason	Funds/ Source of Funding	Cost (£)
	Staff costs	Staff costs	CIL	787,091
	Fees	Surveys, consultancy fees, ANPR cameras, traffic orders, etc.	CIL	433,136
	Works	Construction costs, utilities	CIL/GLA	320,135
	Islington contribution*	Traffic mitigations	CIL	80,000
	Risk allowance	Costed risks	CIL	125,000
	Saba Enforcement costs	Enabling costs	OSPR	167,430
	Total Estimated costs			1,912,792
	* This is an estimate only and may change subject to agreement with Islington Council			
A breakdown of costs to date and a summary of the implementation costs for the Interim Scheme is presented in the finance tables in Appendix 3.				
Costed Risk Provision requested for this Gateway: £125,000 (see Appendix 2)				
4. Overview of project options	<p>The Interim Scheme will be a two-way Zero Emission Street (ZES), as approved by Members in July 2019. It will be introduced through means of an Experimental Traffic Order (ETO) and will deliver the project objectives (in part) by improving air quality and enhancing pedestrian amenity.</p> <p>Two options for enforcing the scheme are presented for Members' consideration:</p> <p><u>Option 1 – Point enforcement approach:</u></p> <ul style="list-style-type: none">• Creation of a Zero Emission Zone within the covered roadway area, with two ANPR cameras (one for each lane) enforcing at this location• A third camera, at the eastern end of Beech Street, will monitor the loading bay to ensure legitimate loading activity is not penalised• Introduces a change in how vehicles access the car parks and servicing areas – i.e. non-compliant vehicles accessing			

	<p>off street premises will be required to enter and exit Beech Street from the same direction</p> <p><u>Option 2 – Time/distance enforcement approach:</u></p> <ul style="list-style-type: none"> • Two ANPR cameras installed at either end of Beech Street (four in total) • Enforcement based on travel time of non-compliant vehicles through Beech Street – vehicles accessing off-street premises will take in excess of a certain period of time (compared to those travelling through continuously) and as such not be subject to a Penalty Charge Notice (PCN) <p>Alternatively, Members may instruct officers not to proceed with either of the options and to instead focus efforts on progressing the longer-term scheme.</p> <p>While there is a likelihood of potential adverse impacts attached to both Options 1 and 2 (see Section 6 'Risks'), the making of an ETO in the first instance will allow monitoring of the scheme benefits and disbenefits.</p> <p>Setting aside which enforcement option is chosen, and on the basis of the information currently available, the benefits of the scheme (i.e. improved air quality, health advantages and benefit to pedestrians) are considered to outweigh the disbenefits of the scheme (traffic congestion and additional journey times for non-compliant vehicles). The benefits and disbenefits of introducing a ZES are highlighted below:</p> <ul style="list-style-type: none"> • Air quality modelling predicts levels of NO₂ along Beech Street to reduce below recommended limits (improvement of ~40%). Air quality in the immediate vicinity will also be improved, particularly around the entrances to Richard Cloudesley School and Prior Weston Primary School • The many people who walk or cycle daily along Beech Street will experience an improvement in air quality • First step towards introducing wider changes in this area, including the Zero Emission Zone in the Barbican/Golden Lane area as identified in the Transport Strategy • External public realm value of launching the first Zero Emission Zone in Greater London – supports the City Corporation's sustainability, transport strategy and zero carbon ambitions • While NO₂ pollution does increase by a small to moderate amount on some alternative routes, polluted air is more easily able to disperse at these locations whereas they cannot within Beech Street. It is therefore reasonable to conclude that the scale of air quality improvements in Beech Street outweigh the disbenefits of NO₂ increases elsewhere • While the restrictions along Beech Street will have traffic impacts on the surrounding street network, the majority of traffic will reassign to City Access roads (London Wall and Aldersgate Street). Some works will be undertaken in Islington to stop traffic reassigning onto neighbourhood
--	---

	<p>roads (details of this is still being agreed with Islington Council)</p> <ul style="list-style-type: none"> • Traffic is also likely to reassign to residential streets within the City (Wood St – Fore St – Moor Lane – Silk St – Milton St). However, these streets will be observed during the monitoring phase • Non-compliant vehicles that previously used Beech Street will have a longer journey time, but this is not expected to be unreasonable. These impacts can be more accurately assessed once the ETO is in place and monitoring is being undertaken • One location on London Wall, where the current NO₂ levels are just below the recommended limit, are predicted to increase by 10% increase (to above the recommended limit). However, London Wall is a non-residential street and identified as a City Access street in the Transport Strategy (compared to Beech Street which is designated as a Local Access street) • The City is under a duty to “<i>secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)</i>” so far as practicable (S.122 Road Traffic Regulation Act 1984). The ZES would represent a restriction on the movement of certain classes of vehicular traffic on Beech Street and an indirect impediment to the expeditious and convenient movement of traffic on surrounding streets due to the displacement of traffic. However, that restriction is considered to be the minimum practicable restriction having regard primarily to the following: <ul style="list-style-type: none"> ○ this duty also relates to pedestrians and it is expected that the ZES will improve pedestrian movement, furthermore it will improve general pedestrian amenity ○ the need to secure the expected improvements in air quality, as provided for within the Environment Act 1995 (i.e. implementing the National Air Quality objectives) and duties under Local Air Quality Management (LAQM) legislation to reduce pollution where these exceed the recommended limits[‡] ○ being made by way of ETO, it will be for a temporary period only to enable the balance of benefit/disbenefit to be more accurately assessed before any permanent measures are introduced
5. Recommended option	<p><u>Option 1</u> is recommended, for the following reasons:</p> <ul style="list-style-type: none"> • This option introduces a well-defined Zero Emission Zone within the covered roadway area • The accesses to the existing car parks and servicing areas (e.g. the Barbican Trade Centre and Lauderdale Place) falls

[‡] For NO₂ the limits are set at 40 µg/m³ in the National Air Quality objectives

	<p>outside of this zone, ensuring non-compliant vehicles may continue to use these without the risk of being penalised</p> <ul style="list-style-type: none"> • Enforcement of the zone will be less complicated, as only Zero Emission Vehicles (ZEVs) allowed to use the area[§], meaning there is less chance of confusion/ambiguity • A simpler approach to enforcement would be more cost effective with regards to ongoing staff requirements and processing of PCNs
6. Risk	<p>The following risks are attached to both options:</p> <ul style="list-style-type: none"> • Delay in receiving TMAN approval, however officers have had assurances from major stakeholders (Islington Council and TfL) that they are unlikely to object • High level strategic modelling has been undertaken to inform where traffic reassigns to. Due to the objective of delivering air quality improvements quickly, microsimulation modelling (that detail impacts on journey times and traffic congestion) have not been undertaken, as this would take between 12-18 months to develop. Due to the experimental nature of the Interim Scheme traffic reassignment modelling is considered sufficient, however there remains a risk that the traffic impacts for the Interim Scheme may be more severe than estimated. We have a robust monitoring strategy (agreed with key stakeholders) to measure the impact of the closure on the surrounding street network which will be reported back to Members regularly • The reassigned traffic, as shown in the strategic models, may negatively impact users of these streets, as well as nearby residents and businesses (e.g. through increased traffic, travel time and air pollution) resulting in objections against the scheme • While the air quality modelling shows a significant improvement along Beech Street, moderate increases in nitrogen dioxide (NO₂) levels are predicted at a number of nearby locations and this may be objected to • There is a reputational risk in that should the scheme fail (e.g. due to opposition or large traffic impacts) the experimental scheme may have to be abandoned • Islington Council, TfL or the London Borough of Camden objects during the ETO notification period, which may delay implementation • Islington Council or the London Borough of Camden objects to the scheme during the statutory consultation period due to any of a number of reasons, incl. pressure from residents or concerns about traffic congestion or air quality • The zero emission restrictions will be the first of its kind in London and there may be confusion among the public with TfL's Ultra Low Emission Zone (ULEZ) and a similar scheme

[§] With the exception of whitelisted non-compliant vehicles, and those legitimately using the loading bay

	<p>in Hackney where vehicle movements are restricted to Ultra Low Emission Vehicles (ULEVs)</p> <ul style="list-style-type: none"> • A general lack of understanding of the newly approved traffic regulation sign for a Zero Emission restriction • As a result of confusion and the lack of understanding, compliance rates may take time to reach an acceptable level • The scheme could be perceived as a revenue raising measure • There is likely to be opposition from some stakeholders, e.g. certain road user groups and impact residents • Gas mains replacement works (Poultry to Holborn Viaduct), that coincide with the planned Go Live date and monitoring period for the Interim Scheme, will result in traffic being diverted along London Wall. London Wall will likely be busier than usual, and it will be difficult to identify the gasworks or Interim Scheme as the cause – possibly resulting in the Interim Scheme being negatively received • The ZES has the potential to negatively impact certain groups of people, particularly those aged over 65, with disabilities, with infants and/or in pregnancy and maternity. These potential impacts are set out in the Equalities Impact Assessment at appendix 8 <p>The following risks are attached to Option 1:</p> <ul style="list-style-type: none"> • This option requires a behavioural change from drivers due to the ‘no through road’ for non-compliant vehicles, with those affected having to enter and leave Beech Street from the same direction when accessing the car parks and servicing areas. As such there is a risk that drivers continue to use the street as before, e.g. leaving the Barbican Centre car park by executing a left turn and entering the enforcement zone (travelling in a westerly direction) • This option introduces right turn movements for egress/access movements which may conflict with through traffic, including cyclists <p>Costed Risk Provision Utilised at Last Gateway: 0</p> <p>Change in Costed Risk: £125,000 (see Appendix 2)</p>
<p>7. Procurement approach</p>	<p>The City’s term contractor, JB Riney’s will implement the works.</p> <p>Siemens has recently been appointed as the City’s preferred supplier for automatic number plate recognition (ANPR) cameras and will be providing the cameras and associated technology.</p> <p>Saba manages the Traffic and Parking enforcement contract in the City and will provide additional back office support for the enforcement of the scheme which will be responsive to the level of contraventions observed.</p>

<p>8. Design summary</p>	<p>A phased approach has been taken in delivering the Interim Scheme with the zero emission restrictions delivered under an ETO, as the first step. As such, only the physical works necessary to deliver this initial stage will be constructed, which will save on potentially abortive monetary and environmental costs.</p> <p>The City will notify the statutory consultees including, emergency services, TfL and neighbouring local authorities, of the intent of making the ETO.</p> <p>A statutory six-month period applies to the ETO in which objections must be considered, before a decision to make the changes permanent can be made. Monitoring of the scheme impacts will also be undertaken during this six-month period. However, it is likely that more data will be needed, particularly in relation to air quality, before the impacts can be suitably assessed and recommendations can be made accordingly.</p> <p>Should the scheme prove successful during the experimental phase, consideration can be given to making the traffic order permanent with further works, including public realm improvements, introduced in the next phase. An Issues Report with the relevant recommendations will be presented to Members to make this decision (Autumn/Winter 2020).</p> <p>The details of the scheme are summarised below with design plans included in Appendix 6. A series of maps have been developed to help communicate the scheme and these are included in Appendix 7.</p> <p><u><i>Scheme design – key points</i></u></p> <ol style="list-style-type: none"> 1. Two-way ZES along the length of Beech Street between its junctions with Aldersgate Street and Silk Street 2. Only Zero Emission Vehicles (ZEVs) permitted to use Beech Street as a through route – compliant vehicles need to comply with all three criteria: <ol style="list-style-type: none"> a. Maximum 75 g CO₂/km b. Minimum 20 mile zero emission range c. Euro 6 equivalent NO_x emission standard 3. The restrictions are in line with current TfL guidelines (published in September 2019). TfL is taking a phased approach to delivering ZEZs to allow for the uptake of ZEVs – in 3-4 years it is expected that restrictions will be stricter with ‘zero’ effectively meaning ‘zero’ 4. Movements to ‘access off street premises’ (e.g. Barbican residents and Barbican Centre car parks and servicing access) still permitted for non-compliant vehicles 5. Restrictions will be introduced through an ETO that will run for a maximum of 18 months 6. Bus route 153 will be retained 7. Enforcement will be through means of ANPR cameras, and reinforced through means of PCNs 8. A list of exempted vehicles will be established and include residents and emergency vehicles
---------------------------------	--

	<p>9. Warning letters will be sent in lieu of PCNs during an initial grace period</p> <p>10. It is estimated that there will be an increase in journey times to access the area bounded by Chiswell Street, Golden Lane, City Road and Old Street (Bunhill Ward in Islington) as a result of:</p> <ul style="list-style-type: none"> a. The TfL scheme at Old Street roundabout removing the right-hand turn from Old Street to City Road b. The Beech Street Zero Emission scheme c. A traffic mitigation scheme on Fortune Street <p>11. Implementation will consist of minor civils works to install signage and ANPR cameras, as well as:</p> <ul style="list-style-type: none"> a. A redesigned Beech Street junction with Silk Street to allow right turns from Silk Street into Chiswell Street b. A new raised table at the existing zebra crossing (across Beech Street) together with coloured surfacing to help define the start of the ZES c. Works to close off the junctions of Golden Lane and Bridgewater Street to all traffic (except cyclists) are necessary to be able to enforce the scheme effectively. These closures will as a result provide scope to create areas where public realm improvements can be made, and during the experimental phase will be used to engage with the public through various media on what Beech Street could be in the future as part of Culture Mile d. Option 1 only – kerb works to remove central reservation at key points within the covered roadway area to allow access/egress at car park and servicing accesses, as well as additional signage (including within the Barbican car parks) to ensure drivers are made aware of the allowed movements <p>12. Minimal public realm works planned during the experimental stage, with an engagement platform with both digital and physical entities to be installed along Beech Street – the main purpose of this platform is to engage the public with planned transformation of Beech Street and its future vision</p>
9. Delivery team	<p>13. The scheme is being delivered through the Major Projects (City Transportation) team with support from teams across DBE, as well as other departments including City Police, Barbican Estate Office, Barbican Centre, Chamberlain and Town Clerk's Department</p> <p>14. The project team have been working with Islington Council and TfL in ensuring procedures are followed and approvals are in place. This collaborative approach will continue during the monitoring period</p> <p>15. JB Riney's will implement (construct) the scheme, with support from Siemens and utility providers as and when needed</p>

	16. Saba will undertake enforcement and provide support to the City's Parking Ticket Office in the processing of traffic order infringements
10. Success criteria	<p>The ZES is expected to address the project objectives in part, in particular the following:</p> <ul style="list-style-type: none"> • A – Improve air quality in Beech Street by reducing NO₂ levels. Air quality modelling forecasts current levels to fall from around 50 µg/m³ to ~30 µg/m³ ** • B – Improve the quality of the public realm to create streets and public spaces for people to securely admire and enjoy. An engagement platform with the purpose of involving the public with planned transformation of Beech Street and its future vision will be introduced initially, followed by physical enhancements if the scheme is made permanent <p>The scheme will be monitored for a minimum of six months after it has been implemented, with the project's success criteria agreed with TfL and Islington Council as follows:</p> <ul style="list-style-type: none"> • Significant improvement in air quality – a measured reduction along Beech Street, with the wider monitored area not being any worse than predicted in the model • Maintain current access and servicing arrangements – residents, visitors and businesses are not negatively impacted by the scheme • Traffic or bus journey times on the surrounding routes identified in the monitoring strategy are not unreasonably impacted <p>In addition to measuring how well the scheme is meeting its key objectives, the following will also be monitored:</p> <ul style="list-style-type: none"> • Noise levels – reduction in noise levels inside the covered roadway on Beech Street • Public perception – increase in public perception of air quality, noise and personal safety • Compliance rate – a compliance rate of 95% zero emission vehicles by the end of the 6th month after Go Live date • Taxis – journey times and costs not unreasonably increased for key routes • Safety at surrounding junctions – current road safety conditions not made worse • Vehicle volumes on surrounding streets – to understand impacts and inform future design and traffic management decisions <p><u>Enforcement strategy</u></p> <p>Lessons learned from the Bank on Safety project is that from time to time, incidents on the local street network may require experimental traffic restrictions to be temporarily suspended to mitigate traffic congestion. For example, in the event of emergency</p>

** As per air quality modelling undertaken by Cambridge Environmental Research Consultants (Sep 2019)

	utility works at certain strategic locations in the vicinity of Beech Street, it may be necessary to allow all traffic to use Beech Street in one or both directions. Authority to make these decisions are within the delegated powers of the Director of the Built Environment, and it is expected the Director will exercise the delegated powers with regards decision making for Beech Street.
11. Progress reporting	<p>It is proposed to continue providing updates to Streets & Walkways Sub-Committee throughout the monitoring period through means of the current outstanding references process. In addition, monthly updates will also be provided through Project Vision (Cora). It is proposed to provide an update to all relevant Committees at the following key stages:</p> <ul style="list-style-type: none"> • Update Report 1: ~3 months after 'Go Live' to report on progress and issues/impacts • Update Report 2: ~6 months after 'Go Live' to report on progress and issues/impacts • Issues Report: ~8–12 months after 'Go Live' to make recommendation (on making scheme permanent)

Appendices

Appendix 1	Project coversheet
Appendix 2	Risk register
Appendix 3	Finance tables
Appendix 4	Progress to date and technical information
Appendix 5	Traffic impact report
Appendix 6	Design plans
Appendix 7	Communications materials (maps)
Appendix 8	Equalities Impact Analysis and Health Impact Analysis report

Contact

Report Author	Aldo Strydom
Email Address	aldo.strydom@cityoflondon.gov.uk
Telephone Number	020 7332 1539

Options Appraisal Matrix

Option Summary	Option 1	Option 2
1. Brief description of option	Point enforcement approach	Time/distance enforcement approach
2. Scope and exclusions	<ul style="list-style-type: none"> • Introduce a 'point closure' in Beech Street through creating a Zero Emission Zone within the covered roadway area • Enforcement will be through the use of two ANPR cameras at this location and all non-compliant vehicles entering the zone will be subject to a PCN upon entering the zone⁵ • A third camera will be installed at the eastern end of Beech Street, to monitor the loading bay to ensure legitimate loading activity is not penalised • Minor civils works to be undertaken, including: <ul style="list-style-type: none"> ○ Reconfiguring the Beech St/ Silk St junction (to allow right turns from Silk St) ○ A new raised table at the existing zebra crossing (across Beech Street) ○ Closing off the Beech St junctions with Golden Lane and Bridgewater St 	<ul style="list-style-type: none"> • Non-compliant vehicles subject to a PCN if deemed to use Beech St as a through route – this will be determined based on the length of time a vehicle takes to travel through the street • Two ANPR cameras for each direction of travel (i.e. four in total) will monitor activity – e.g. camera 1 detects a non-complaint vehicle entering the ZES, and camera 2 detects the same vehicle leaving the ZES. Should this occur within a short period of time⁶, this would be deemed a violation as the vehicle used the street as a through route without accessing off street premises (as permitted under the ETO) • Minor civils works to be undertaken, including: <ul style="list-style-type: none"> ○ Reconfiguring the Beech St/ Silk St junction (to allow right turns from Silk St) ○ A new raised table at the existing zebra crossing (across Beech Street)

⁵ With the exception of white listed vehicles and those using the loading bay legitimately

⁶ It has been observed on site that vehicles take on average 1 minute 30 seconds, or less to travel through the street

Option Summary	Option 1	Option 2
	<ul style="list-style-type: none"> ○ Kerb works to remove central reservation at key points within the covered roadway area to allow access/egress at car park and servicing accesses ○ Additional signage at access/egress points (including within the Barbican car parks) to ensure drivers are made aware of the allowed movements ○ Installation of coloured surfacing at either end of the restricted zone as well as at either end of Beech St, to help define the ZES 	<ul style="list-style-type: none"> ○ Closing off the Beech St junctions with Golden Lane and Bridgewater St
Project Planning		
3. Programme and key dates	<p>With TMAN approval expected in late December:</p> <ul style="list-style-type: none"> • Jan–April 2020: Awareness campaign • Feb–Mar 2020: Implementation/construction • Mar 2020 – Go Live • Sep 2020 (6 months after Go Live) – statutory consultation period ends • Sep–Dec 2020: data/evidence gathering and reporting • Sep–Oct 2020: Public realm design • Dec 2020: Issues report to Committees 	

Option Summary	Option 1	Option 2
4. Risk implications	<p>Overall project option risk: Medium</p> <ul style="list-style-type: none"> As per discussion in Section 6 in the main body of the report Lack of understanding of the change in traffic behaviour, resulting in drivers entering the new zone by mistake (especially visitors to the Barbican Centre) 	<p>Overall project option risk: Medium</p> <ul style="list-style-type: none"> As per discussion in Section 6 in the main body of the report
5. Stakeholders and consultees	<ul style="list-style-type: none"> Other teams within DBE Other departments within the City Corporation (Barbican, Chamberlain's, City Police, Comptroller and City Solicitor's, Town Clerk's) Transport for London Islington Council Greater London Authority Road user groups Local residents and businesses 	
6. Benefits of option	<ul style="list-style-type: none"> The creation of a 'zone' for use by compliant ZEVs only will result in less ambiguity when enforcing – i.e. vehicles do not have to be monitored for accessing off street premises (or not) This signifies a less complicated enforcement process and as a result: <ul style="list-style-type: none"> less staff time will be spent on processing PCNs less staff required in general more cost-efficient way of managing the enforcement process 	<ul style="list-style-type: none"> Users of the street, including visitors to the Barbican Centre and Barbican residents, will be able to continue to use the street as before

Option Summary	Option 1	Option 2
7. Disbenefits of option	<ul style="list-style-type: none"> • Introduces a driver behavioural change with non-compliant vehicles having to enter and leave Beech Street from the same direction, when accessing the car parks and servicing areas off Beech Street, as detailed below: <ul style="list-style-type: none"> ○ On-street loading bay in Beech St – vehicles exempted/whitelisted with access/egress from/to the east allowed (no change) ○ Barbican Centre car park – access from the east (as before) / egress to the east, by executing a right turn out of the car park (change) ○ Barbican Estate refuse bay – vehicles exempted/whitelisted with access/egress from/to the east allowed (no change) ○ Barbican residents' car parks (Shakespeare Tower and Defoe House) – access from the west, by executing a right turn into the car park (change) / egress to the east (as before) ○ Lauderdale Tower reception and Barbican Estate Office – access from the west, by executing a right turn into Lauderdale Place (change) / egress to the east (as before) 	<ul style="list-style-type: none"> • More complicated enforcement process. Although the timing (of vehicles travelling along the street) can be programmed between the two ANPR cameras, the two images will need to be manually verified and checked by enforcement staff, before a PCN is generate. This will result in: <ul style="list-style-type: none"> ○ More staff required ○ Longer processing time ○ Creation of a large white list of exempted vehicles

Option Summary	Option 1	Option 2
	<ul style="list-style-type: none"> ○ Barbican Trade Centre – access from the west (as before) / egress to the east, by executing a right turn (change) • These changes may: <ul style="list-style-type: none"> ○ result in objections from regular users (such as residents) ○ cause confusion for regular users in the initial stages of the scheme 	
Resource Implications		
8. Total estimated cost	<ul style="list-style-type: none"> • £994,183 • Fairly confident 	<ul style="list-style-type: none"> • £939,565 • Fairly confident
9. Funding strategy	<ul style="list-style-type: none"> • DBE Community Infrastructure Levy (CIL) • MAQF Round 2 funding from GLA • Initial Saba costs, i.e. during the scheme mobilisation phase, will be funded through the On-Street Parking Reserve (OSPR). It is expected that the ongoing enforcement costs will be covered by the income received from Penalty Charge Notices (PCNs) issued to vehicles contravening the traffic order 	
10. Investment appraisal	N/a	
11. Estimated capital value/return	N/a	
12. Ongoing revenue implications	<ul style="list-style-type: none"> • This option is deemed simpler to enforce and is therefore expected to be more cost efficient due to a lower number of staff required 	<ul style="list-style-type: none"> • This approach to enforcement will be more labour intensive and as such more staff will be needed

Option Summary	Option 1	Option 2
	<ul style="list-style-type: none"> The ongoing staff costs is however expected to be covered by revenue generated through PCNs 	<ul style="list-style-type: none"> The ongoing staff costs is however expected to be covered by revenue generated through PCNs
13. Affordability	N/a	
14. Legal implications	<p>The project team have taken legal advice from the Comptroller and City Solicitor team regarding:</p> <ul style="list-style-type: none"> The City's powers as Traffic Authority to make the ETO Scope to make minor variations to the ETO Objections to the ETO from other authorities <p>The advice is that the City is acting within its authority under the Road Traffic Regulation Act 1984, the Environment Act 1995 and Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 as well as Local Air Quality Management (LAQM) legislation</p> <p>To ensure there is no ambiguity with regards the above independent legal advice has also been sought from Legal Counsel.</p>	
15. Corporate property implications	None	
16. Traffic implications	<ul style="list-style-type: none"> Similar to Option 2, with the following additional considerations: <ul style="list-style-type: none"> A behavioural change is needed due to the 'no through road' for non-compliant vehicles – traffic accessing the car parks and servicing areas off Beech Street will be entering and leaving Beech Street form the same direction 	<ul style="list-style-type: none"> Current traffic levels along Beech Street number - ~9,500 vehicles (24 hrs) for the average weekday ZEVs are estimated at ~2-4% of all traffic (approx. 190-380 vehicles), with non-compliant movements estimated at 200-300 per day This means ~ 9,000 vehicles will be displaced to the surrounding road network

Option Summary	Option 1	Option 2
	<ul style="list-style-type: none"> ○ Right turn movements to/from the accesses will need to be executed – this will be facilitated through removing the central reservation at the access points 	<ul style="list-style-type: none"> • Greatest traffic increases are forecast along London Wall and the north–south routes either side of Beech St (Goswell Rd/Aldersgate St and Finsbury Pavement/Moorgate) • Local streets in the City are also predicted to take extra traffic (Wood St – Fore St – Moor Lane – Silk St – Milton St) • Minor increase along local roads in Islington also expected – i.e. Bunhill Row, Banner St and Golden La • Estimate that journey times for residents and businesses approaching (from the west) the Bunhill Ward area south of Old Street will increase due to the length of the diversion route via Aldersgate Street, London Wall, Moorgate and Chiswell Street
17. Sustainability and energy implications	Improve air quality	
18. IS implications	None	
19. Equality Impact Assessment	An independent Equalities Impact Assessment has been undertaken and a copy of the EqIA report is included in Appendix 8. The EqIA identified that the proposals could have the potential to negatively impact certain groups of people, particularly those aged over 65, with disabilities, with infants and/or in pregnancy and maternity:	

Option Summary	Option 1	Option 2
	<ul style="list-style-type: none"> • given the existing narrow and uncomfortable environment and the anticipated increase in pedestrian and bicycle traffic during peak times, this could affect those who use mobility aids or buggies. It could make manoeuvring more difficult and users could be more fearful of the street • issues could also arise should access for essential support be limited by the blocked-off roads and alternative routes have to be taken (e.g. vehicles belonging to district nurses, doctors and carers) • in addition, the reduced traffic along Beech Street is likely to reduce the number of 'eyes on the street' at quieter times of the day and could therefore increase crime and fear of crime. This could have a negative impact on the above groups in addition to residents and users of Beech Street from non-white backgrounds, minority religious groups, females and/or people from the LGBTQ community <p>The above issues are not perceived as being contentious, nonetheless these will be observed during the monitoring period.</p> <p>A number of positive impacts have also been identified in the EqlA, as well as HIA, including the improvements in air quality and pedestrian amenity.</p>	
20. Data Protection Impact Assessment	A Privacy Impact Assessment will be carried out in respect of the proposed use of ANPR cameras, by the specialist supplier (Siemens).	
21. Human Rights Impacts	<p>Consideration has been given to the potential interference with the right to enjoyment of property and right to life due to worsened air quality in some areas.</p> <p>The impacts will be mitigated by proposed traffic restrictions to routes through key residential areas. The remaining impacts are considered to be justified by the air quality improvements</p>	
22. Recommendation	Recommended	Not recommended

Committees: Streets and Walkways Sub-committee [for decision] Projects Sub [for decision]	Dates: 03 December 2019 16 December 2019
Subject: City Cluster and Fenchurch Street Healthy Streets Plan Unique Project Identifier: 12071	Gateway 3/4/5: Options Appraisal and Authority to Start Work (Regular)
Report of: Director of the Built Environment Report Author: Averil Pittaway; City Transportation	For Decision
<h1>PUBLIC</h1>	

1. Status update	Project Description: <p>Following adoption of the Transport Strategy and City Cluster Vision by Court of Common Council in May 2019, work is commencing on the area of the City described as the City Cluster to implement changes to the way streets are managed and used by traffic and people walking and cycling.</p> <p>The first phase of work includes preparing a Healthy Streets Plan. The Healthy Streets Plan will test the feasibility of the proposals in the City Cluster Vision and set out the traffic management changes required to the street network to provide pedestrian priority and a quality and safe public environment for workers and visitors. This will also help identify experimental and trial changes to streets to demonstrate and test the benefits.</p> <p>This is the first phase of delivering change through the City Cluster programme of projects that will include implementing traffic access restrictions, public realm improvements and the implementation of a Zero Emission Zone. The programme can be seen in Appendix 1.</p> <p>Funding Status: Fully funded through external funding and s106 funds. Outside the Fundamental Review.</p> <p>RAG Status: Green RAG Status for previous report: Green</p>
-------------------------	--

	<p>Risk Status: Low</p> <p>Risk Status for previous report: Low</p> <p>Total Estimated Cost of Project (excluding risk): £282,433</p> <p>Change in Total Estimated Cost of Project (excluding risk): The estimated cost is within the cost range provided at Gateway 2 (£250k - £350k)</p> <p>Spend to Date: £7,126</p> <p>Costed Risk Provision Utilised: N/A</p> <p>Slippage: None</p>
2. Next steps and requested decisions	<p>Next Gateway: Gateway 6: Outcome Report</p> <p>Next Steps:</p> <ul style="list-style-type: none"> • Traffic counts including pedestrian surveys undertaken in the City Cluster and analysed. • Appointment of traffic modelling consultancy to develop the detailed traffic model that will be used to test the City Cluster Vision proposals • Preparation of the Healthy Streets Plan report in Q2 2020 <p>Requested Decisions:</p> <ol style="list-style-type: none"> 1. Approve the total estimated cost of the project of £282,433 (excluding risk) and release the additional budget of £269,033 to prepare and complete the Healthy Streets Plan 2. That there is a change of scope to the Healthy Streets Plan area boundary to that of the City Cluster area only 3. That the project name is changed to 'City Cluster Healthy Streets Plan' 4. That delegated authority is given to the Director of the Built Environment, in consultation with the Chamberlain, to make any adjustments between elements of the project budget 5. That Option 1, the plan for the City Cluster only, is approved 6. Authority to start work on the preparation of the Healthy Streets Plan
3. Budget	<p>Project Total Cost The total cost to prepare the Healthy Streets Plan is £282,433.</p> <p>Costed Risk Provision Costed risk provision is not required.</p> <p>Capital Expenditure Programme No capital expenditure within the project</p>

	<p>For recommended Option 1:</p> <table><tr><th>Item</th><th>Reason</th><th>Cost (£)</th></tr><tr><td>Fees</td><td>Traffic Modelling</td><td>£111,617</td></tr><tr><td>Fees</td><td>Data Collection</td><td>£66,970</td></tr><tr><td>Fees</td><td>Equalities Impact Assessment</td><td>£10,000</td></tr><tr><td>Staff costs</td><td>Project management, data analysis and preparation of report</td><td>£65,446</td></tr><tr><td>Staff costs</td><td>Business engagement</td><td>£15,000</td></tr><tr><td>Total</td><td></td><td>£269,033</td></tr></table> <p>Project management time consists of 1.5 days a week of officer time across the project programme. All data analysis and report preparation for the project will be undertaken by two City officers. This will require 45 days' worth of officer time.</p> <p>Further finance tables can be seen in Appendix 4.</p> <p>Funding Funding to deliver the project will be through the Liveable Neighbourhoods grant provided by TfL and match funded by s106 payments. S106 payments were allocated to this project in the 'Review of projects within the Built Environment Directorate' report that was taken to Project Subcommittee in July 2019.</p> <p>The project is outside the City's Fundamental Review.</p> <p>Costed Risk Provision requested for this Gateway: None Required</p>	Item	Reason	Cost (£)	Fees	Traffic Modelling	£111,617	Fees	Data Collection	£66,970	Fees	Equalities Impact Assessment	£10,000	Staff costs	Project management, data analysis and preparation of report	£65,446	Staff costs	Business engagement	£15,000	Total		£269,033
Item	Reason	Cost (£)																				
Fees	Traffic Modelling	£111,617																				
Fees	Data Collection	£66,970																				
Fees	Equalities Impact Assessment	£10,000																				
Staff costs	Project management, data analysis and preparation of report	£65,446																				
Staff costs	Business engagement	£15,000																				
Total		£269,033																				
4. Overview of project options	<p>4.1 The Gateway 1 and 2 report proposed that the Healthy Streets Plan consisted of the City Cluster area and the area around Fenchurch Street Station (see Appendix 3 for area plan). This area was defined in the Transport Strategy to respond to the growth of the City Cluster and the proposed upgrade of Fenchurch Street station and enable the delivery of the City Cluster Vision.</p> <p>4.2 The City Cluster Vision provides detailed proposals for streetscape and public realm improvements for that area,</p>																					

	<p>and funding has been granted by Transport for London through the Liveable Neighbourhoods Programme to deliver the Vision's proposals over the next four years.</p> <p>4.3 However, at present, there are no detailed streetscape plans for the area south of Fenchurch St. Much of this work will need to be linked to any proposed future plans for capacity upgrades to Fenchurch Street Station and master planning for the wider area.</p> <p>4.4 Option 1 will therefore consider the City Cluster Area only. This will allow the Plan to be prepared quicker, leading to faster delivery of the City Cluster Vision.</p> <p>4.5 A Healthy Streets Plan for the area around Fenchurch Street Station will be brought forward at a later date and will build on the outcomes of the City Cluster Healthy Streets Plan once more detail and information is known for plans in this area.</p> <p>4.6 Option 2 is to prepare the Healthy Streets Plan for the original area consisting of the City Cluster and the Fenchurch Street Station area.</p> <p>4.7 "Do Nothing" is a possible option, however, this is not advisable as funding from Transport for London's Liveable Neighbourhoods would be lost, the City Cluster Vision would not be realised and elements of the Transport Strategy would not be delivered. As a result, a "Do Nothing" option has not been included in the options appraisal.</p>
5. Recommended option	<p>5.1 Option 1 will reduce the area studied at present and update the project name. This report was originally to be approved by Chief Officer, however due to the change in scope, this has now come back to Committee for approval.</p> <p>5.2 A combined 3/4/5 report was agreed at the last report to committee as the project solely involves preparing a feasibility study, with no comprehensive options appraisal required.</p> <p>5.3 This option is recommended because there are detailed proposals for streetscape and public realm improvements for the City Cluster area set out in the approved City Cluster Vision. Funding has been granted by Transport for London through the Liveable Neighbourhoods Programme to deliver the Vision's proposals over the next four years.</p> <p>5.4 However, at present, there are no detailed streetscape plans for the area south of Fenchurch Street. Much of this work will need to be linked to any proposed future plans for</p>

	<p>capacity upgrades to Fenchurch Street Station and master planning for the wider area.</p> <p>5.5 Work can begin on delivering the City Cluster area at a far faster pace than the Fenchurch Street Station area and it is allocated funding by Transport for London to be spent in the short term.</p> <p>5.6 Option 1 is therefore recommended.</p>
6. Risk	<p>Overall project risk: Low</p> <p>The funding contribution from TfL from the Liveable Neighbourhoods grant reduces the financial risk of the project as this funding is confirmed.</p> <p>Risks identified are;</p> <ul style="list-style-type: none"> • Delay to feasibility and optioneering due to initial outputs from Transport for London's ONE model being delayed • The results of the traffic modelling and what is feasible to implement does not align with the aspirations of the City Cluster Vision and the Transport Strategy <p>Further information is available in the options appraisal matrix.</p>
7. Procurement approach	<p>7.1 Traffic, pedestrian and kerbside surveys are being undertaken by external traffic survey companies. These will/are being procured via a compliant tender route alongside other data collection requirements for other projects to benefit from cost efficiencies.</p> <p>7.2 The stage 2 modelling appointment, to develop the traffic model and test the scenarios, will be procured through the design services in the highways team contract. This approach was agreed in the Gateway 2 report.</p>
8. Design summary	<p>8.1 Please refer to the City Cluster Vision, which sets out the proposals that will be tested as part of the development of the Healthy Streets Plan.</p> <p>8.2 The City Cluster Vision identifies areas of change and intervention within the public realm and on City streets over the next decade, to promote and enhance the public space within the City Cluster.</p>
9. Delivery team	<p>9.1 City Transportation officers will project manage and prepare the Healthy Streets Plan.</p> <p>9.2 Specialist work around data collection and traffic modelling is being commissioned to external consultants, including;</p>

	<ul style="list-style-type: none"> • Norman Rourke Pryme Ltd; Traffic Modelling Consultants • Tracsis; Traffic Survey Company • Transport for London; Healthy Streets Mystery Shopper Surveys
10.Success criteria	<p>10.1 The success criteria are as follows;</p> <ul style="list-style-type: none"> • A tested and recommended phasing schedule for the delivery of the City Cluster Vision proposals • Identification of any initial delivery that can be undertaken to restrict traffic on streets where there will minimal/negligible impact on the rest of the network, before full implementation of the proposals that will provide a high-quality space for people walking, cycling and spending time. • The identification of the number of pedestrian priority streets that can be implemented within the area (measured by length) • An indication of the reduction in traffic volumes that can be achieved within the area
11.Progress reporting	<p>11.1 Project progress will be reported monthly on Project Vision, with any issues requiring decision set out in an Issue Report.</p> <p>11.2 Once developed, the Healthy Streets Plan will be taken to the relevant committees for approval.</p>

Background Papers

City Cluster Vision

www.cityoflondon.gov.uk/services/environment-and-planning/city-public-realm/Pages/strategies.aspx

Appendices

Appendix 1	City Cluster Programme
Appendix 2	Project coversheet
Appendix 3	Area plan
Appendix 4	Finance table

Contact

Report Author	Averil Pittaway
Email Address	Averil.pittaway@cityoflondon.gov.uk
Telephone Number	020 7332 3894

Options Appraisal Matrix

Option Summary	Option 1 – Healthy Streets Plan for City Cluster Area	Option 2 – Healthy Streets Plan for City Cluster and Fenchurch Street Station Areas
1. Brief description of option	<p>This option covers the area for the City Cluster area only.</p> <p>The Healthy Streets Plan for the City Cluster is identified in the City Cluster Vision and is required to test the proposals. The Plan will also meet the requirements for releasing further funding from the Liveable Neighbourhoods grant to progress with scheme delivery.</p>	<p>This option covers the area originally identified in Gateway 2, as outlined in the City Transport Strategy.</p>
2. Scope and exclusions	<p><u>Scope</u></p> <ul style="list-style-type: none"> • City Cluster Area <p><u>Exclusion</u></p> <ul style="list-style-type: none"> • Fenchurch Street Station Area 	<p><u>Scope</u></p> <ul style="list-style-type: none"> • City Cluster Area • Fenchurch Street Station Area
Project Planning		
3. Programme and key dates	<ul style="list-style-type: none"> • Nov 19 – Mar 20: Data collection • Dec 19 – June 20: Traffic modelling and scenario testing • March – July 20: Preparation of Healthy Streets Plan <p>The programme set out in Gateway 2 was the longest anticipated timescale. This has now been</p>	<ul style="list-style-type: none"> • Nov 19 – Mar 20: Data collection • Feb – Dec 20: Stakeholder engagement for Fenchurch Street Area • Dec 19 – Dec 20: Traffic modelling and scenario testing • Jan 21 – Mar 21: Preparation of Healthy Streets Plan

Option Summary	Option 1 – Healthy Streets Plan for City Cluster Area	Option 2 – Healthy Streets Plan for City Cluster and Fenchurch Street Station Areas
	<p>refined and reduced following discussions with Transport for London on the extent of traffic modelling required.</p> <p>Once the Healthy Streets Plan is complete, work can begin where applicable to start traffic management changes ahead of streetscape and public realm transformations, to implement change as quickly as possible. These works will be undertaken as separate projects.</p>	
4. Risk implications	<p>Low</p> <ul style="list-style-type: none"> • Delay to feasibility and optioneering due to initial outputs from Transport for London's ONE model being delayed • The modelling of proposals identifies limited opportunity for radical change due to constraints or traffic impact on Transport for London's road network • Lack of available funding to develop the Fenchurch Street Plan when it is ready to be prepared 	<p>Low</p> <ul style="list-style-type: none"> • Delay to feasibility and optioneering due to initial outputs from Transport for London's ONE model being delayed • The modelling of proposals identifies limited opportunity for radical change due to constraints or traffic impact on Transport for London's road network • Work on the Fenchurch Street Station element may be redundant once further information is known on proposals for Fenchurch Street Station.
5. Stakeholders and consultees	<ul style="list-style-type: none"> • Transport for London • Committee • Local occupiers 	<ul style="list-style-type: none"> • Transport for London • Committee • Local occupiers

Option Summary	Option 1 – Healthy Streets Plan for City Cluster Area	Option 2 – Healthy Streets Plan for City Cluster and Fenchurch Street Station Areas
	<ul style="list-style-type: none"> • City workers within the City Cluster • Local ward members 	<ul style="list-style-type: none"> • City workers within the City Cluster and Fenchurch Street Station area • Local ward members <p>The Vision and proposals for the City Cluster have already been engaged on extensively with workers, ward members and occupiers. Substantial engagement would be required with consultees in the Fenchurch Street Station area.</p>
6. Benefits of option	<ul style="list-style-type: none"> • The Healthy Streets Plan can be delivered quicker as the area is reduced, and therefore the City Cluster Vision proposals can be implemented quicker • A Healthy Streets Plan for the area around Fenchurch Street Station can be brought forward at a later date and build on the outcomes of the City Cluster Healthy Streets Plan once more detail and information is known on plans for the Station in terms of capacity upgrades and public realm proposals, without delaying work on the City Cluster 	<ul style="list-style-type: none"> • Staff cost time will be reduced by preparing both areas of the Healthy Streets Plan together
7. Disbenefits of option	<ul style="list-style-type: none"> • Preparing the Healthy Streets Plans separately will increase costs associated with staff time 	<ul style="list-style-type: none"> • The work undertaken for the Fenchurch Street Area may need to be redone when more information is known on plans for Fenchurch Street Station

Option Summary	Option 1 – Healthy Streets Plan for City Cluster Area	Option 2 – Healthy Streets Plan for City Cluster and Fenchurch Street Station Areas
		<ul style="list-style-type: none"> More work is required for the Fenchurch Streets Station area than the City Cluster, which will delay delivering the City Cluster Vision proposals
Resource Implications		
8. Total estimated cost	Total estimated cost (excluding risk): £282,433 Total estimated cost: (including risk): Not applicable	Total estimated cost (excluding risk): £350,000
9. Funding strategy	<ul style="list-style-type: none"> Transport for London Liveable Neighbourhoods grant for City Cluster element (confirmed) s106 allocation (confirmed) 	
10. Investment appraisal	Not applicable	
11. Estimated capital value/return	Not applicable	
12. Ongoing revenue implications	Not applicable	
13. Affordability	This option is fully funded through s106 payments and TfL funding.	The City Cluster element is fully funded through s106 payments and TfL funding. The Fenchurch Street Station element would be funded through s106 payments.
14. Legal implications	In exercising its traffic management functions the City has statutory duties to secure the expeditious, safe and convenient movement of traffic (S.122 Road Traffic Regulation Act 1984) and the efficient use of the road network, avoiding congestion and disruption (S.16 Traffic Management Act 2004). One purpose of traffic modelling is to ensure efficient and convenient vehicular movements can be appropriately managed when delivering the City Cluster Vision proposals.	

Option Summary	Option 1 – Healthy Streets Plan for City Cluster Area	Option 2 – Healthy Streets Plan for City Cluster and Fenchurch Street Station Areas
15. Corporate property implications	None	
16. Traffic implications	<p>The preparation of the Healthy Streets Plan itself will cause no traffic implications. However, the traffic modelling component of the Healthy Streets Plan will test a number of phasing options for the City Cluster Vision's proposals and will identify any traffic displacement on to the wider network.</p> <p>The stage 1 appointment of traffic modelling consultants has assisted with early engagement with Transport for London on their modelling requirements to understand the impact on the Strategic Road Network and Transport for London's road network.</p>	
17. Sustainability and energy implications	The outcome of the Healthy Streets Plan will enable the prioritisation of people walking, cycling and using public transport.	
18. IS implications	None	
19. Equality Impact Assessment	An Equality Impact Assessment will be undertaken as the Healthy Streets Plan is developed.	
20. Data Protection Impact Assessment	N/A	
21. Recommendation	Recommended	Not recommended

This page is intentionally left blank

Committees: Streets and Walkways Committee - <i>for decision</i> Projects Sub - <i>for decision</i>	Dates: 03 December 2019 16 December 2019
Subject: Culture Mile Look and Feel Experiments Phase 4 Unique Project Identifier: 11825	Gateway 6 / Progress Regular Progress Report
Report of: Director of the Built Environment Report Author: Sarah Jane Enson	For Decision
<h1>PUBLIC</h1>	

1. Status update	Project Description: To programme and deliver a series of temporary and semi-permanent interventions in the public realm in the City's Culture Mile, in line with the approved Look and Feel Strategy, Culture Mile Public Realm Branding Guidelines and wider Culture Mile programme activities. RAG Status: Amber Risk Status: Medium Total Estimated Cost of Project (excluding risk): £685,000 for Phase 4 Spend to Date: £1,539,597 Costed Risk Provision Utilised: £0
2. Key points to note	Next Gateway: Progress Report Key Points: Members are asked to approve: i. The Look and Feel Experiments Phase 4 programme for a total cost of £685,000, funded from the £5m budget previously allocated by Policy and Resources Committee. ii. The revised budget for Phases 1-3 as set out in Table 3 in Appendix 4.
3. Reporting period	<i>January 2020 to December 2020</i>
4. Progress to date	1. This report relates to the agreed Culture Mile programme of activity, which was approved by Policy and Resources

	<p>Committee in 2017. At that time the programme was referred to variously as ‘artistic installations’ or the ‘Culture Mile Pop Ups’. The programme has since been retitled ‘Culture Mile Look and Feel Experiments’ to reflect that the activity is in its experimental testing phase and has an explicit link to the implementation of the Culture Mile Look and Feel Strategy in the public realm. This programme is funded by the £5m capital allocation for the implementation of the Look and Feel Strategy.</p> <ol style="list-style-type: none"> 2. Since 2017, the Department of Built Environment (DBE) has delivered a broad range of public realm projects in line with the Culture Mile Look and Feel Strategy (see Appendix 2). These have included artistic commissions, installations, parklets, greening, wayfinding, mapping and strategies (Culture Mile Look and Feel Strategy, Culture Mile Public Realm Branding Guidance). Over the last three years DBE have collaborated with the Programming, Community, Property, Partnerships, Marketing, Central and Communications workstreams to deliver Culture Mile and has achieved real impact in changing the public perception. 3. In 2019 DBE increased the monitoring and evaluation of activities to measure impact and refine practice. Findings revealed a positive impact, with 90% of visitors feeling welcomed, 86% feeling interventions had a positive impact on the surrounding area and 78% feeling a sense of wellbeing in the area (see details in Appendix 3). Public realm interventions increased pedestrians’ dwell-time, diversified space use, improved wayfinding and knowledge of the area through the introduction of memorable landmarks and street differentiation, and increased positive feelings about the Culture Mile area. To this end, the public realm changes have delivered real gains in terms of changing visitors use and experience of the Culture Mile area. 4. Culture Mile’s 2019 artistic activity was themed ‘Play the Mile’ and comprised a broad range of programming across 100 days from May to August 2019. This started with the ‘Sound Unbound’ festival led by the Barbican and concluded with the ‘Smithfield Street Party’ events led by the Museum of London. The Culture Mile Look and Feel Experiments Phase 3 were designed to complement and support these activities. Altogether Culture Mile brought 31,000 visitors to the area in 2019.
--	---

<p>5. Next steps</p>	<ol style="list-style-type: none"> 5. The Look and Feel Experiments Phase 4 (2020) will focus on implementing more refined, temporary and semi-permanent features which will continue to support the delivery of the Culture Mile Look and Feel Strategy. Following extensive monitoring and evaluation of the experiments from 2019, there is renewed focus and purpose for the 2020 programme. 6. Plans for Phase 4 have developed in close collaboration with the other Culture Mile workstreams. This has included shaping the programme around Culture Mile's strategic priorities and content principles and working closely with the Programming, Communities and Marketing teams. As a result, much of Phase 4 will be delivered in partnership with other Culture Mile workstreams. 7. Phase 4 experiments will have multiple aims: <ul style="list-style-type: none"> ○ They will support the Look and Feel Strategy priorities to 'form a culture spine', 'take the inside out', 'discover and explore', and 'be recognisable and be different' ○ They will deliver real impact through semi-permanent interventions which reflect the outcomes of monitoring and evaluation of the 2019 programme ○ They will integrate the recommendations of the Culture Mile Public Realm Branding Guidelines report. 8. This will be supported by further testing, evaluation and long-term improvements to the area. 9. These experiments will be managed by the City Public Realm team, collaborating and in consultation with Officers across DBE and those managing the Beech Street Transport and Public Realm improvements managed by Transportation and Public Realm Officers. This will ensure that all projects and changes in the area are fully considered. 10. The total approved budget from Members for Phases 1-3 is £1,694,700. For 2020, the total sum requested to be approved is £685,000 (see details in appendix 4), subject to P&R Members approving the future funding of the overall Culture Mile programme. 11. This will bring the total approved to £2,379,700
-----------------------------	--

Phase	Amount approved
Phase 1 & 2 – 2017-2018	£1,010,502
Phase 3 – 2019	£684,198
Phase 4 – 2020	£685,000
Total	£2,379,700

12. **Look and Feel Experiments - Phase 4 programme**

The elements of the programme that are due to be implemented in Phase 4 are as follows (see financial details in Appendix 4 and images of the locations and proposals in Appendix 5):

a. Culture Mile Public Realm Branding

In November 2019 the Culture Mile Public Realm Branding Guidelines were published, which provides principles for expressing the brand and increasing its visibility in the public realm. DBE proposes to implement this guidance in 2020 to improve footfall to venues and increase participation in events by applying temporary and semi-permanent branding to public realm features across Culture Mile with a focus on areas where events will be programmed by the Programming team. 2020 Programming activities include Open Fest, Smithfield Street Party, participatory and outdoor programming throughout summer and winter events. Having mapped activities, dates and locations, DBE proposes commissioning placemaking /design agencies to design and install wayfinding trails, largescale signage of the Culture Mile logo and branded public realm elements to improve Culture Mile legibility and brand awareness.

b. Moor Lane Community Space - Co-design

Building on community engagement workshops and feedback sessions, DBE have worked with Wayward Design Studio to identify a number of proposals for Moor Lane. This key route to GSMD and Barbican is a strategic thoroughfare to animate as it will become a key gateway to Culture Mile once Crossrail opens in 2021. Wayward have designed a series of planters which reflect and enhance the local architectural heritage in the area whilst providing sustainable and much needed greening through bio-retention planters, trellis planting, bird/bat boxes and a tree nursery. The installation will address community concerns by providing a space which is welcoming, colourful, green and which provides opportunities for community interaction. The project will be co-funded by the Culture Mile Community Workstream.

c. Smithfield Rotunda and Making Spaces – Co-commission with Barbican

The Smithfield Rotunda and Making Spaces installations will focus on creating quiet and relaxing spaces through a series of headphone-experienced sound and seating installations, co-commissioned with Barbican. Responding to 2019 audience feedback for more spaces to sit and experience Culture Mile in a restful way, the installations will use sound as memory to bring the area to life through music experiences, audio storytelling and plug-and-play technology, providing audiences with the opportunity to pause, rest, interact and reflect within Culture Mile. DBE will commission seating pods to be located across Smithfield, Barbican, London Wall and Moorgate area, with headphone-plug-in technology which audiences can plug headphones into to experience Culture Mile content. The designs for the structures are not finalised at this point as they will come from a competition run through the London Festival of Architecture (LFA) in early 2020 with an aim to launch during the LFA's month-long festival in June.

d. Research and Development

DBE proposes to invest in Research and Development as a number of research needs have been identified which will enable the development of a robust foundation for all future activities to be delivered from 2021 onwards, and permanent changes to the public realm. Undertaking these research projects now will enhance delivery outcomes and maximise the impact of investment. These research projects are:

1. Culture Mile area analysis – There is substantial need to better understand the footfall, opportunities and constraints of streets and spaces within Culture Mile to ensure public realm and programming interventions are better targeted to deliver maximum impact and outcomes. DBE proposes commissioning research into visitor movement and behaviour associated with the area to develop deep understanding and insights into the potential for future permanent changes. DBE will collaborate with the Culture Mile workstreams and external partners for additional funding and are in discussion with research consultants.
2. Digital opportunities – There is appetite to develop a digital presence and interactive elements within Culture Mile, including augmented and virtual reality in addition to plug and play technology and digital infrastructure. DBE proposes commissioning research into the digital possibilities for Culture Mile public realm which may then be implemented in 2021.

3. Lighting opportunities - There is a need to introduce distinctive and creative lighting in the Culture Mile area with short term and long term opportunities to be identified to support the night-time economy. Lighting can play a key role in the cultural development of the City. DBE proposes commissioning research into sustainable artistic lighting which may then be implemented in 2021, in line with the recommendations of the City Lighting Strategy.

4. Detailed delivery plan for 2021-2023

By commissioning the Culture Mile Look and Feel Strategy and Culture Mile Public Realm Branding Guidelines, DBE has established the foundations for the future Culture Mile public realm. To take these reports forward and enable their usage in everyday project management, DBE proposes commissioning consultancy work to analyse and map these two documents and the above research and development project findings in the context of the dependencies and constraints of Culture Mile to develop a detailed delivery plan for the next 3 years. This will enable greater impact, resource management and efficiency savings in addition to driving better cross-workstream working.

5. Artist in Residence programme

DBE proposes jointly commissioning and co-delivering a Culture Mile workstream-wide Artist in Residence. In line with current research from the Partnerships workstream into the positive impact an Artist in Residence can bring to programmes, DBE proposes to develop this with the other Culture Mile workstreams to ensure buy-in and utilisation of this resource which could positively impact all aspects of Culture Mile. DBE will liaise with the Barbican team and Curator for the Public Realm to identify and shortlist potential artists for this commission.

6. Monitoring and Evaluation

In 2019 DBE and the Culture Mile team introduced rigorous monitoring and evaluation of the impact and value of temporary interventions, including the parklets, House of Wayward Plants and wayfinding tests. A key aspect of the Look and Feel Experiments involves trialling interventions and monitoring them over time to understand the impact and case for further investment. In 2019 we worked with Arup, UCL and The Nursery to analyse interventions and developed a stronger understanding of what does and does not improve Culture Mile for residents, workers and visitors. In 2020 DBE proposes to increase the number of interventions monitored and evaluated so that as our evidence base increases, we can make the case for more permanent and long-lasting changes to the public realm

which we can be confident will be successful. This work will continue to be linked to the evaluation and monitoring activities developed by the other Culture Mile workstreams to build up a wider knowledge across the whole of Culture Mile.

e. Maintenance and de-installation

The maintenance of the Culture Mile Look and Feel Experiments listed above, as well as de-installation costs for previous Culture Mile installations already implemented, are included in this report. This budget will cover maintenance of the Making Spaces, North-South route (2019 commission), Branding and Moor Lane installations, and the Colourful Crossings (2018 commission). Please see details in the Finance Tables in Appendix 3.

13. The implementation of the Culture Mile Look and Feel Experiments Phase 4 will require staff time from DBE, alongside work from colleagues across the Corporation as appropriate. The £140,000 expected spend in Phase 4 is lower than the £226,000 requested in Phase 3. This is a result of much learning from previous years and the streamlining of processes for the Culture Mile programme which have driven efficiency savings and ensured cost-effectiveness. This budget will cover the cost of 4-5 Officers working to deliver all installations, research projects, consultants, maintenance, monitoring and evaluation. It will also cover the embedding of Culture Mile within the Built Environment's everyday practice – making Culture Mile a key consideration in Planning, Policy, Highways, Transportation and developments in the area. We anticipate approximately 14 -17 procurement exercises and consultant contracts to deliver the Phase 4 programme.

14. Phase 4 budget overview (see Appendix 4 for full details):

Item	Budget (£)
Research and Development	140,000
Implementation	330,000
Maintenance	75,000
Staff costs (P&T Environmental Services, Open Spaces)	140,000
TOTAL	685,000

15. Corporate & Strategic Implications:

The Culture Mile Look and Feel Experiments support the following City of London outcomes and objectives:

City of London Corporate Plan Outcomes:

1. People are safe and feel safe
2. People enjoy good health and wellbeing

	<p>4. Communities are cohesive and have the facilities they need</p> <p>7. We are a global hub for innovation in the finance and professional services, commerce and culture</p> <p>9. We are digitally and physically well-connected and responsive</p> <p>10. We inspire enterprise, excellence, creativity and collaboration</p> <p>11. We have clean air, land and water and a thriving sustainable natural environment</p> <p><u>City of London Cultural Strategy Objectives:</u></p> <p>1. Transform the City's public realm and physical infrastructure, making it a more open, distinct, welcoming and culturally vibrant destination</p> <p>2. Develop Culture Mile in the north west of the City which will become an exciting destination for London and act as a catalyst for change across the rest of the Square Mile</p> <p>7. Better promote our world class culture and heritage offer and use our wealth of outdoor spaces to widen its appeal to a more diverse audience, enabling communities in the City and beyond</p> <p>8. Work better with cultural organisations to build their capacity and engage with City businesses and employees, so that they can become more resilient</p> <p>9. Play our part as a catalyst and convener in supporting and connecting with the wider cultural ecology of the capital and the rest of the UK</p> <p><u>Culture Mile Look and Feel Strategy Outcomes:</u></p> <p>1.2 Pedestrian movement is prioritised, air quality is improved</p> <p>1.3 The area is easy to navigate</p> <p>1.4 New infrastructure is implemented along the spine</p> <p>1.6 Junctions are transformed and welcoming memorable arrival points are in place</p> <p>1.7 The area has an innovative public information system</p> <p>2.2 Outdoor and public spaces for public art, play and programming are identified</p> <p>2.3 Spaces are programmed for artistic activity</p> <p>2.4 Vacant and underutilised spaces are transformed</p> <p>2.5 Community participation is embedded in our work</p> <p>2.6 Culture Mile Network and other local organisations are involved</p> <p>3.1 The area's rich and varied history is celebrated</p> <p>3.3 Green spaces, increased greenery and green innovation are implemented</p> <p>3.5 The urban oasis is maintained</p> <p>3.6 The area's character and assets are sustained, maintained and enhanced</p>
--	--

	<p>4.2 Culture Mile's physical environment is its brand</p> <p>16. The implementation of the Culture Mile Look and Feel Experiments programme will be subject to all necessary approvals, consents and permits required to deliver the programme, including submission to the City Arts Initiative where appropriate.</p> <p>17. Recommendation: <u>That Members of Street and Walkway Committee, Project Sub Committee:</u></p> <p>i Approve the Look and Feel Experiments Phase 4 programme for a total cost of £685,000, funded from the £5m budget previously allocated by Policy and Resources Committee, and subject to P&R Members approving the future funding of the overall Culture Mile programme.</p> <p>ii. Approve the revised budget for Phases 1-3 as set out in Table 3 in Appendix 4.</p> <p>18. The next steps will be: to obtain necessary approvals, consents and permits for the installations, including City Arts Initiative approval where relevant. The individual projects will then be implemented in a phased programme through 2020, with the earliest installations being open to the public to coincide with 'OpenFest' festival in May 2020.</p>
--	---

Appendices

Appendix 1	Project Coversheet
Appendix 2	Summary of Look and Feel Experiments 2017-2019
Appendix 3	Monitoring and Evaluation findings
Appendix 4	Finance tables
Appendix 5	Images and locations for Phase 4 interventions
Appendix 6	Key Performance Indicators
Appendix 7	Programme of activities

Contact

Report Author	Sarah Jane Enson
Email Address	Sarahjane.enson@cityoflondon.gov.uk
Telephone Number	020 7332 1688

This page is intentionally left blank

Committee(s): Streets and Walkways Sub-Committee – For Decision	Date(s): 3 December 2019
Subject: 20mph Speed Limit Extension	Public
Report of: Director of Built Environment	For Decision
Report author: Gerry Lightfoot	

Summary

To improve road safety and support their Vision Zero Strategy, Transport for London are implementing a 20mph speed limit on their street network across central London. Within and bordering the City, this includes Victoria Embankment, Upper Thames Street, Lower Thames Street, Byward Street, Tower Hill, Minories, Goodman's Yard and Mansell Street.

TfL's proposal provides an opportunity for the City Corporation to introduce a 20mph speed limit on the few remaining streets south of Upper and Lower Thames Street which are still subject to a 30mph limit. This would complement TfL's proposal by helping to avoid potential confusion over the speed limit, reducing the need for additional signage and helping to improve road safety overall. It will bring all streets within the City of London into a 20mph speed limit. To leave these streets at 30mph would be inappropriate.

Recommendation(s)

Members are asked to approve the making of a Traffic Management Order to extend the City's 20mph speed limit to include the streets south of Lower Thames Street and Upper Thames Street subject to TfL implementing a 20mph limit on those streets.

Main Report

Background

1. When the City Corporation introduced the 20mph speed limit across most of the City (see Appendix 1) in July 2014, the streets south of Lower Thames Street and Upper Thames Street were excluded. Those streets consisted mainly of short cul-de-sacs where speeds are already low. They were excluded because Upper/Lower Thames street remained at 30mph and a disproportionate amount of signage would be required, with benefits likely to be limited.

Current Position

2. To improve road safety and support their Vision Zero Strategy, TfL have decided to proceed with the introduction of a 20mph speed limit on their street network across central London. Within and bordering the City, this includes Victoria

Embankment, Upper Thames Street, Lower Thames Street, Byward Street, Tower Hill, Minories, Goodman's Yard and Mansell Street. TfL's proposals include raising the height of carriageways at pedestrian crossings, putting up speed limit signs and road markings, and recalibrating existing safety enforcement cameras.

3. TfL's proposal provides an opportunity for the City Corporation to revisit and introduce a 20mph speed limit on the few remaining streets south of Upper and Lower Thames Street, which are still subject to a 30mph limit.
4. In June/July 2019, the City Corporation carried out a consultation exercise on reducing the speed limit on these streets. It was co-ordinated with TfL's consultation on their proposals and involved a page on the City's website and linked to from TfL's consultation webpage. As a result, eight responses were received. Five of these were in favour and three against. The responses in favour were very brief with one saying that it would provide safer streets and a second saying that the change should be independent of whatever TfL decides to do. The responses in objection were more detailed raising the issue that lower traffic speeds increase pollution, create congestion and reduce productivity, and that the streets in question are already safe and therefore are unlikely to see the benefit of any reduction in speed. The responses on objection suggested that the respondents were unfamiliar with the area and that traffic volumes are low, speeds are low and there is no record of collisions. With the responses being by email it was not possible to know if they were located in or connected with the City.
5. The legislation for making Traffic Management Orders require that a statutory public consultation is conducted. This took place between September and October 2019. No objections or representations were received.
6. TfL has advised that they intend to introduce their proposals from February / March 2020.

Options

7. There are two options.
 - a. Option 1: do nothing – leave the speed limit on those streets south of Upper and Lower Thames Street at 30mph. This would require TfL to introduce additional signage at every junction or location where the speed limit changes.
 - b. Option 2: change the speed limit on those streets south of Upper and Lower Thames Street to 20mph to coincide with TfL's proposals. No additional speed signage would be required.

Proposals

8. To complement TfL's proposal to reduce the speed limit on their road network, it is recommended that the City also reduce the speed limit on the streets south of Upper and Lower Thames Street (see Appendix 2). This will help to avoid any potential confusion over the speed limit, reduce the need for additional signage

and help to improve road safety overall. It will bring all streets within the City of London into a 20mph speed limit. To leave these streets at 30mph would be inappropriate.

Corporate & Strategic Implications

9. Reducing the speed limit will help to deliver the Corporate Plan outcomes 1: People are safe and feel safe, 9: We are digitally and physically well-connected and responsive and 12: Our spaces are secure, resilient and well-maintained.
10. Reducing the speed limit will also help to deliver the aims of the Transport Strategy including to make the streets great places to walk and spend time, that people using our streets and public spaces are safe and feel safe, that more people choose to cycle in the City and that the Square Mile's air and streets are cleaner and quieter.

Implications

11. The City Corporation is required by the provisions of the Road Traffic Regulation Act 1984 to make a Traffic Management Order under section 84 of the Act to implement a change to the speed limit on the City streets. The cost of this is approximately £1500 and can be met from the Department of Built Environment's Local Risk budget. There are no other cost implications.

Conclusion

12. TfL's proposal to reduce the speed limit on their network provides an opportunity for the City to introduce a 20mph speed limit on the few remaining streets south of Upper and Lower Thames Street which is still subject to a 30mph limit. The change would complement TfL's proposal by helping to avoid any potential confusion over the speed limit, reduce the need for additional signage and help to improve road safety overall. It will bring all streets within the City of London into a 20mph speed limit.

Appendices

- Appendix 1 – Existing 20mph speed limit area
- Appendix 2 - Overview of roads to be reduced to 20mph

Background Papers

Report of the Director of the Built Environment to the Planning and Transportation Committee 8 April 2014 '20mph Speed Limit – Traffic Order Consultation'

Gerry Lightfoot

Traffic Orders Officer
City Transportation

T: 020 7332 1108

E: Gerry.lightfoot@cityoflondon.gov.uk

This page is intentionally left blank

Committee(s): Streets and Walkways Sub – For decision Projects Sub – For Decision	Date(s): 03 December 2019 16 December 2019
Subject: Queenhithe and Vintry Public Realm Improvements, Programme Report Unique Project Identifier: 11945,10793 and 12034	Public
Report of: Director of the Built Environment	For Decision
Report author: Melanie Charalambous	

Summary

There are a number of public realm improvement projects in the Queenhithe and Vintry area which are being managed using a programming approach in order to coordinate reporting and timescales and ensure that dependencies and risks are managed.

The Queenhithe and Vintry Programme is formed by the following projects:

- Little Trinity Lane public realm enhancements - improvements to walking routes from the City to the Riverside and the creation of a useable green public space, mitigating the impact of pollution and noise from Upper Thames Street.
- Queensbridge House Hotel Section 278 works - adjustments to the highway and public realm, to facilitate the integration of the development into the public highway.
- Globe View Walkway - improvements to this closed section of covered walkway so that it can be opened to the public and enable the completion of the Thames Path, which is a long-standing policy objective of the City.

This report;

- Provides brief updates on each project.
- Provides an update on key dependencies and risks associated with the programme.

Recommendations

Members are asked to:

1. Note the updates provided on the individual projects contained in the programme;
2. Approve design option one of the Globe View Walkway project to be taken forward to the next gateway;
3. Delegate approval to the Chairman and Deputy Chairman of the Streets and Walkways Sub-Committee to approve Globe View Walkway Gateway 4 report (Detailed Design).

Main Report

Background

1. There are a number of projects in the Queenhithe and Vintry wards at various stages of development, including:
 - Little Trinity Lane public realm enhancements (approaching Gateway 4/5)
 - Queensbridge House Hotel S278 (approaching Gateway 5)
 - Globe View Walkway improvements (approaching Gateway 4)

These projects are not just physically adjoined, they also share dependencies in terms of scope and timelines and are therefore being managed using a programming approach, as agreed by Members in the programme initiation report in December 2018.

2. These projects will deliver improvements to walking routes and the public realm, so that the hotel development at Queensbridge Hotel can be successfully integrated into the public realm. The proposed works to Globe View Walkway will enable this closed section of riverside walkway to be opened up and joined to the new section of walkway through the hotel development that is currently under construction. This will fulfil a long-standing policy objective to complete the Thames Path in the City.

Current Position

3. Since the last programme report in December 2018, progress has been made in the development of designs and a public consultation exercise has been completed. Below is a brief update on each of the projects

Little Trinity Lane

4. A design option was approved in December 2018 that includes:
 - Re-landscaping the linear green public space at the southern end of Little Trinity Lane to provide an enhanced public realm, improved seating, lighting, pollution and noise mitigation;
 - Widened and more accessible footways and raised sections of carriageway.
5. A public consultation exercise was carried out in summer 2019 to seek the views of local occupiers and stakeholders. The responses received were very positive. The main comments received are set out below:
 - Strong support for increased greening
 - Consideration in design of potential to create a space where church/community events/activities could be held
 - Welcome investing in innovative solutions to address concerns over noise from adjacent Thames Street impeding on usefulness of the space

6. The comments received are being taken into consideration in the completion of the detailed design. The final design will focus on maximising the greening and versatility of uses of the space, including climbing plants on a pergola to form a green screen. The total project budget has been capped at £418,445 following the review of the projects within the Department of the Built Environment (approved by committees in July 2019), and so it is unlikely that acoustic screening will also be affordable within this constraint.

7. Next steps and programme

The scope of the project is still to be finalised due to the interdependencies with the adjacent Queensbridge House Hotel S278 works. The next steps are as follows:

- A structural survey of the planter wall has been commissioned to inform the detailed design and cost estimate.
- Detailed Design finalised by February/March 2020
- Construction Package April – July 2020
- Gateway 4/5 – July 2020
- Start on site – October 2020

Queensbridge House Hotel S278 Works

8. This project involves highway changes and public realm improvements to the streets in the vicinity of the hotel development which is currently under construction (anticipated completion late 2020).
9. The hotel development includes a new section of riverside walkway within the building that is being constructed by the developer (to specifications agreed through the planning approval process). The aim is to link this walkway to the existing walkway at Queenhithe to the east and a re-opened section of walkway through Globe View to the west (see project below). Officers are working closely with hotel representatives to coordinate the design and timing of these works in order to achieve an accessible, pleasant and continuous Riverside walkway.
10. The highway changes and public realm improvements include paving improvements and level changes to integrate with surrounding footways and walkways, as well as raised sections of carriageway to accommodate the servicing requirements of the hotel development. These works will also deliver improved accessibility, lighting and way-finding. There is a desire to introduce greenery where possible. However, opportunities for tree planting are extremely limited due to space restrictions and the presence of underground services and the existing foundation for the footbridge. Alternative greening options are being considered in the design development subject to agreement by the developer.
11. The City's Highways Team is producing the designs for the highway changes around the development. An outline scope of works has been

agreed with the developer, upon which the Section 278 agreement is being drafted. Once the design is finalised and a cost estimate is produced, the S278 agreement will be finalised.

12. Next steps and programme:

- Review concept design options with client: Dec 2019
- Construction drawings and cost estimate produced: Jan to March 2020
- Finalise S278 agreement: March/April 2020
- Produce and submit Gateway 5 approval: April 2020 (Chief Officer delegation)
- Start works on site: June 2020 on south side – North side dependent on hotel development's programme

Globe View Walkway enhancements

13. This project involves improvements to the currently closed section of Riverside Walkway within the Globe View block of flats, west of the Queensbridge House Hotel.

14. The design development requires close liaison with the residents of both Globe View and Queensbridge House, the hotel developer, Globe View freeholder company and the public house.

15. Architects and lighting designers have been commissioned to produce designs for the space. In summer 2019, two design options were consulted on. The feedback received was overwhelmingly in favour of Option 1, which involves widening openings as much as structurally possible to maximise natural light, eliminating hiding spaces where possible to enhance the feeling of safety, enhanced lighting and finishes. Option 2 included a series of sections of cladding that would remove all hiding spaces on the northern wall and provide a more contemporary feel with smoother lines.

16. The main comments received in the public consultation summarised below.

- There is a desire for as much natural light as possible. Therefore, widen openings more if possible
- Important to ensure good quality lighting day and night to create an inviting, welcoming and safe environment
- Continuity of experience between Globe View and Queensbridge House Hotel walkways to drive footfall along the river (away from traffic and pollution), including artwork subject to available funding.

Officers liaised with the City of London Police Architecture Liaison Officer at design initiation stage and will be working closely with them in the finalisation of the design.

17. Based on the outcome of the consultation, it is recommended that Option 1 be taken forward to the next Gateway.

18. Next steps and timescales:

- Complete RIBA stage 3 (detailed design) by January 2020
- Gateway 4: January 2020 (delegation to Chairman and Deputy Chairman of service Committee)
- Construction pack: Jan – March 2020
- Gateway 5: April 2020 (Chief Officer approval)
- Start on site: June 2020 – complete by end of August 2020

Officers are seeking to delegate approval of the Gateway 4 to the service Committee's Chairman and Deputy Chairman. Structural investigations need to be completed to inform the finalisation of the design and the estimation of the total project cost. The investigations are still ongoing.

19. The cost range for the project may need to be increased and this will be confirmed at the next Gateway, informed by the outcome of ongoing structural investigations. The main reason for this increase is to enable the delivery of a fit-for-purpose scheme that addresses residents' aspirations.

20. This project has inter-dependencies with the Queensbridge House hotel development and related S278 Highway works and also the Broken Wharf apart-hotel/restaurant building refurbishment to the west that is currently under construction. The programme approach will enable coordination of design, timescales and site access in close liaison with main contractors.

Risk Implications

21. There are a number of key risks that cut across all of the projects which are managed at programme level. These relate to timescales, approvals, scope and budget. A number of risks that were identified at the programme inception stage have now been either closed or reduced in impact. This includes the possibility of objections from local occupiers, which, following the successful public consultation exercise, is no longer a significant risk.

22. Key programme risks that remain live include:

- Structural constraints,
Risk response: reduce

Investigations and close liaison with relevant officers (Highways and Structure teams) will help establish the constraints and inform design development to minimise impact on cost.

- Site access
Risk response: accept

Much of the works encompassed in the programme are impacted by site access related issues because of other developments ongoing in the programme area and the riverside location. Coordination with the relevant main contractors will be undertaken to minimise site-access issues and improve efficiencies.

- Delays to Legal Approvals
Risk response: reduce

Globe View Walkway is currently private land and is due to be adopted as City walkway upon completion of the works. Legal agreements with the landowners are required to carry out the works and also ensure the City Walkway Declaration. These agreements will inevitably require scrutiny from the landowners' surveyors and legal teams. Officers have engaged with the landowners' representatives in order to ensure robust and ongoing communication of the stages of design development and surveys.

Appendices

- Appendix 1: programme plan
- Appendix 2: programme timeline
- Appendix 3: programme dependency network
- Appendix 4: Visuals of proposals for Globe View Walkway and Little Trinity Lane

Melanie Charalambous

Group Manager, City Public Realm, Department of the Built Environment

T: 020 7332 3155

E: melanie.charalambous@cityoflondon.gov.uk

Committee(s): Streets & Walkways Sub Committee Planning & Transportation Committee	Date(s): 3 December 2019 7 January 2020
Subject: Major Highway Activities 2020	Public
Report of: Director of the Built Environment	For Information
Report author: Ian Hughes, Assistant Director (Highways)	

Summary

The City's statutory Network Management Duty requires the City Corporation to minimise disruption to its road network and the networks of its neighbouring authorities.

As a result, the City takes a proactive role in planning, prioritising and programming a whole range of on-street activities, from building developments and utility operations to major transport infrastructure projects and the City's own highway maintenance works.

An assessment of the last 12 months would suggest the volume of planned utility works continued to grow as the utility industry upgraded their networks and responded to the needs of a strong development community. In addition, emergency works and filming activities also continued their steady trend upwards from previous years.

Through proactive negotiation & discussion, 676 days of disruption were saved in 2019 (so far) through collaborative working, and the ability of the network to absorb activities like Cadent's closure of Cannon St would suggest such activities, appropriately managed and communicated, represent an opportunity to test the resilience of the City's long-term road network.

This report also provides an early indication of the works likely to affect the City's streets in 2020, with Cadent's continuing investment in their aging network of deep level gas mains leading the way.

In the context of the evolving Transport Strategy, the continuing focus for 2020 will remain minimising the impact of construction sites & utility works, particularly in terms of road danger, freight transport, noise impact, air quality and the extent to which they occupy space on the highway.

Recommendation(s)

Members are asked to receive this report.

Main Report

Background

1. The Traffic Management Act 2004 placed a Network Management Duty on the City Corporation to ensure the 'expeditious movement of traffic' on both its road network and the road networks of its neighbouring authorities.
2. To help deliver that statutory function, the Highways team within the Transportation and Public Realm Division of the Department of the Built Environment (DBE) permits and co-ordinates all major activities on the City's highway, including:
 - Road closures and diversions;
 - Major building site operations, including Construction Logistics Plans, vehicle loading bays and mobile crane works;
 - Street works by utilities;
 - Highway works by the City's term contractor, JB Riney, and highway structural repair works by DBE's Structures Team;
 - Works by major transport infrastructure providers, such as Transport for London, Crossrail and Thames Tideway;
 - Special events;
 - Parking permissions & suspensions for major deliveries, removals and filming operations.
3. Whilst enabling applicants to safely deliver works that are the lifeblood of the Square Mile, it is equally important to minimise the individual and cumulative impact on City businesses, residents and the public at large. (See Appendix 1 for further background, including the limitations to the consent process & political oversight on DBE's delegated authority.)

Current Position

4. The table below shows the breakdown of road closure applications by source over the last six years.

Road Closure Application Volumes

Type / Year	2013/14	2014/15	2015/16	2016/17	2017/18	2018/19
Developments	101	155	231	175	214	190
Utilities	62	67	89	95	91	125
Emergencies	26	57	68	38	35	76
CoL	40	85	89	78	93	98
Other	3	18	17	51	88	119
Total	232	382	494	437	521	608

5. From these figures, the key trends are:
- Building and development activity remains the largest single reason for roads to be closed. Most of these applications are for side streets and / or take place at weekends for activities like crane operations.
 - Planned utility works are now at their highest level since the Olympic moratorium, as various network repairs and upgrades have been delivered whilst the needs of the Square Mile's development sector continue to be met.
 - Emergency road closures significantly increased, with utilities requesting 75% of emergency traffic orders.
 - Filming remains the largest component of 'Other' road closure group reflecting the continuing desire from this sector to use the City as a backdrop.
6. This increasing demand for road space by utilities in particular is also reflected in the number of permit applications to excavate the City's highway.

Utility Street Works Permit Applications

Year	2013	2014	2015	2016	2017	2018	2019
Total Permit Applications	3319	3099	3074	3448	4400	4896	4428*

* Projection based on permit application volumes from Jan-Sept 2019.

7. However, officers continue to proactively identify opportunities to combine works from different contractors, with 676 days of disruption saved on the network between January and October this year - an exceptionally high number for any highway authority. This reflects the level of co-operation from utilities in using round table discussions to draw out medium and long-term plans.

Major Works & Schemes for 2020

8. This section of the report looks ahead to the major works expected to take place in the next 12 months, with an outline calendar and map of locations contained in Appendices 2 & 3. Activities are categorised under four main sources, namely:
- Development activities
 - Major infrastructure projects
 - Utility works
 - City of London projects

Development Activities

9. Over 50 development sites are currently members of the City's Considerate Contractor Scheme and just over half of the 31 streets listed as long-term closures on DBE's weekly Traffic Management Bulletin are building sites.

10. Such high volumes have historically indicated a thriving Square Mile but their impacts are minimised through the approval of Construction Logistics Plans conditioned at the planning stage, as well as from close day-to-day contact and cooperation with developers and their contractors. Any impact on major roads in particular is actively discouraged, but safety from what can often be challenging construction operations in close proximity to the public remains the key priority.

Major Infrastructure Projects

11. Three major infrastructure projects remain on-going in the City, namely:
- Crossrail's construction & fit out at Farringdon East, Moorfields and Liverpool St is expected to conclude towards the end of 2020. The City's public realm works immediately adjacent to the station entrances will finish early next year, with wider area improvements integrated with the various oversite developments from the end of 2020 onwards;
 - Thames Tideway's works on Victoria Embankment are expected to remain relatively static during 2020, with the riverside walkway and down slip from Blackfriars Bridge closed for the duration of the project. The Blackfriars site will also reach a major milestone next year when the tunnel boring machine will connect into & through the construction site;
 - TfL's Bank Station Capacity Upgrade project remains highly active and on course to deliver a new Northern Line tunnel and station entrance in Cannon St by 2022. The next major milestone will be a closure of the Bank branch of the Northern Line for several weeks in summer 2021 to allow the team to connect the new running tunnel with the existing one.

Utility Works

12. As noted above, the need to facilitate the current boom in development activity has helped drive a high volume of general utility activity. However, as Members are only too aware, the most noticeable impact from utility works in the last year has come from just one company, namely Cadent Gas.

Cadent

13. The last four years has seen Cadent progressively replace their medium & low pressure gas mains across the City with one of the largest capital investment programmes the City has seen for many years. This year saw them complete works in Cornhill, Leadenhall St and Cannon St, but they acknowledge their remaining network is highly vulnerable to emergency leaks, health & safety risks to premises and ad hoc disruption to the road network.
14. In terms of Cadent's programme for 2020, their three main priorities are:
- Fenchurch St – This will complete the upgrade works originally started in 2018 but were put on hold as other more urgent locations were prioritised.
 - Newgate St, Cheapside and Poultry – This requires full replacement during 2020 with road closures in sections from Bank to the Old Bailey.

Local communications & drop in events have already started on the basis of works beginning in January.

- Tudor St – This location has become an increasing concern due to the frequency of leaks and has recently been prioritised for inclusion in Cadent's replacement programme.

15. Cadent's works are particularly challenging given the depth below the surface, and they have the potential to be disruptive & slow as other utility chambers have to be demolished and cables diverted in order to reach them. However, extended working hours, 'sleeving' (where plastic pipes are fed inside the old ones) and spray lining repairs from the inside the pipe will all be encouraged where possible.
16. The extent & impact of the works at Newgate St, Cheapside and Poultry have already led to some other activities originally planned for 2020 being deferred until the following year, but unlike this year's closure of Cannon St, it is not expected that the restrictions on through traffic at Bank Junction will need to be amended for these works.
17. Local liaison remains crucial to minimising the disruption these works might cause, and further information will be provided to all Members and other stakeholders as / when they become available. In the meantime, officers will continue to provide e-mail updates when emergency works are triggered.

Power Supplies to the Eastern City Cluster

18. The Reach Active works in early 2019 to connect new power supplies to developments in the Eastern Cluster allowed the opportunity to save 152 days of disruption as works by Cadent, Thames Water and JB Riney (amongst others) were drawn in.
19. Further power connections from either UK Power Networks or Reach Active are likely in Gresham St, Leadenhall St and Threadneedle St at some point in 2020, but we are waiting for further information before this can be planned in detail.

Thames Water Victorian Mains Replacements

20. Thames Water continue to revisit some of the work originally thought complete under the previous Victorian Mains Replacement programme and are currently working in Old Broad St to redo some of those works.

City of London Projects

21. The vast majority of the City's own planned public realm, road safety and highway maintenance programme is expected to have little impact on the road network, with activities sensitively programmed to avoid clashes with other works and minimising local impacts.
22. The one exception to this will be the delivery of the interim scheme at Bank Junction, where Members have already agreed for kerb lines to be built out into the junction so that more space is made available for pedestrians. These works

are intended to take place in phases during the first half of 2020, although closures of the various arms (where necessary) are expected to be confined to weekends.

23. In terms of major projects with the potential to affect traffic, DBE's Structures team have a series of works to replace and / or repair various structures within their remit, with timing dependent on the Gateway approval process.
24. The most significant project will involve the replacement of the waterproofing and bearings on London Bridge, requiring traffic across the bridge to be potentially restricted to buses, taxis and cycles only, as well as pedestrians being diverted to use one footway or the other.
25. Significant discussions have already taken place with TfL and LB Southwark about how these works can be managed & programmed, with works currently planned to start in March 2020 and lasting for around six months.

Corporate & Strategic Implications

26. The activity outlined above helps create a safe, effective and fit-for-purpose environment for the City community to flourish in the long term. Development activity in particular is traditionally a sign of a thriving Square Mile, but it brings with it a need for road and footway space for construction, essential utility connections and additional heavy vehicle traffic.
27. The City has a series of statutory duties to maintain safe highways for the public to enjoy, to regulate activity that takes place on its streets and to co-ordinate that activity to ensure its impact is minimised. As a result, the focus must continue to be meeting these statutory requirements and to deliver safer streets, but at the same time to ensure the City retains its competitive edge & remains an attractive place to live, work and visit.
28. These duties, objectives and outcomes will also be re-examined as part of the Transport Strategy, which will focus on the pace, safety aspect and space needed for works, as well as the wider aspects of freight management, air quality, noise impact and maintaining access for walking & cycling.

Conclusion

29. The City's approach to network management continues to focus on identifying the needs of these major projects early, to combine them where possible, and to keep them apart when necessary. With the support & guidance from appropriate political oversight, this requires officers to:
 - establish the dependency between separate projects;
 - understand their potential conflicts and impacts, and;
 - engage with project managers early and often to ensure that disruption can be minimised through a combination of regulation, negotiation and influence.

30. With the development boom continuing, significant utility works underway and projects such as Thames Tideway and Bank Station Capacity Upgrade well on track, co-ordinating works on the City's road network will remain a challenge into the longer term.
31. However, the City must continue to ensure the co-operation of major project sponsors, utility companies and developers in co-ordinating their works programmes and reducing their durations in order to limit both the direct and cumulative impact on the public at large.

Appendices

- Appendix 1 – Network Management Duty; Limitations & Oversight
- Appendix 2 – Major Works Timeline
- Appendix 3 – Major Works Map

Ian Hughes

Assistant Director (Highways), Dept of the Built Environment
T: 020 7332 1977, E: ian.hughes@cityoflondon.gov.uk

This page is intentionally left blank

Committees: Streets & Walkways Committee - <i>for information</i> Projects Sub - <i>for information</i>	Dates: 03 December 2019 16 December 2019
Subject: City Wayfinding – Introduction of Legible London Unique Project Identifier: 11735	Regular Progress Report
Report of: Director of the Built Environment Report Author: George Wright, Project Manager	For Information
<h1>PUBLIC</h1>	

1. Status update	Project Description: The City Corporation is installing over 300 Legible London wayfinding maps and signs across the Square Mile enabling workers, visitors and residents to navigate and explore the City more easily. The new wayfinding system will be installed by the summer of 2020. Legible London maps and signs provide a consistent experience of wayfinding, making it easier for people to walk around the Capital. There are over 1,700 existing pieces across London on street and at stations, bus stops and cycle hire docking stations. As part of this project we are also installing the new signage on the Barbican Highwalk network to improve navigation around the multiple levels of the Barbican Estate. RAG Status: Green (Green at last report) Risk Status: Low (Low at last report) Total Estimated Cost of Project (excluding risk): £2,356,591 Spend to Date: £1,557,706 Costed Risk Provision Utilised: £227,375 (Zero of which has been drawn down since last Gateway report)
2. Key points to note	Next Gateway: Gateway 6 – Outcome Report Key Points: Programme and progress

	<ul style="list-style-type: none"> • Installation began in May 2019 and is planned to complete by June 2020 (See Appendix 2 for phasing plan) • By the end of December 2019, approximately 50% of the totems will be installed; covering the east and much of the central part of the City. • In May/June 2020, Legible London will be installed on the Barbican Highwalk network. This includes bespoke features that will improve wayfinding in this unique and complex multi-layered environment. • We are on schedule to finish the overall project on time and within budget. <p>Products</p> <ul style="list-style-type: none"> • Overall 223 map-based totems and 93 directional panels are being installed (See Appendix 3 for examples of product range) <p>Transport Strategy</p> <ul style="list-style-type: none"> • The project directly supports the following proposals within the City of London Transport Strategy: <ul style="list-style-type: none"> - Proposal 4: Enhance the Barbican Highwalks - Proposal 6: Promote and celebrate walking <p>Corporate Plan and Cultural Strategy</p> <ul style="list-style-type: none"> • The project assists the delivery of Corporate Plan and Cultural Strategy outcomes by ensuring the City is physically well-connected, people are safe and feel safe and enjoy good health and wellbeing; something that walking is known to improve. <p>Feedback</p> <ul style="list-style-type: none"> • Positive feedback on the new signage has been received from the Museum of London, Barbican Centre, Charterhouse Museum and Four Seasons Trinity Square Hotel regarding the new signage.
3. Reporting period	Progress report since Gateway 5 approval in November 2018.
4. Progress to date	<p>The following progress has been made to date:</p> <p>Approvals</p> <ul style="list-style-type: none"> • Transport for London approvals for totem installations on the Transport for London road network • Transport for London approvals for bespoke foundation base and bespoke mapping for the Barbican Highwalks • Listed Building consent approval for Legible London signage installation on the Barbican Highwalks

	<p>Design</p> <ul style="list-style-type: none"> • Directional content produced for every sign • Proofing and sign-off of directional content and mapping artwork underway <p>Manufacture</p> <ul style="list-style-type: none"> • Manufacture of signs underway <p>Installation</p> <ul style="list-style-type: none"> • Site assessment for every sign location undertaken • Construction drawings produced • Old City signage has been removed • 60% of foundations installed for new signage • Phase 1 and Phase 2 signage installed by December 2019 <p>Promotion</p> <ul style="list-style-type: none"> • Walking Week launch event with first totem unveiled by Chair Alastair Moss and Will Norman, Transport for London's Walking & Cycling Commissioner.
5. Next steps	<p>The next steps for the project are as follows:</p> <p>Phase 3 signage - western area</p> <ul style="list-style-type: none"> • Proofing and sign-off of mapping artwork • Installation of Phase 3 signage, completing the street level installations across the City <p>Phase 4 signage - Barbican Highwalk Network</p> <ul style="list-style-type: none"> • Proofing and sign-off of directional content and mapping artwork • Coordination of signage removal and associated concrete repairs on Barbican Highwalks • Installation of Phase 4 signage on the Barbican Highwalk network <p>Project close down</p> <ul style="list-style-type: none"> • Gateway 6 Outcome Report

Appendices

Appendix 1	Project Coversheet
Appendix 2	Map showing installation phases
Appendix 3	Legible London product range
Appendix 4	Examples of Legible London in use in the City

Contact

Report Author	George Wright
Email Address	George.wright@cityoflondon.gov.uk
Telephone Number	07802 378812

This page is intentionally left blank

Committee(s): Streets and Walkways Sub Committee Planning and Transportation Committee	Date(s): 03/12/2019 12/12/2019
Subject: 6-month update on the Ultra Low Emission Zone	Public
Report of: Director of the Built Environment	For information
Report author: Bruce McVean, Acting Assistant Director – City Transportation	

Summary

The Mayor of London launched the central London Ultra Low Emission Zone (ULEZ) on 8 April 2019. The ULEZ covers the same area as the existing central London Congestion Charge Zone.

This report summarises the GLA's evaluation of the impacts of ULEZ over the first six months of operation. Key findings include:

- Average compliance rate with ULEZ standards was 77 per cent in a 24-hour period (74 per cent in congestion charging hours).
- Analysis suggests that NO₂ concentrations at roadside locations in central London reduced by 29 per cent, compared to a scenario where there was no ULEZ.
- Traffic flow analysis shows that the total number of vehicles within the Congestion Charge Zone has dropped since the introduction of the ULEZ (a 3-9% reduction in average traffic flows). It is too early to determine the extent to which these changes are a result of the ULEZ.

Recommendation(s)

Members are asked to note the report.

Main Report

Background

1. The Mayor of London launched the central London Ultra Low Emission Zone (ULEZ) on 8 April 2019. The ULEZ covers the same area as the existing central London Congestion Charge Zone (Map provided in Appendix 1).
2. The ULEZ operates 24 hours a day, 365 days a year. Vehicles must meet strict emission standards to drive without charge in the ULEZ area (see Appendix 2).
3. This report summarises the key findings from GLA's evaluation of the impacts of the ULEZ over the first six months of operation (published October 2019). The results are for the whole of the ULEZ zone and are not City specific.

Key findings

4. After the first six months of operation the average compliance rate with the ULEZ standards was 77 per cent in a 24-hour period (74 per cent in congestion charging hours). This compares to 39 per cent in February 2017 and 61 per cent in March 2019 (during congestion charging hours).
5. Trend analysis suggests that, for the period July to September 2019, NO₂ concentrations at roadside locations in central London reduced by 29 per cent, compared to a scenario where there was no ULEZ. (To date, City Corporation monitors show an 18% reduction in NO₂ concentrations at Walbrook Wharf compared with 2018 and a 13% reduction at Beech Street.)
6. None of the air quality monitoring stations located on ULEZ boundary roads have measured an increase in NO₂ concentrations since the introduction of the ULEZ
7. Traffic flow analysis shows that the total number of vehicles within the Congestion Charge Zone has dropped since the introduction of the ULEZ (a 3-9% reduction in average traffic flows). The biggest differences are at the weekend and in the evening, when the Congestion Charge does not currently apply. However, it is too early to determine the extent to which these changes are a result of the ULEZ.

Conclusion

8. Six months is a relatively short time period for evaluating a scheme of this kind. While it is too early to draw firm conclusions, the results from the first six months of operation suggest the ULEZ is having a positive impact on roadside air quality in the City of London.
9. A 12-month evaluation report will be published by the GLA in due course and further reports will be brought to this Committee as additional analysis becomes available. Future reports will include City specific analysis based the City Corporation's air quality and traffic monitoring.

Appendices

- Appendix 1 – Map of the ULEZ area
- Appendix 2 – ULEZ emissions standards

Bruce McVean

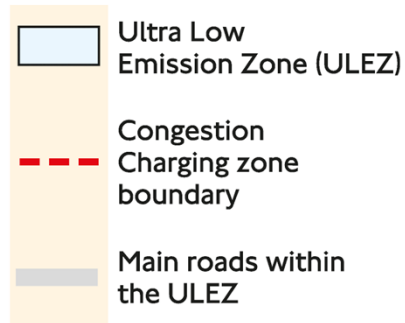
Acting Assistant Director – City Transportation

T: 020 7332 3163

E: bruce.mcvean@cityoflondon.gov.uk

Appendix 1 – Map of the ULEZ area

Central London
Ultra Low Emission Zone
operates in the same
area as the
Congestion Charge Zone



Appendix 2 – ULEZ emissions standards

Vehicles must meet the following emission standards to drive without charge in the ULEZ area:

- Euro 4 for petrol cars and vans (vehicles less than fourteen years old in 2019)
- Euro 6 for diesel cars (vehicles less than five years old in 2019)
- Euro 6 for diesel vans (vehicles less than four years old in 2019)
- Euro 3 for motorcycles and other L-category vehicles
- Euro VI for lorries, buses and coaches

Vehicles that do not meet these standards pay:

- £12.50 per day for cars, motorcycles and vans
- £100 per day for lorries, buses and coaches

Residents in the ULEZ area are exempt from the ULEZ standards until October 2021.

Keepers of vehicles registered with a 'disabled' or 'disabled passenger vehicles' tax class are exempt from the ULEZ charge until October 2025.

London-licensed taxis are exempt from ULEZ charges; however, all newly licensed taxis must be zero emissions capable.

Private Hire Vehicles (PHV) that do not meet the emissions standards must pay the full ULEZ charge. The PHV exemption to the congestion charge was also removed on 8 April 2019.

All TfL buses operating in the zone meet the ULEZ standards.

Committee(s): Streets and Walkways Sub Committee Planning and Transportation Committee Culture, Heritage and Libraries Committee	Date(s): 03/12/2019 12/12/2019 20/01/2020
Subject: 2019 Car Free Day Update	Public
Report of: Director of the Department of the Built Environment	For Information
Report author: Bruce McVean, Acting Assistant Director – City Transportation	

Summary

The City of London Corporation supported the Mayor of London and TfL to deliver the 'Reimagine' Car Free Day event in central London on 22 September.

The event allowed people to explore and experience 27km of traffic free streets, most of which were in the Square Mile. Street closures were in place from 7am – 7.15pm, with the event open to the public from 10.30am – 5pm.

Overall the event was successful, with high levels of satisfaction for those who attended. The event attracted a high number of people into the City (it is estimated that 70,000 people attended over the course of the day), including many that have never previously visited or rarely visit.

Despite the extent of the street closures, which included both London Bridge (except for buses) and Tower Bridge, traffic impacts were relatively limited and lower than expected.

Attendance figures for City Corporation Open House venues suggest the Reimagine event may have had an impact on Open House attendance at some venues. Further analysis is required to understand the relationship between the event and Open House.

Following the success of this year's event we will liaise with the GLA and TfL on the potential to hold another Car Free Day event in the City in 2020.

Recommendation(s)

Members are asked to note the report.

Main Report

Background

1. The City of London Corporation supported the Mayor of London and TfL to deliver the 'Reimagine' Car Free Day event in central London on 22 September.
2. This event formed part of a London-wide celebration of World Car Free Day to promote walking, cycling, improvements to air quality and a reduction in car use. In all, 27 boroughs hosted activities for Car Free Day, which included 385 Play Streets.
3. The central London event allowed people to explore and experience 27km of traffic free streets, most of which were in the Square Mile (event map is provided in Appendix 1).
4. Street closures were in place from 7am – 7.15pm, with the event open to the public from 10.30am – 5pm.
5. The Reimagine event was funded by the Mayor of London, managed by TfL and delivered by WRG, a leading events and communications company. The City Corporation's support included:
 - a. Contributing £125,000 to the cost of organising the event and activities on the day.
 - b. Waiving fees for parking bay suspensions, equating to an in-kind contribution of £45,000.
 - c. Providing parking enforcement and cleansing services on the day (funded through the event budget).
 - d. Supporting event planning through participation in the Event Liaison Team and Steering Group.
 - e. Supporting stakeholder engagement, event promotion and travel demand management communications.
6. The event was also supported by the City of London Police and the Cheapside Business Alliance.

Participation and feedback

7. It is estimated that 70,000 people (including approximately 25,000 children) attended over the course of the day. This is a lower number than expected and is likely to have been affected by poor weather on the day. This was also the first year the event was held, and numbers would be expected to increase over time.
8. Provisional results of a survey of attendees (550 people) show that:
 - a. Most of the attendees (61%) were Londoners. 13% of attendees were international visitors.
 - b. Just under 3% of attendees had accessibility needs that limit their daily activities. Acknowledging the low base size, a majority (80%) of attendees with accessibility needs said streets felt more accessible and welcoming to all during the event.

- c. The average satisfaction score for the event was 8.2 on a scale of 0 to 10, and 87% gave the event a 7 out of 10 or higher.
 - d. 91% of Londoners who attended agreed that the event made them feel proud of London and 95% thought it was good for London.
 - e. 76% of non-Londoner attendees agreed that the event made them more likely to return to London as a visitor, with 48% strongly agreeing.
 - f. Just over half of attendees interviewed said they visit the City of London on a Sunday less than once a year or never.
 - g. 95% of attendees said they would support the event being held in London each year.
9. A YouGov poll (1,416 people) conducted after Car Free Day found that:
- a. 45% of Londoners were aware of London Car Free Day.
 - b. 57% of Londoners think holding a Car Free Day event in London is a good idea.
 - c. 65% of Londoners said that Car Free Day events were excellent, very good or good at inspiring them to use a car less.
10. Event images and press and social media highlights are provided in Appendix 2.

Travel and traffic impacts

11. Despite the extent of the street closures, which included both London Bridge (except for buses) and Tower Bridge, traffic impacts were relatively limited and lower than expected.
12. TfL's Network Management Control Centre reported minimal to moderate impacts for first 8 hours that closures were in place (7am – 3pm), with serious impacts for the remaining 4 hours and 15 minutes (3pm – 7.15pm). No severe impacts were reported.
13. Travel analysis by TfL found that:
- a. Total entries and exits at 12 London Underground stations around the event area was around 9% higher than Sunday 15 September and 16% higher than Sunday 8 September (between 7am and 7pm).
 - b. The number of passengers exiting stations within the event area was significantly higher on the day of the event compared to the previous Sundays, increasing by 293% in Cannon Street, 59% in Bank, 47% in St Paul's, 42% in Moorgate and 30% in London Bridge.
 - c. There was up to 10% less traffic on central London streets across the day.
 - d. A maximum of five minute delay to buses was recorded in central London across the day.
 - e. Santander Cycles docking stations around the event area – including stations on Tooley Street, Tower Gardens, Cheapside and Queen Street – experienced a significant increase in their total hire numbers, almost doubling from 800 to 1400.

Impact on Open House

14. Total visitor numbers to City Corporation Open House venues that were open on both Saturday and Sunday are summarised in Table 1. Visitor numbers for other venues in the Square Mile are not yet available.

Venue	2017	2018*	2019
Guildhall and Guildhall Art Gallery	6,981	4,493	4,490
The City Centre	879	1,306	1,286
Guildhall Library	1,666	537	36*
City Guides walking tours	1,800	1,200	1,320
Leadenhall Market	200	1,200 [#]	1,286
Mansion House	N/A	286	487
Old Bailey	N/A	N/A	175*
St Lawrence Jewry	1,500	1,500	2,000
Billingsgate Roman House and Baths	2,569	1,739	1,795

Table 1: Combined Saturday and Sunday visitor numbers at City Corporation Open House venues

* There was very bad weather on both Saturday and Sunday in 2018 with many venues across London showing significant declines

* Only offered tours this year

[#] A large event was held in Leadenhall Market in 2018 leading to a significant increase in visitor numbers compared with 2017

* New venue for 2019

15. The figures for City Corporation Open House venues suggest the Reimagine event may have had an impact on Open House attendance at some venues, particularly Guildhall which, given the good weather on the Saturday should have significantly topped its 2018 performance.
16. Further analysis is required to understand the relationship between the event and Open House, including the impact of parking restrictions on Open House attendance, and to inform the timing of/coordination between any future Car Free Day events in the City and Open House.
17. In future years, closer working between Town Clerk's – Cultural Services (who deliver Open House) and DBE, together with longer lead times and greater programme collaboration, may mitigate any negative impacts.

Lessons Learnt

18. The timescale for organising the Reimagine event was extremely tight for an event of this scale. While this did not affect the success of this year's event, more time to prepare will reduce the pressure on staff at the City Corporation, TfL and the event management company.
19. Close collaboration between the City Corporation, TfL and WRG was critical to the success of the event, particularly given the timescales. Teams within TfL also worked together very effectively.

20. Extensive engagement with stakeholders, including churches and hotels, and TfL's far-reaching travel demand management campaign allowed concerns about access to be addressed in advance of the event, avoided significant traffic impacts and resulted in a very small number of complaints.
21. There should have been earlier engagement with the City Corporation's Cultural Services team (Town Clerk's) to allow them to better inform the scope and nature of the event and to enable closer engagement with the City's visitor, hospitality, retail and attractions sectors.
22. Further analysis and discussions with Open City are needed to understand how the Reimagine event impacted on Open House. It may be necessary to avoid overlap between future Car Free Day events in central London and Open House or to improve coordination between the two events.
23. While significant steps were taken to ensure this was an accessible event, including conducting an Equalities Impact Assessment and appointing an Access Consultant, more could be done at future events. For example, while golf buggies were provided for transport within the event footprint these were not wheelchair accessible. It will also be important to communicate accessible travel options for future events to ensure everyone feels confident they can attend.

Corporate & Strategic Implications

24. The Reimagine Car Free Day event contributes to the delivery of Corporate Plan Outcomes 9 (We are digitally and physically well-connected and responsive) and 10 (We inspire enterprise, excellence, creativity and collaboration).
25. It also contributes to the delivery of Transport Strategy, Cultural Strategy and Visitor Strategy.

Conclusion

26. The Reimagine event was successful, with high levels of satisfaction for those who attended and limited traffic impacts. The event attracted a high number of people into the City on a Sunday, including many that have never previously visited or rarely visit.
27. The central London event, alongside borough activities, helped support wider efforts to communicate the benefits of reducing motor traffic in London and promote walking, cycling and public transport use.
28. Following the success of this year's event we will liaise with the GLA and TfL on the potential to hold another Car Free Day event in the City in 2020.

Appendices

- Appendix 1: Event map
- Appendix 2: Event images and press and social media highlights

Bruce McVean

Acting Assistant Director – City Transportation

T: 020 7332 3163

E: bruce.mcvean@cityoflondon.gov.uk

This page is intentionally left blank

[illegible]

<p>22 July 2019 15 October 2019</p>	<p><u>Road Markings</u> The Sub-Committee discussed signage and road markings at and approaching Bank Junction. Members stressed their importance in avoiding confusion for motorists and asked that they be given sight of proposals for the permanent scheme.</p>	<p>Director of the Built Environment</p>		<p>The Director of the Built Environment confirmed that all statutory signage and road markings were currently installed correctly at the junction. Officers would consider the approaches to the junction and the wider area for the permanent scheme and updates could be reported to Committee.</p> <p>At its meeting on 15 October, the Sub-Committee was advised that a consultant had been commissioned to devise a Directional Signage Strategy. This would enable an in-depth study of signage and road markings at the junction and elsewhere.</p>
---	--	--	--	---

Committees	Date
Public Relations and Economic Development Sub-Committee (for information)	5 November 2019
Planning and Transportation Committee (for information)	5 November 2019
Culture Heritage and Libraries Committee (for information)	11 November 2019
Hampstead Heath, Highgate Wood and Queens Park Committee (for information)	13 November 2019
Education Board (for information)	14 November 2019
Epping Forrest and Commons Committee (for information)	18 November 2019
Health and Wellbeing Board (for information)	22 November 2019
Streets and Walkways Sub (Planning and Transportation) Committee (for information)	3 December 2019
Open Spaces and City Gardens Committee (for information)	9 December 2019
Community and Children's Services Committee (for information)	13 December 2019
Hampstead Heath Consultative Committee (for information)	27 January 2020
Subject The City of London Corporation's DRAFT Sport and Physical Activity Strategy for 2020-25	
Report of Kate Smith – Head of Corporate Strategy and Performance	Public
Report Author Sufina Ahmad – Corporate Strategy Manager	For information

Summary

The Corporate Strategy and Performance Team (CSPT) was asked to develop a Sport and Physical Activity Strategy for the City of London Corporation following a decision in December 2018 at Policy and Resources Committee to invest in sport engagement work. Elected Members reviewed a previous version of the Sport and Physical Activity strategy for 2019-23 at nine Committees and a Members' Breakfast Briefing held between April 2019 and July 2019. Members provided extensive comments, including raising a motion at Court (included at Appendix One), and asked that a new draft be shared at Committees and at a Members' Breakfast for their feedback, and hopefully, endorsement. The new draft, which incorporates all the comments raised, can be found at Appendix Two.

The vision for the strategy is: *To champion and maximise the social, economic and health benefits of sport and physical activity to individuals, communities, businesses and public bodies we work with across the Square Mile, London and beyond.* The key outcomes and activities include the City Corporation working with others to deliver successful major sporting events for London and the UK, sport engagement activities that strengthen community cohesion, and work that ensures people have

access to and participate in sport and physical activity. The strategy aligns to our Corporate Plan for 2018-23, specifically outcomes 2, 3, 4, 7 and 10. Once the strategy has been shared with all of the Committees listed on page one for their feedback and comments, these will be incorporated in to a proposed final version, which will be presented to Policy and Resources Committee in February 2020 for their approval.

Recommendations

This Committee is asked to:

- i. Review the draft version of the Sport and Physical Activity Strategy – and provide their feedback on it which officers will then incorporate as directed.
- ii. Consider whether or not they will endorse the strategy, subject to the changes requested being made.
- iii. Consider and advise if a budget should be set aside and a brief agreed for an expert to review the commercial prospects of existing assets and how best to promote participation and access.

Main Report

Background

1. In December 2018, Policy and Resources Committee approved a paper setting out a strategic approach to sport engagement activities by the City Corporation, which included the decision to invest in a Sports Engagement Manager, based in the Corporate Affairs Team. Consequently, it was felt that the City Corporation would benefit from a strategy document on sport and physical activity. The CSPT was asked to develop this strategy, which it did through desk-based research and meetings with the following internal and external colleagues:
 - a) Sam Hutchings – Town Clerk's
 - b) Eugenie de Naurois – Town Clerk's
 - c) Nick Bodger – Town Clerk's
 - d) Paul Double – Remembrancer's
 - e) Daniel McGrady – Community and Children's Services
 - f) Andrea Laurice – Built Environment
 - g) Gerry Kiefer – Open Spaces
 - h) Xenia Koumi – Community and Children's Services
 - i) Sam Bedford – Community and Children's Services
 - j) Simon Cribbens – Community and Children's Services
 - k) Greg Knight – Community and Children's Services
 - l) Steve Garrett – Sport England
 - m) Emily Neilan – London Sport.

Current Position

2. The strategy was shared with elected Members at the following Committees for comment:
 - Health and Wellbeing Board (HWB), April 2019
 - Hampstead Heath Consultative Committee (HHCC), April 2019

- Community and Children's Services (CCS) Committee, May 2019
- Epping Forest and Commons Committee (EF&C), May 2019
- Education Board (EB), May 2019
- Planning and Transportation Committee (P&T) (via email to chairman and deputy chairman), May 2019
- Streets and Walkways (Planning and Transportation) Sub-Committee (S&WSC), May 2019
- Hampstead Heath, Highgate Wood and Queen's Park (HHHWQP) Committee, June 2019
- Public Relations and Economic Development (PRED) Sub-Committee, to take place on 2 July 2019.

Two additional informal opportunities to comment were requested and arranged:

- A meeting with Richard Sumray, a co-opted Member of HHCC and chair of the Sports Advisory Group, the chairman of HHCC and of HHHWQP and the chairman of EF&C, June 2019; and
- Informal Members' Breakfast Briefing, on 28 June 2019, for which this pack has been produced so that comments to date and officers' resultant proposals can be viewed in the round for further comment.

3. Members made substantial comments and have asked that it be presented to all Committees again. A motion was also raised at the Court of Common Council in September 2019. This can be found at Appendix One.
4. The new version incorporates all of the changes and additions suggested and is presented in this paper at Appendix Two, as well as incorporating feedback shared at a Members' Breakfast Briefing held on 18 October 2019. The main changes to the draft relate to the vision and outcomes and the period of the strategy (2020-25). Information on the sport and physical activity related assets owned and operated by the City Corporation has also been included in the draft, as well as adding in information on the oversight and responsibility for the strategy.
5. For the purpose of this strategy, the City Corporation has defined sport and physical activity as follows:
Sport relates to any and all individual or team sports and physical activity is any bodily movement that requires the expenditure of low, moderate or high levels of energy. This can include activities such as walking, dancing, playing and other recreational pursuits. Exercise is a sub-category of physical activity, and it is defined as something that is planned, structured and repetitive, and aims to improve or maintain one or more components of physical fitness.
6. The City Corporation's vision for the strategy is: *To champion and maximise the social, economic and health benefits of sport and physical activity to individuals, communities, businesses and public bodies we work with across the Square Mile, London and beyond.* The City Corporation will work with relevant local, regional and central governments, infrastructure bodies including Sport England and London and Partners, national governing bodies for sport, businesses, civil society organisations, including charities, and individuals and communities directly to deliver the work outlined in the strategy.

7. The three key outcomes the City Corporation aims to achieve are:
- a) People enjoy good health and wellbeing through participating in accessible and high-quality sport and physical activity.
 - b) High profile and inclusive mass participation events strengthen community bonds and encourage more sport and physical activity.
 - c) London and the UK's economy and attractiveness as a place to live, work and visit is boosted through major sporting events.
8. The City Corporation will achieve these outcomes by building on our existing work and supporting the development and delivery of bids for major sporting events that benefit communities and the economy in London and the UK, alongside events, campaigns and activities that encourage individuals and communities to access and participate in sport and physical activities, including those activities that bring communities together positively.

Governance and implementation

9. Members have asked that a Sport and Physical Activity Working Party made up of elected Members is set up to oversee the successful implementation of this strategy. The Working Party would be supplied with information on progress against the strategy from relevant officers within the organisation. It is suggested that elected Members from the following Committees are represented on the Working Party:
- Community and Children's Services Committee
 - Culture, Heritage and Libraries Committee
 - Epping Forest and Commons Committee
 - Education Board
 - Hampstead Heath Consultative Committee
 - Hampstead Heath, Highgate Wood and Queen's Park Committee
 - Health and Wellbeing Board
 - Hospitality Working Party of the Policy and Resources Committee
 - Planning and Transportation Committee
 - Policy and Resources Committee
 - Public Relations and Economic Development Sub-Committee
 - Streets and Walkways (Planning and Transportation) Sub-Committee.
10. The discussions of the Working Party could include, but not be limited to: approving the action plan for the strategy; ensuring that the strategy is reflected within the relevant departmental business plans and management plans; reviewing the effectiveness and impact of existing and planned activities and linking these to qualitative and quantitative success measures for each activity; investigating the best possible activities and use of assets and resources in pursuit of the outcomes in this strategy; and ensuring activities are delivered within the resources available – monitoring impact and spend to inform resource allocation.

11. This strategy will be delivered through the following departments:
- **Town Clerk's Department** – Corporate Affairs, Media, Committee and Member Services, Cultural Services and Events teams.
 - **Department of Community and Children's Services** – Strategic Education, Skills and Cultural Learning Unit, Commissioning, Public Health and Community Engagement teams.
 - **Remembrancer's Department** – Events Team.
 - **Department of Built Environment** – Strategic Transportation team.
 - **Open Spaces Department** – Central Management and site-specific teams.

Corporate and Strategic Implications

12. Corporate and Strategic Implications:

This strategy will support the following outcomes and associated high-level activities within the City Corporation's Corporate Plan for 2018-23:

Outcome 2: People enjoy good health and wellbeing

Outcome 3: People have equal opportunities to enrich their lives and reach their full potential.

Outcome 4: Communities are cohesive and have the facilities they need.

Outcome 7: We are a global hub for innovation in financial and professional services, commerce and culture.

Outcome 10: We inspire enterprise, excellence, creativity and collaboration.

This strategy also supports the work outlined in the following corporate strategies: Joint Health and Wellbeing, Social Wellbeing, Mental Health, Education, Visitor Destination, Corporate Volunteering and Transport.

13. Security Implications: The City Corporation will ensure that security needs are met when delivering major sporting events, involving Health and Safety, Security and City of London Police colleagues as needed.
14. Financial and Resourcing Implications: Existing officer resource and budgets, including the Hospitality Working Group budget, will be used to deliver the activities outlined in this strategy, including the maintenance of our facilities and the level to which the organisation expects to maintain this. However, decisions need to be made on how funding and resourcing will be prioritised, including if an existing or a new budget should be set aside and a brief agreed for an expert to review the commercial prospects of existing assets and how best to promote participation and access
15. Equalities Implications: All activities will need to comply with the priorities set out in the City Corporation's Equalities and Inclusion Action Plan, ensuring that the diverse needs of individuals and communities this work is aimed at are met.
16. Legal Implications: Any legal agreements or partnerships that the City Corporation considers or enters in to, particularly as part of major sporting events, will need to be signed off by the Comptroller and City Solicitor's department – ensuring that early steer and sign off is sought wherever possible.

Conclusion

17. This Committee is asked to review the Sport and Physical Activity Strategy for 2020-25 and provide their comments and feedback. It is also hoped that this committee will endorse the strategy, subject to the specified changes being made. Please note that once the draft strategy has been reviewed by all of the committees listed on page one, and the relevant changes incorporated, a new proposed final version of the strategy will be shared with Policy and Resources Committee in February 2020 for their approval.

Appendices

Appendix One – Motion raised at the Court of Common Council

Appendix Two – Proposed Final Draft Version of Sport and Physical Activity Strategy, 2019-23.

Sufina Ahmad

Corporate Strategy Manager

T: 020 7332 3724 (Int. Ext. 3724)

E: sufina.ahmad@cityoflondon.gov.uk