



Streets and Walkways Sub (Planning and Transportation) Committee

Date: TUESDAY, 7 JULY 2020

Time: 1.45 pm

Venue: VIRTUAL PUBLIC MEETING (ACCESSIBLE REMOTELY)

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)

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Accessing the virtual public meeting

Members of the public can observe this virtual public meeting at the below link:

<https://youtu.be/NJ1QWC7wbGk>

**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 26 May 2020.

For Decision
(Pages 1 - 4)

4. **CITY CLUSTER AREA - UPDATED DELIVERY PLAN**

Report of the Director of the Built Environment

For Decision
(Pages 5 - 18)

5. **MARK LANE PUBLIC REALM AND TRANSPORTATION ENHANCEMENTS - PHASES 2 AND 3**

Report of the Director of the Built Environment

For Decision
(Pages 19 - 26)

6. **FREDERICK'S PLACE - GATE AND ACCESS RESTRICTION**

Report of the Director of the Built Environment

For Decision
(Pages 27 - 32)

7. **OUTSTANDING REFERENCES**

Report of the Town Clerk

For Information
(Pages 33 - 34)

8. **ANY OTHER BUSINESS**

9. **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:-

Part 2 - Non-Public Agenda

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

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**STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION)
COMMITTEE
Tuesday, 26 May 2020**

Minutes of the virtual meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held on Tuesday, 26 May 2020 at 11.00 am

Present

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)

Also in attendance:

Marianne Fredericks
William Upton

Officers:

Joseph Anstee	- Town Clerk's Department
Ian Hughes	- Department of the Built Environment
Olumayowa Obisesan	- Chamberlain's Department
Gillian Howard	- Department of the Built Environment
Leah Coburn	- Department of the Built Environment
Melanie Charalambous	- Department of the Built Environment
Clarisse Tavin	- Department of the Built Environment
Tom Noble	- Department of the Built Environment
Daniel Laybourn	- Department of the Built Environment
Kristian Turner	- Department of the Built Environment
Neil West	- Department of the Built Environment

At the start of the meeting, the Chairman welcomed Members and those watching the live broadcast of the meeting via YouTube, before reminding Members of the guidance circulated for the conducting of remote meetings.

1. APOLOGIES FOR ABSENCE

There were no apologies.

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 25 February 2020 be agreed as a correct record.

Matters Arising

Outstanding References

The Director of the Built Environment updated the Sub Committee on Beech Street. The Beech Street Zero Emissions Zone had been operational as of 18 March, but lockdown measures had made it difficult to assess the impact of the scheme. A Member suggested increased signage and messaging may be required to improve compliance with the scheme. In relation to Dockless Bikes, a Member raised the issue of e-scooters which may be legalised for road use in due course. Arrangements for managing them would be required as a matter of course, possibly by extension of the existing measures in respect of dockless bikes.

4. **BANK JUNCTION IMPROVEMENTS - ALL CHANGE AT BANK**

The Sub Committee considered a report of the Director of the Built Environment presenting a Gateway 3 outline options appraisal for improvements to Bank Junction as part of the All Change at Bank project. The Director of the Built Environment introduced the report and drew Members' attention to the key points, as well as outlining each of the options presented to the Sub Committee, and advising that the plans were able to account for the circumstances arising from the Covid-19 outbreak and the City's recovery plan had been taken into consideration.

The Sub Committee then proceeded to discuss the proposals. Members were supportive of proceeding with the project, but sought assurances or further details regarding integration with other projects, additional costs, consultation, traffic restrictions, and possible delays to works on Bank Station. In response to questions from Members, the Director of the Built Environment advised that the project would be compatible with the Covid-19 recovery programme, and outlined the consultation undertaken so far, with further public consultation scheduled in early 2021.

The Director of the Built Environment advised that it was possible that the upgrades to Bank Station would be delayed, but this had not yet been confirmed, and officers would report on this once information became available. Officers continued to work closely with TfL on traffic restrictions and options for bus rerouting. The Director of the Built Environment then gave the Sub Committee further detail on pedestrian space uplift, road closures and bus diversions under some of the options presented. In response to a question from a Member, the Director of the Built Environment assured the Sub Committee that access groups would be consulted on the project's design to ensure good accessibility and mobility in the area.

Arising from the discussion, the recommendations were put to vote amongst eligible Members, who voted unanimously in favour of the recommendations.

RESOLVED – That the Streets & Walkways Sub Committee:

1. Note the additional secured £4 million funding for the project from the 2019 Capital Bid process;
 2. Note the total estimated cost of the project at £5-5.6M (excluding risk);
 3. Approve Options I, IV and V as the closure/restriction options to take forward to Gateway 4 for additional feasibility design;
 4. Agree the revised budget line amounts in Table 1 (section 3), which remain within the existing approved budget allocation of £1,583,457; and
 5. Delegate authority to the Director of the Built Environment 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.
5. **CITY CLUSTER AREA PROGRAMME - UPDATED DELIVERY PLAN**
The Sub Committee was advised that the report had been deferred. The Director of the Built Environment explained that the impact of Covid-19 had implications for the project, and the deferral would allow greater opportunity to assess traffic and pedestrian measures.
6. **CITY PUBLIC REALM PROJECTS CONSOLIDATED OUTCOME REPORT, GATEWAY 6**
The Sub Committee considered a report of the Director of the Built Environment presenting the consolidated outcome reports for consolidates the outcome reports for seven City Public Realm projects; Fredericks Place, 8-10 Moorgate, 1 Angel Court, 11-19 Monument St, Monument St/Lower Thames St, Fenchurch Place and Lime Street/Cullum Street. The Sub Committee expressed their commendation, as the projects produced excellent outcomes and impressive enhancements, with all projects coming in under budget, and gave thanks to officers and the Projects Sub Committee for their management of the projects.

In response to a question from a Member, the Director of the Built Environment advised that Section 278 underspends would be returned to respective developers, but that officers could review Section 106 agreements for in caser there was scope to redistribute those underspends.

RESOLVED – That the Streets & Walkways Sub Committee:

- a) Note the report and receive the outcome information; and

- b) Approve the recommendations on each individual project report as set out.

7. **20 FARRINGDON/OLD FLEET LANE GATEWAY 6**

The Sub Committee considered a report of the Director of the Built Environment presenting Gateway 6 outcomes for the 20 Farringdon / Old Fleet Lane project.

RESOLVED – That the Streets & Walkways Sub Committee:

- a) Approve the content of this outcome report;
- b) Authorise the Chamberlain’s department to return unspent section 278 funds to the Developer as set out in the respective legal agreement subject to the verification of the final account; and
- c) Agree to close the 20 Farringdon/ Old Fleet Lane project.

8. **ANY OTHER BUSINESS**

A Member raised that they had noticed a recent increase in incidences of graffiti around the Square Mile. The Director of the Built Environment confirmed that there had been a recent increase in incidents, and advised that Members should still report incidents, which would then be rectified. A Member added that incidents of graffiti could also be reported through the ‘Love the Square Mile’ app.

In response to a question from a Member regarding the planned 7am-7pm road closures, the Director of the Built Environment gave assurances that efforts would be made to make timed access restrictions as consistent as possible. The Director of the Built Environment added that as part of the Transport Strategy a request was made to review the Congestion Charge with regards to the Square Mile. Going forward, it was hoped that next-generation road user charging would enable more sophisticated schemes.

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

There was no other business.

The Chairman thanked Members and officers for their attendance and thanked Members of the public watching the live broadcast, before closing the meeting.

The meeting ended at 11.55 am

Chairman

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Agenda Item 4

Committee(s): Planning and Transportation Committee – For decision Streets and Walkways Sub – For decision Projects Sub – For decision Open Spaces Committee - For information	Date(s): 14 July 2020 07 July 2020 30 July 2020 14 July 2020
Subject: City Cluster Area – Updated Delivery Plan Unique Project Identifier: City Cluster and Fenchurch Healthy Streets Plan - 12071 City Cluster Vision Phase One - 12072	Public
Report of: Director of the Built Environment	For Decision
Report author: Maria Herrera – City Public Realm	

Summary

This report seeks approval for an updated City Cluster area delivery plan 2020-2023, centred around three programmes that will enable the initial set of high priority projects to be developed and implemented. The proposed programmes will also support the City’s Covid-19 transport response strategy which will deliver a reduction in vehicular traffic to provide more space for people walking and cycling and support local businesses and workers by providing additional space for safe social distancing.

Recently consented office developments have demonstrated that the City remains an attractive place for business and it is estimated that over the next ten years, as many as 100,000 additional people will be using the streets and spaces in the Cluster. Therefore, there is a need to carry out functional changes to provide a safe and comfortable pedestrian environment. Furthermore, the lack of green infrastructure and public spaces needs to be addressed, in order to deliver attractive spaces where City life can continue in a safe and pleasant environment. The need for change is particularly pertinent in view of the current Covid-19 pandemic and the City’s response strategy.

The intention in 2019 was to deliver the projects within the City Cluster area in three phases, as outlined in the Vision document (adopted in May 2019), which was proposed to be coordinated with the on-going developments in the area and in line with the Transport Strategy’s objectives and timeframes. Phase One of the City Cluster area delivery plan was approved in July 2019, comprising a range of S278 funded projects, greening and activation projects and the production of the City Cluster and Fenchurch Area Healthy Streets Plan. A bid for capital funding for Phase Two was submitted in December 2019 and was deferred by the Resource Allocation Sub Committee.

As a result of this deferral, officers have reviewed the content of Phase One to reflect the pressing need to deliver change and to also meet the terms of the Transport for London (TfL) Liveable Neighbourhoods Grant for the area, which requires match-funding from the City.

The output of this review is an updated Delivery Plan which sets out three new programmes:

Programme 1	Pedestrian Priority and Traffic Reduction: Ensure streets can safely accommodate the projected increases in pedestrians and cyclists by rebalancing the street capacity.
Programme 2	Well-being and Climate Change Resilience: The improvement of public spaces and introduction of greenery to deliver an enhanced

	environment, in line with objectives of the City's Climate Action Strategy
Programme 3	Activation and Engagement: Deliver public places that are welcoming and inclusive, encouraging public participation and social engagement.

These programmes have an estimated cost between £2.4 - £2.9m for the delivery of the initial three years of work (2020-2023). This is to be funded from existing Section 106 contributions and the TfL Liveable Neighbourhood grant, which are both specific in geography and purpose to be used for improvements in the City Cluster. At the time of writing (June 2020), the TfL grant for 2020-2021 has been put on hold as a result of the impacts of Covid-19. However further guidance is expected from TfL in the coming months.

Further transformational change is planned to be delivered in future years (2024-2029), when additional funding becomes available. This will include additional S106 and S278 contributions, potential further TfL grant funding, and CIL funding with funding bids to be submitted as required (see Appendix 4).

The initiation and development of individual projects within the three programmes will be subject to separate Gateway reports. A Gateway 3 report on the Well-being & Climate Change Resilience programme is attached in Appendix 5 for decision.

Recommendations

Members are asked to:

1. Agree the updated City Cluster area delivery plan 2020-2023 as set out in this report.
2. Note the estimated cost of £2.4m - £2.9 to deliver the three programmes for 2020-2023, to be fully funded by site specific Section 106 contributions and the Transport for London Liveable Neighbourhoods grant, however this cost estimate does not preclude the opportunity to secure additional funding to deliver further change where there is a demonstrable need from TfL, from restricted funds linked to local development sites or from third party sponsorship, subject to Member approval (refer to Appendix 4 for detailed information on funding structure).
3. Note that gateway reports will be submitted for each individual project and area programme reports are to be submitted annually.
4. Approve the allocation of £37k staff costs from the Pinnacle S106 towards the development and management of the City Cluster Area programme.
5. Approve the appended report: "Gateway 3: Well-being and Climate change resilience Programme", see Appendix 5.

Main report

Background and Public consultation outcomes

1. The City Cluster Vision (adopted in May 2019) provides a framework for the transformation of the streets and public spaces in order to manage the projected growth within the City Cluster and mitigate the impact of new developments. The public consultation on the City Cluster Vision identified 4 main themes which were strongly supported by stakeholders, these are:
 - Delivery of an improved walking environment
 - Radical change implemented within shorter timeframes
 - Rebalancing streets to reflect user needs
 - Streets and spaces that are vibrant, attractive and green

The proposals in the Vision respond to the feedback provided during the public consultation and aim to deliver additional on-street capacity for pedestrians, public realm enhancements, measures to reduce the impact of climate change, delivering healthy and active streets and improving well-being.

2. The Transport Strategy (adopted in June 2019) identifies that in areas where there is significant change and development proposed, an area-based approach to traffic management will allow for significant improvements for people walking, cycling and using public transport. This will be through the development of Healthy Street Plans and is set out in Proposal 12 of the Transport Strategy. In addition, a Zero Emission Zone was approved for this area under proposal 29 of the Transport Strategy.
3. The proposals in the City Cluster Vision and the Transport Strategy reflect the interests of a diverse local user group and aim to ensure that the Cluster remains a vibrant, dynamic and well-functioning area of the City. The proposals received widespread support, with an average of 83% of respondents supporting specific schemes and proposals, including options for more radical approaches to street management, including timed street closures, place activation and increased greenery.
4. The adopted City Cluster Vision included a delivery plan set out in three Phases to be implemented over a period of approximately 10 years. Delivery was proposed to be coordinated with development in the area, to ensure changes are targeted at those areas in greatest need and in line with the objectives of the Transport Strategy. The Vision acknowledged that the delivery phases were indicative and a change in project priorities would need to be accommodated to reflect Corporate objectives and development progress.

Progress to date

5. In July 2019, a City Cluster and Fenchurch Street Area programme report was approved by Committees. This report outlined the delivery of change in the Cluster in three phases, as set out in the adopted City Cluster Vision document. The report also included details for the development of the "City Cluster and Fenchurch Street Healthy Streets Plan", in line with TfL Liveable Neighbourhoods funding requirements.
6. Since the last programme report, the following projects have been progressed:
 - City Cluster and Fenchurch Street Area Healthy Streets Plan (in progress): This plan will evaluate the feasibility of the Vision proposals in terms of traffic impact and traffic

management measures that are required in order to deliver transformational change. This Plan will collectively test the proposals to assess the overall traffic impact and set out a delivery plan for changes to the highway network. The plan will also identify where temporary and interim changes to the function of the streets can be implemented in the City Cluster ahead of transformational change.

- Zero emission zone for the City Cluster (in progress)
7. A Gateway 2 report was approved in July 2019 which initiated the development the “City Cluster Vision Phase one - Activation, greening and experiments”. The report outlined a group of projects to improve the pedestrian environment, along with a series of greening interventions, street activation and a community engagement programme. Specific elements included:
- Footway widening in temporary materials
 - Experimental timed closures
 - Improvements to existing green spaces
 - Greening, sustainable urban drainage (SuDs) and pollution mitigation projects
 - Events and activities (including art and culture)
 - Trials of smart technology, including sensors
8. Projects that have been progressed to date within Phase One include:
- An experimental timed closure of St Mary Axe to motor vehicles during peak times. A Gateway 3/4 committee report was approved in February 2020 to progress with the experimental traffic closure. However, as a result of the Covid-19 transport recovery strategy, the timed closure will be implemented, and will include the following:
 - 7am – 7pm closure except for access to off-street premises and for cycles
 - Signed informal pedestrian priority on St Mary Axe
 - Reallocate carriageway and motorcycle parking to space for walking as required
 - Retain and improve cycle contraflow
 - Greening and Sustainable Urban Drainage: Officers have commenced the evaluation and design of a sustainable urban drainage project in the area; the improvement of existing public spaces; and increased greenery throughout the area (trees, planters and parklets) in line with the emerging City Climate Action Strategy. Please refer to the Gateway 3 report (for decision) attached in Appendix 5.
 - An activation programme (currently on hold due to Covid-19): This is in response to the feedback from the public consultation on the City Cluster Vision during which stakeholders were highly supportive of a cultural programme that was tailored to the specific characteristics of the area. The City is collaborating with the London Festival of Architecture, Sculpture in the City and the EC business partnership, to deliver a series of on-site interventions to support wayfinding and activation.
 - Other live public realm projects (S106 and S278 funded):
 - 22 Bishopsgate public realm scheme – Construction commenced May 2020
 - 150 Bishopsgate public realm scheme - Detailed design stage
 - Lunchtime Streets Summer 2020 – Tender to select consultant has been undertaken and dates for implementation are yet to be confirmed due to the impacts of Covid-19.
 - 80 Fenchurch St - Public realm scheme, project initiated.

Current Position

9. On 12 December 2019 a capital funding bid was submitted to the Resource Allocation Sub-committee to fund the delivery of Phase 2 of the City Cluster area programme. The funding bid was included within the “advisable” category and was deferred to the next process in late 2020. Therefore, the delivery plan outlined initially has been re-evaluated in response to the urgency to deliver improvements in the area, and in line with the Covid-19 transport response strategy.
10. The updated delivery plan will be the organising framework within which projects will be progressed through the development of three workstreams: 1) Pedestrian priority and traffic reduction, 2) Well-being and Climate Change Resilience, and 3) Engagement and Activation.
11. The first series of projects for 2020-2023 will be focussed on the top priorities for the area and developed under the three workstreams as outlined below. Current “live” projects have been grouped under each programme in order to manage project dependencies in an efficient way. It is proposed that the longer-term transformational change will be delivered as funding becomes available and coordinated with the projected development pipeline.
12. The City’s Covid-19 transport response strategy includes two key objectives:
 - Residents, workers and visitors are safe and feel comfortable travelling into and within the Square Mile, particularly when travelling on foot, by bike and on public transport.
 - City businesses are supported in their Covid-19 recovery and the City remains an attractive location for business.

13. Covid-19 transport response - streets and interventions:

The Covid-19 recovery measures planned for the City Cluster will deliver a reduction in vehicular traffic to provide more space for people walking and cycling, and will support local business and workers by providing additional space for safe social interaction. The initial set of interventions are currently being delivered as part of the Phase 1 and 2 measures which will provide a safer walking environment in Leadenhall Street, St Mary Axe and Fenchurch Street, followed by other measures currently being discussed for Bishopsgate and secondary pedestrian routes (Phase 3). The Covid-19 transport response strategy aligns with the City Cluster and Transport strategy delivery programme and officers will evaluate the feasibility of extending some traffic reduction measures to deliver long-term change in the area.

14. **City Cluster updated Delivery Plan 2020-23** (See Appendix 1 - 3):

The delivery plan is divided into three programmes of work, as follows:

1. Pedestrian priority and traffic reduction:

Officers have assessed priorities for the area based on the projected increase in pedestrian numbers. In order to maintain safe pedestrian movement and accommodate the impact of new development, radical change to traffic movement will be needed. Therefore, a key priority is to achieve traffic reduction at peak pedestrian times to provide more space for people walking and a safer environment.

Projects within this programme include the following:

- City Cluster Healthy Streets Plan: This will test the collective changes proposed to the street network in the City Cluster Vision and set out a

delivery plan for these traffic proposals. The plan will identify where temporary and interim changes to the function of the streets can be implemented before the full implementation of subsequent projects is considered. The interim changes will also allow any testing or trials of how street space can be used flexibly by time or day of the week before the delivery of long-term infrastructure changes. This work will include traffic modelling feasibility assessments and feedback from Covid-19 response measures to enable the implementation of future projects.

A timed closure in St Mary Axe: Previous proposals to use an experimental traffic order to restrict vehicles at peak times has been put on hold. A temporary traffic order has been implemented as part of the City's transportation response to Covid-19 which restricts through traffic and provides additional space for people walking and cycling. The monitoring and feedback gathered while this measure is in place will be used to determine the future of the experimental scheme.

- Feasibility Studies for traffic management changes in other streets:

This will include modelling of scenarios for timed vehicular closures on Leadenhall Street and Fenchurch Street and well as other functional changes on Camomile Street and Wormwood Street. The Healthy Streets Plan forms the first phase of this feasibility work with further modelling and studies being carried out later. This project area will be the subject of a future Gateway report. The work will also take into account the feedback forms the Covid-19 response strategy.

2. Well-being & Climate Change resilience:

This theme of the City Cluster Vision received the greatest level of support from the public during the consultation. The introduction of greenery and improvements to existing public spaces was considered of upmost importance to enable the long-term sustainable growth of the area. The Cluster currently contains very few public spaces to rest and spend time in, and many of those within the City's control need enhancement. Considering the current health crisis, the provision of public spaces is paramount to supporting safe social interaction.

It is proposed to carry out a series of improvements over the next three years to create inclusive public spaces, introduce urban greening and climate change resilience measures, in line with the upcoming City Climate Action Strategy and the City's Covid-19 transport response strategy. This programme will deliver public space improvements ahead of the longer-term transformational change in the area. A separate Gateway 3 report on this programme is attached in Appendix 5, for decision.

Projects within this programme include the following:

- Improvement of existing public spaces: This will include options for the improvement of spaces including Jubilee Gardens, St Helen's Bishopsgate and St Andrew Undershaft, amongst other areas, with the aim of delivering inclusive and high-quality green spaces. The focus is to identify the open spaces in most need of intervention to improve the amenity of the Cluster and soften the urban environment.
- Greening interventions: Several opportunities (planters, trees and parklets) have been identified that will seek to address the need for green infrastructure and places to rest in the area and will include measures as part of the Covid-19 response strategy. Greening interventions also provide a visible commitment to

improving the street environment for all users and their physical and mental well-being and health, as well as increasing the attractiveness of the area and providing climate change resilience.

- Implementation of a Sustainable Urban Drainage system (SUDs): Developed in line with the City's emerging Climate Action Strategy, the benefits of this project include enhanced local biodiversity, improved air quality, and localised wind and solar mitigation in public spaces.

3. **Engagement and Activation:**

Feedback from the public consultation on the City Cluster Vision and the Transport Strategy highlighted the overall support to maintain the reputation of the Cluster as a global leader in services and re-affirm itself as a destination, both as a workplace and as attraction beyond the working day. The aim of this programme is to inform the development of the next phase of transformation and work with the business community to deliver streets and spaces where people feel safe and comfortable. This approach will also consider how areas of private public space can be adapted to meet the needs of the City community and form a seamless public realm alongside the areas within the City's control. The Engagement and Activation programme will deliver on these aspirations, working alongside the emerging EC Business Partnership. A gateway 3-4 report on this programme will be submitted to committees in late 2020.

Initial workstreams within this programme are listed below. The timescales are currently under review as a result of Covid-19. However, it is intended that many of the interventions will assist with the Covid-19 response strategy as the City begins to re-open for business.

- On-site interventions and engagement: In collaboration with the London Festival of Architecture, a design competition was organised for the delivery of site-specific installations with the aim of promoting the use of secondary and less polluted pedestrian routes. The successful entries were endorsed by the City Art's Initiative in February 2020. Officers are working to define details of the installation which is currently deferred to a later date due to Covid-19. Site interventions are proposed to be installed for an initial period of 12 months. During this time, the delivery team will monitor the projects to assess their success and an outcome report will be brought back to Members.
- Sculpture in the City and local and cultural wayfinding: Encouraging people to notice and explore the cultural offer of the area, whilst making better use of quieter, less polluted walking routes. Alongside Sculpture in the City, the workstream will support and collaborate with local businesses and organisations to increase the visibility of the area's collective cultural offer. Functioning as an outdoor trail, it is envisaged to aid the City in promoting safe and accessible cultural experiences, as Covid-19 restrictions begin to ease in the future. Furthermore, the workstream's intended outcome is to increase the number of pedestrians using alternative, less congested pedestrian routes within the City Cluster Area.
- Lunchtime Streets: An initiative to close streets in the area during lunchtime to promote the use of streets as spaces and enhance the amenity of the area. This follows the success of last year's lunchtime streets initiative and it is intended to be implemented in St Mary Axe. Implementation is currently on hold due to Covid-19.

15. Through this proposed framework of projects, officers will be able to work alongside the business community to ensure that the long-term objectives are aligned with the ambitions expressed during the public consultation on the Transport Strategy and The City Cluster Vision. There is also a great opportunity to work closely with the stakeholder community, including the emerging EC Business Partnership, to develop coordinated initiatives that will enable the activation of both public and private areas in the Cluster. Regular communication e-bulletins will be prepared to ensure that Ward Members, stakeholders and local occupiers are consulted and updated on the progress of the projects within the programme.

Programme Governance

16. The delivery of the City Cluster programme will be overseen by the City Public Realm and City Transportation teams in close collaboration with Highways and Planning Divisions and the Open Spaces Department (See Appendix 2 for governance structure diagram). It is of utmost importance that close collaboration with external stakeholders is encouraged and maintained, particularly with the emerging EC Business Partnership and Transport for London, in order to ensure a delivery framework is established which is capable of successfully implementing radical changes, whilst also ensuring the area remains a thriving place to work and visit.

17. In response to the above and to ensure the programme delivers on the desired outcomes, a Steering Group is proposed to be established to ensure that the programme objectives are being met and priorities are in line with the Corporate Plan, the City Cluster Vision objectives, the Local Plan and the Transport Strategy, in advance of Member review and decision-making at Committees. It is proposed that the Steering group includes members from the following parts of the Corporation.

- City Public Realm
- Planning
- City Transportation
- Highways
- Open Spaces Department
- City Property Advisory team

External representation from local stakeholders will also be considered to ensure the programme is developed in close collaboration with the EC Business Partnership.

18. Annual programme reports are planned to be submitted to Members of Planning and Transportation and Projects Sub committees to provide an update on the progress and evaluate the outcomes against the success criteria. In addition, individual Gateway reports will be submitted as projects get developed and scope is agreed by the Steering Group.

Corporate & Strategic Implications

19. The City Cluster is identified as a Key Area of Change in the emerging Local plan. The area will experience the largest increase in working population due to current and projected developments.

20. City of London Corporate plan outcomes of relevance to the City Cluster Vision are as follows:

- Corporate Outcome 1 – People are safe and feel safe
- Corporate Outcome 2 – People enjoy good health and wellbeing.
- Corporate outcome 5 – Businesses are trusted and socially and environmentally responsible.
- Corporate outcome 7 – We are a global hub for innovation in finance and professional services, commerce and culture.
- Corporate outcome 10 – We inspire enterprise, excellence, creativity and collaboration.
- Corporate outcome 9 - A city that is physically well-connected and responsive
- Corporate outcome 11 - A city that has clean air, land and water
- Corporate outcome 12 - Spaces which are secure, resilient and well-maintained.

Financial implications

21. The estimated current cost of the initial three years (2020-2023) of the work programmes is £2.4 – £2.9m. However, it is envisaged that additional funding will be required as projects get developed and scope is agreed with the project Steering Group and relevant Committees. A breakdown of the estimated cost of the programmes and funding sources is attached in Appendix 4. Priorities within the programmes will be adjusted as timescales could be impacted by developments in the area.

Programmes of work	Estimated Costs (2020-2023)
1. Traffic Reduction and Pedestrian priority	£1.4 - £1.8m
2. Well-being & Climate change resilience	£765k - £850k
3. Activation and engagement	£210,000 - £300k
Total	£2.4 - £2.9 m*

*At this stage costs are indicative and are subject to change as individual programmes are developed and additional funding sources are confirmed.

22. The programme of works for 2020-23 set out in the updated Delivery Plan is proposed to be funded by:

- Existing Section 106 contributions in the area, which are specific to this location and purpose, to be used for public realm and transport improvements.
- Transport for London Liveable Neighbourhood grant (£3.3m), which was successfully secured last year, and is subject to match funding The Liveable neighbourhoods grant is to be spent across 4 years with a fixed sum allocated for each year. The 20/21 allocation (£200K) is currently on hold as a result of Covid-19 and further information is awaited from TfL.

23. The delivery of subsequent stages of works (2024-2029), will bring larger scale transformational change into the area. In order to secure funding for forthcoming projects, a capital bid for central funding is proposed to be submitted to the Resource Allocation

Sub-Committee. Other funding sources will also be explored and reported on in due course.

24. The current spend to date on the City Cluster Vision Phase one - Activation, greening and experiments is £102,628, which also included the initiation of projects across the three programmes as described in paragraph 7. This report now seeks the approval of £37,000 for the management and coordination of the overall City Cluster area programme which will include the preparation of a gateway 3/4 report for Programme 3. Subsequent funding requests will be brought forward to Members through individual gateway reports as part of the development of the three programmes of work.

Table 1: Expenditure to date - City Cluster Vision - Phase 1 - 16800412			
Description	Approved Budget (£) for the development of City Cluster Phase 1	Expenditure (£) to outline principles of Phase 1 and initiate workstreams.	Balance (£)
Highways Staff Cost	5,000	-	5,000
P&T Staff Costs	35,000	47,718	-12,718*
Fees	55,000	54,910	90
TOTAL	95,000	102,628	-7,628

* Current overspend on staff costs is due to the additional officer time required to restructure the work programme and delivery plan, in line with Corporate priorities and departmental objectives. Current overspend is proposed to be mitigated by the additional funds requested for the overall coordination and management of the work programme across a 12-month period.

Table 2: Resources required for the overall coordination and management of the programme for the next 12 months.		
Description	Approved Budget (£) for the development of Phase 1	Increase (£) for the management and coordination of the overall programme.
Highways Staff Cost	5,000	-
P&T Staff Costs	35,000	37,000
Fees	55,000	0
TOTAL	95,000	37,000

Legal implications

25. The existing S106 contributions which are proposed to be used to fund the programme are specific to this area, in scope and geography. Section 106 payments made and held for specific purposes must be spent on the purposes for which they are held and in accordance with the City's obligations under the agreement, unless these agreements are specifically re-negotiated with the relevant parties. The TfL funding allocation is also specific for the area and therefore ring-fenced to be spent in the City Cluster's streets and spaces.
26. Where further consultation is required on individual projects this will be carried out as the project moves forward, in accordance with either the statutory requirements or the principles which guide general consultation.

Risk Implications

27. The top programme risks are as follows:

Risk	Description	Response
Funding for subsequent projects is not secured.	Existing Section 106 contributions have been secured for the initial programme of works for 2020-2023. Funding for future projects is uncertain at present. The TfL liveable neighbourhoods grant is currently on hold for this year due to Covid-19 and further guidance is expected in the coming weeks.	A funding bid is proposed to be submitted for the next round of the CoL annual capital bid process. Further additional funding sources will also be investigated as part of the ongoing management of the programme. Liaison with TfL in relation to the future contributions is ongoing.
Delivery timescales are delayed	Projects will need to be coordinated with the on-going developments in the area. This will impose various programme constraints.	On-going communication with developers and contractors is essential, as is the need for flexibility in the programme.
Lack of stakeholder support	The public consultation on the City Cluster Vision and the Transport Strategy highlighted strong overall support to deliver the proposed initiatives.	A communication strategy will be developed to ensure stakeholders are consulted at various stages of the projects. The emerging EC Business Partnership in the Cluster has expressed their support for delivering the Vision.
<u>Covid-19 risks:</u> Delivery plan requires changes	Due to the impacts of Covid-19 projects have been delayed and updated timescales are yet to be confirmed. It is likely that projects within the delivery plan will need to be reviewed and prioritised in line with potential new restrictions on social distancing and response measures.	The situation is being monitored and the scope of the projects will be evaluated to ensure projects comply with and support guidelines and response measures.
Implementation of projects is delayed		

Project delivery

28. The initial series of projects and priorities is estimated to be delivered over a period of three years, 2020-2023. The three programmes are to be coordinated with current/future predicted developments in the area. An overall update report to committees to be prepared annually. Refer to appendix 3 for overall predicted timescales.

29. Outline project programme:

Programmes of work	Project	Timescales/status*
1. Traffic Reduction and Pedestrian priority	St Mary Axe timed closure	May - June – to be delivered as part of Covid-19 transport response plan, (Phase 1 streets)
	Healthy Streets Plan	Under development
2. Well-being & Climate change resilience	Gateway 3 report is appended to this report.	For Decision
3. Activation and engagement	London Festival of Architecture	Dates under review as a result of Covid-19
	Lunchtime Streets	
	Engagement activities	
	Sculpture in the City	
*The above dates are subject to change due to impacts of Covid-19. An updated programme will be presented when available.		

Conclusion

30. The City Cluster programme highlights the need to move forward with improvements to the streets and spaces to mitigate the impacts of projected growth and provide a safe pedestrian environment. There is a need to provide more space for people for walking and cycling in order to support safe social interaction and enable businesses to re-open. The proposed programme of projects outlines how strategic improvements to key streets and spaces will create a better connected, safer and welcoming pedestrian experience. The goal is to deliver an improved and fit for purpose urban environment that responds to the changing demands of the area, whilst supporting the City Cluster as a thriving place to work, visit and live.

Background papers

- City Cluster and Fenchurch Street Area programme report approved by:

Committees:
 Corporate Projects Board
 Projects Sub Committee
 Streets and Walkways Sub Committee

Dates:
 28 June 2019
 19 July 2019
 22 July 2019

- City Cluster Vision Phase 1 - Gateway 2 approved by

Committees:
 Projects Sub Committee
 Streets and Walkways Sub Committee

Dates:
 19 July 2019
 28 June 2019

- St Mary Axe Experimental Timed Closure Gateway 4 report approved by:

Committees:

Projects Sub Committee
Streets and Walkways Sub Committee

Dates:

24 February 2019
25 February 2019

Appendices

1. Description of programme framework
2. Governance structure
3. Programme timescales
4. Finance structure
5. Gateway 3 report: Well-being and Climate resilience programme – **FOR DECISION**

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Committees: Streets and Walkways Projects Sub	Dates: 07 July 2020 25 June 2020
Subject: Mark Lane Public Realm and Transportation Enhancements – Phases 2 and 3 Unique Project Identifier: 9583	Gateway 5: Regular Authority to start work
Report of: Director of the Built Environment Report Author: Emmanuel Ojugo	For Decision
<h2 style="margin: 0;">PUBLIC</h2>	

1. Status Update	<p>Project Description:</p> <p><u>Summary</u></p> <p>1. In November 2016, Members agreed a phased approach to the delivery of improvements related to the redevelopment of 64-74 Mark Lane, known as 70 Mark Lane. Phase 1 works are complete and the design for Phase 2 is at an advanced stage to initiate works. Planned transportation improvements in the area (Phase 3), are currently being designed and will be delivered in tandem with public realm works in the area.</p> <p><u>Project Overview</u></p> <p>2. The Mark Lane public realm enhancement project lies within the Fenchurch and Monument Street Area Enhancement Strategy and seeks to facilitate and enhance north-south pedestrian movement across the area and improve pedestrian experience and access to and from Fenchurch Street Station by:</p> <ul style="list-style-type: none"> • Raising sections of carriageway to footway level, particularly in New London Street, which will also be fully pedestrianised. • Re-instating the Traffic and Environment Zone (Ring of Steel). • Widening footways in Mark Lane and re-introducing greenery surrounding streets, such as Crutched Friars. • Opportunities for planting and seating in surrounding streets such as Crutched Friars. <p>3. There are also wider aspirational transportation improvements that aim to reduce road danger, improve access and maintain the integrity of the local street network within proximity of Mark Lane.</p> <p>Please see Appendix 1 which identify the Phase 2 works site and the extent of the catchment of streets included in the wider project area for improvement, in the Section 106 Plan (Phase 3).</p>
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RAG Status: Green (as last report to committee)

Risk Status: Low (as last report to committee)

Total Estimated Cost of Project (excluding risk):

£905,746. A more detailed breakdown of this allocation can be seen in Appendix 3, Table 6.

Change in Total Estimated Cost of Project (excluding risk): The

revised total project budget increase from £509,914 (2008) to £905,746 (2020), simply combines the public realm (£716,091) and transportation improvements (£189,655) programmes and includes the interest and indexation that was not previously included.

Appendix 3, table 6, shows a detailed breakdown of the funding total and funding sources attributable to this project.

Background to Scope increase and Programme

The two main streets in the project area are New London Street and Mark Lane. Due to plans to improve the local highway network within the S106 catchment it is proposed to widen the project scope to include transportation improvements to add to the suite of public realm improvements already planned in the project area.

Public realm works were previously expected to commence independent of transportation works in the wider area. In part this remains the case, notably New London Street, where works can commence with minimal impact on the transport network.

However, the programme for Mark Lane public realm works can either commence or be deferred to dovetail with the transportation works programme. See Section 6: Programme and Key Dates.

This considered approach is in line with the extent of the Section 106 area and seeks to reduce highways activity fatigue on the local population, businesses and other stakeholders in the area.

The work phases are as follows:

- Phase 2A: New London Street
- Phase 2B: Mark Lane, to be delivered concurrently with
- Phase 3: Wider transportation works within the S106 catchment area.

A separate report will confirm details of the transportation proposals and the timetable for the implementation of Phase 3 proposals.

See Appendix 1, which identifies the Phase 2 works site and the extent of the catchment of streets included in the wider transport area for improvement covered by the S106 plan (Phase 3).

Spend to Date: £197,932

Costed Risk Provision Utilised: N/A.

Slippage: Phase 1 works are complete and the Traffic & Environment Zone (TEZ), commonly referred to as the Ring of Steel has since been reinstated in Mark Lane as part of that phase (2018).

Experimental Closure of New London Street to Vehicles

4. As part of the development of the subsequent Phase 2A design, City officers engaged with local stakeholders, including local Ward Members. Discussions concluded that prior to improvement works the City would carry out an experiment to close New London Street to vehicular traffic.
5. The experimental closure order was initiated in January 2019 and would run for a minimum of six months or a maximum of 18 months; after which time the order would either be made permanent or revoked. Therefore, the programme for Phase 2A works was extended to accommodate the statutory period required for the New London Street experiment.
6. There has been a positive response from local stakeholders to support proposals to reinstate greenery in Mark Lane, New London Street and the wider area. This is reflected in the fact that no objections or complaints have been received during the experimental period of the New London Street closure.
7. It is widely accepted that the closure of New London Street will neither impact nor be impacted by the local street network. It is now proposed to fully pedestrianise New London Street on a permanent basis, under the statutory undertaking of the original experimental order. Proposed improvements will be carried out as part of Phase 2A works.

Wider Considerations and Mark Lane

8. The previous report to Members proposed a further design appraisal to develop enhancements to Mark Lane and the wider area. Proposals for Mark Lane (Phase 2B) would seek to improve pedestrian movement and reinstate trees and greenery previously removed to facilitate the redevelopment of 64-74 Mark Lane (now 70 Mark Lane).
9. The design of Mark Lane is considerate of wider constraints regarding pedestrian movement, servicing and the local street network that have recently come to the fore. A further transportation appraisal is required to ensure that proposals for Mark Lane are mindful of the aspiration to improve the wider local transport network. This is in light of the emerging Fenchurch Street Station Master Plan developed by the Department of Transport and the possible implications for movement in Fenchurch Place, London Street and Mark Lane.
10. Phase 2B works would ordinarily be implemented independent of transportation works. However, if the works programme for this element is impacted by the timetable for implementing wider transportation considerations, the Phase 2B works will be deferred to align programmes.
11. The nature of the aforementioned transport impacts on Mark Lane and the wider local street network, will be the subject of a separate report

	<p>(Gateway 3/4/5) at a later date covering the transport considerations and improvements in the area. (Phase 3). These proposals will be developed in collaboration with public realm improvements in the area. See Section 6: Programme and Key Dates.</p> <p><u>Unforeseen Impact of COVID-19 Pandemic</u></p> <p>12. Please see Section 6: Programme and Key Dates.</p>
<p>2. Requested decisions</p>	<p>Next Gateway: <i>Gateway 3/4/5 - Phase 3, Mark Lane Transportation Improvements</i></p> <p>Next Steps:</p> <ul style="list-style-type: none"> • Finalise the construction package for implementing improvements to New London Street ahead of a summer 2020 build to tie in with duration of the experimental closure of New London Street. • Carry out a further design appraisal in the Mark Lane area mindful of the potential programme impact on traffic in the Fenchurch area and potential access requirements to facilitate the redevelopment of 50 Fenchurch Street. • Develop Phase 3 design that has been informed by the design appraisal in the Mark Lane area. <p><u>Requested Decisions:</u></p> <ol style="list-style-type: none"> I. Agree authorisation to increase the current approved budget of £69,261 by £2,869 to cover the overspend as per Appendix 3, Table 3. II. Agree to utilise the underspend of £15,651 from the previous works phase towards the completion of public realm works. (Phases 2A and 2B) III. Agree authorisation to initiate public realm works on New London Street and Mark Lane to be fully funded from the Local Community Facilities and Environmental Improvement Contributions from 64-74 Mark Lane Section 106 agreement (£633,168) and Mariner House Section 106 agreement (£82,923), at a total cost of £716,091. (Phases 2A and 2B) IV. Agree authorisation to carry out a design appraisal in the Mark Lane (Phase 3) area to establish the impacts of proposals at Fenchurch Place and the redevelopment of 50 Fenchurch Street on the local street network; at a cost of £25,000, funded by the Public Transport Contribution of £189,655 from the 64-74 Mark Lane Section 106 agreement. V. Approve the revised total project budget increase from £509,914 to £905,746 which combines the public realm (£716,091) and transportation improvements (£189,655) programmes. VI. Delegated authority be granted to the Director of the Built Environment for implementing transportation improvements (Phase 3), provided costs are not exceeded in a subsequent Gateway 3/4/5 Report.

<p>3. Budget</p>	<p>13. Total cost of the project is £905,746, which consists of £822,823 from the 64-74 Mark Lane Section 106 Agreement, and £82,923 from the Mariner House Section 106 Agreement.</p> <p>14. The increase is as a result of indexation and interest accrued, whilst recognising the benefit of running public realm and wider transportation works in parallel.</p> <p>15. Please see Appendix 3 which contains tabulated breakdowns on the project spend to date, and budgets required to reach the next stage of reporting.</p> <p>Costed Risk Provision requested for this Gateway: N/A</p>
<p>4. Design summary</p>	<p>The project is to be delivered in phases and these are as follows. (See Appendix 1)</p> <p><u>Phase 1: 70 Mark Lane Footway Perimeter Improvements (Completed)</u></p> <p>16. Phase 1 works included resurfacing the 70 Mark Lane development perimeter footway in York Stone. As part of this phase of work the Traffic & Environment Zone (TEZ), commonly known as the Ring of Steel was also reinstated, having previously been removed to accommodate access requirements to facilitate the development.</p> <p><u>Phase 2A: New London Street Improvements</u></p> <p>17. New London Street is passage off Hart Street. Flanking footways are narrow, averaging less than a metre in width with most pedestrians utilising the carriageway as a result. It is proposed to raise the carriageway to footway level to improve access and resurface in granite setts, in keeping with the local palette of materials. A tree will also be planted towards the northern end of the street with opportunities for more planting in the local catchment, to the south, such as Crutched Friars. The street will be fully pedestrianised making the current experimental closure on New London Street a permanent arrangement as part of the next step in this statutory undertaking. It is proposed to finalise the traffic order in July 2020, with physical works to follow in October 2020 (allowing for procurement), after the conclusion of the experimental closure.</p> <p><u>Phase 2B and Phase 3: Mark Lane and the wider S106 Catchment</u></p> <p>18. It is proposed to widen the eastern footway on a section of Mark Lane north of Hart Street. Other improvements will include the reinstatement of trees that were removed to accommodate the development of 70 Mark Lane. There will also be opportunities for further planting and seating in the area. (Phase 2B).</p> <p>19. Transportation improvements in the area (Phase 3) will include measures to improve access, mindful of the City's commitment to road danger reduction and other public realm works in the area. A separate report will cover related proposals.</p>

<p>5. Delivery team</p>	<p>20. The works are to be carried out by the City of London’s Term Contractor and any nominated sub-contractor or utilities provider as necessary, under the supervision of the Department of the Built Environment and Department of Open Spaces. This is a continuation of the existing arrangement having completed Phase 1 of the project.</p>																
<p>6. Programme and key dates</p>	<table border="1"> <thead> <tr> <th data-bbox="389 412 1193 450">Activity</th> <th data-bbox="1198 412 1493 450">Date</th> </tr> </thead> <tbody> <tr> <td data-bbox="389 456 1193 524">Finalise the construction package (New London Street) Phase 2A</td> <td data-bbox="1198 456 1493 524">May 2020</td> </tr> <tr> <td data-bbox="389 530 1193 598">Procurement of materials following sign-off of the construction package Phase 2A</td> <td data-bbox="1198 530 1493 598">July 2020</td> </tr> <tr> <td data-bbox="389 604 1193 642">Submit traffic management plan/permits Phase 2A</td> <td data-bbox="1198 604 1493 642">July 2020</td> </tr> <tr> <td data-bbox="389 649 1193 710">Initiate site construction works</td> <td data-bbox="1198 649 1493 710">October – January 2021*</td> </tr> <tr> <td data-bbox="389 716 1193 784">Agree construction programme for Phase 2B and Phase 3</td> <td data-bbox="1198 716 1493 784">October 2020</td> </tr> <tr> <td data-bbox="389 790 1193 828">Snagging period Phase 2A</td> <td data-bbox="1198 790 1493 828">Feb - March 2021</td> </tr> <tr> <td data-bbox="389 835 1193 864">Gateway 6 Outcome Report</td> <td data-bbox="1198 835 1493 864">April 2021</td> </tr> </tbody> </table> <p><i>*Subject to possible network disruptions and programme changes as a result of wider COVID-19 pandemic measures and associated restrictions.</i></p>	Activity	Date	Finalise the construction package (New London Street) Phase 2A	May 2020	Procurement of materials following sign-off of the construction package Phase 2A	July 2020	Submit traffic management plan/permits Phase 2A	July 2020	Initiate site construction works	October – January 2021*	Agree construction programme for Phase 2B and Phase 3	October 2020	Snagging period Phase 2A	Feb - March 2021	Gateway 6 Outcome Report	April 2021
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<p>7. Risks</p>	<p>Key Risks</p> <p>A. <u>Access to Mark Lane is restricted due to wider transport and access implications due to development activity</u> Likely to impact the City’s ability to access sections of Mark Lane to carry out works.</p> <p>Mitigation: Carry out further transport appraisal to inform the nature of the design on Mark Lane and maintain regular contact with the Developer and local stakeholders to establish the timetable for works on Mark Lane.</p> <p>B. <u>Complaints about noisy works</u> There will be a period of noisy works during the construction phase.</p> <p>Mitigation: Work with the Environmental Health Team and local stakeholders to ensure there is an agreed consensus about when noisy works take place, their duration. Local occupiers are to be notified in good time prior to construction.</p> <p>C. <u>Adverse site conditions impact the design</u> Site conditions may affect the possibility of planting trees</p> <p>Mitigation: Carry out survey work and necessary site appraisals early on to ensure the integrity of the design to maximise opportunities for planting.</p> <p>D. <u>Unforeseen effects of Global Pandemic</u> Possible network disruptions and programme changes as a result of wider COVID-19 pandemic measures and associated restrictions.</p> <p>Mitigation:</p>																

	<p>Agree any revised programme of works with statutory authorities and communicate updates to stakeholders.</p> <p>NB: Further information is available in the Risk Register (Appendix 4).</p>
8. Success criteria	<p>21. Works are carried out in a timely manner in line with Environmental Guidelines to ensure minimal disruption to the local street network, local business and construction activity.</p> <p>22. Reinstating greenery in the area that was removed to facilitate local development.</p> <p>23. Increased provision of opportunities for rest and contemplation with street furniture designed in line with the City's access requirements that incorporates anti-skating measures.</p> <p>24. Provide a more inclusive, inviting environment that improves pedestrian access, particularly where footways are narrow.</p> <p>25. Better pedestrian experience by delivering high quality enhancements that improves wellbeing and legibility given its proximity to a busy transport hub.</p>
9. Progress reporting	<p>26. Monthly updates to be provided via Project Vision and any project changes will be sought by exception via Issue or Update report to Spending and Projects Sub Committees should there be a fundamental change to the project scope.</p>

Appendices

Appendix 1	Site Location Plan, Works Phase Plan, S106 Plan, Indicative Proposals
Appendix 2	Images
Appendix 3	Finance
Appendix 4	Risk Register
Appendix 5	Project Coversheet

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Committee(s): Streets & Walkways Sub-Committee – For decision	Date(s): 07/07/2020
Subject: Frederick’s Place – Gate and access restriction	Public
Report of: Director of Built Environment	For Decision
Report author: Sam Lee	

Summary

The Mercers Company (the “**Company**”) has recently partnered with City Corporation and funded public realm improvements to Frederick’s Place. The Company has since complained about significant anti-social activity taking place in the vicinity of Frederick’s Place. To preserve the new character of Frederick’s Place and to address the anti-social behaviour problems, the Company has asked the City Corporation to introduce a gate to restrict motor vehicle access from 7 pm to 7 am Mondays to Fridays (excluding Bank Holidays) (the “**Restricted Hours**”). Pedestrian access will not be blocked and will be maintained at all times.

As the Company has agreed to pay the full life cost of the gate including providing the resources to operate it under the City’s requirements, and with minimal impacts for the surrounding occupiers, it is recommended that this request be supported.

Recommendation(s)

Members are asked to:

- Agree to Option 2, to Introduce a gate and the associated TMO to prohibit motor vehicles entering Frederick’s Place during the Restricted Hours.
- Authorise officers to enter into an agreement with the Company under section 278 of the Highways Act 1980 to provide for the construction, operation and maintenance of the gate at no cost to the City Corporation, as detailed in Appendix 3 (the “**s278 Agreement**”).

Main Report

Background

1. The Company has advised that they currently own all of the buildings in Frederick's Place. Public realm improvements paid for by the Company were recently introduced in Fredericks Place through a voluntary section 278 agreement. The improvements included raising the carriageway in granite setts, repaving the footways, removing parking bays and introducing loading restrictions operating between 7 am and 7 pm on Mondays to Fridays.
2. Frederick's Place is short cul-de-sac located just the north of Poultry and has the City-wide waiting (parking) controls (operating between 7 am and 7 pm on Mondays to Fridays and between 7 am and 11 am on Saturdays). With the recently added loading restriction during the weekday, vehicles should only enter for parking in off-street areas or for pick up and set down passengers. A location plan together with existing layout is provided in Appendix 1.
3. Before the completion of the streetscape works last year, the Company approached the City again to request that a gate be introduced to restrict motor vehicles from entering Frederick's Place during the Restricted Hours. The Company has complained that during the evenings, significant anti-social behaviour takes place on Frederick's Place and that patrons of a neighbouring business are the cause. The Company has also complained that that allowing all vehicles to access Frederick's Place is out of sync with its new character. The gate would also benefit their plans, which has planning permission, to convert some of the buildings to retail use and to provide a pedestrian route through to Ironmonger Lane.

Current Position

4. Officers have assessed this request and propose that a gate could be installed to close Frederick's Place to motor vehicles during the Restricted Hours. As part of this assessment, a week's activity survey was carried out in mid-January 2020 to assess the implications.
5. The survey showed that during the weekdays, while existing waiting & loading restrictions were active, there were a total of 67 vehicles using Frederick's Place. Of this, 46 vehicles were connected to properties in Frederick's Place, with the remainder likely to be going to other nearby premises. In contrast, during the weekdays but outside of the existing waiting and loading restrictions, 44 vehicles used Frederick's Place and only two were connected to premises on the street.
6. The survey showed that during the weekend, a total of 27 were vehicles parked in Frederick's Place. The drivers of all these vehicles went to destinations outside of Frederick's Place. At the peak of vehicle occupancy (Sunday 2pm – 4pm), all available kerb-side space had been used. Although the surveys did not extend into Old Jewry, it is believed that kerbside space demand in this street would mirror that of Frederick's Place. A summary of the survey results can be found in Appendix 2.

Options

7. There are effectively two options.

Option 1 – Take no action

8. The City is under no obligation to make any further changes in Frederick's Place. With the Company, having secured planning permission, is likely to undertake further development of their buildings in the near future, there could be an argument that these developments could require Frederick's Place to function in a different manner and therefore taking no action could be considered appropriate.

Option 2 – Introduce a gate and the associated TMO to prohibit motor vehicles entering Frederick's Place during the Restricted Hours.

9. The gate would be installed near Old Jewry and operated by an employee of the Company through an agency agreement with the City. The gate would physically prevent access by vehicles from 7 pm to 7 am Mondays to Fridays (excluding Bank Holidays) (the "**Restricted Hours**"), but those requiring vehicular access to premises within Frederick's Place, and vehicles used for servicing the buildings and carrying out utility works as well as emergency services and local authority vehicles would be granted access. The existing waiting and loading restriction will remain in force and pedestrian access will be blocked and will be maintained at all times.

10. The traffic survey has shown that there are fewer vehicles using Frederick's Place during the Restricted Hours and those that do, access other premises. The traffic survey would suggest that over an average five day working week, (between midnight to 7am and 7pm to midnight), 9 vehicles would be displaced to other locations. This is not considered to represent a significant traffic implication.

11. The total estimated cost to deliver Option 2 is £48,000, of which £8,000 is staff cost, £17,000 fees and £23,000 for works and supervision. These costs and all ongoing operational costs would be met entirely by the Company.

12. For these reasons, this option is considered to be appropriate.

Corporate & Strategic Implications

13. The restriction on motor vehicle access in Option 2 supports the Corporate Policy of improving the experience of arriving in and moving through our spaces, creating and transforming buildings, streets and public spaces for people to admire and enjoy, maintaining our buildings, streets and public spaces to high standards.

14. It would also help to deliver elements of the Transport Strategy including to put the needs of people walking first when designing and managing our streets, promoting and celebrating walking, taking a proactive approach to reducing motor

traffic, using times and temporary street closures to help make streets safer and more attractive places to walk, cycle and spend time.

15. However, the Local Plan aims to safeguard listed buildings and their settings, preserving and enhancing the character of conservation areas. Frederick's Place is a conservation area and the proposed gate would be contrary to the adopted Local Plan policies CS12 and DM12.1, and to the draft City Plan 2036 policy HE1. The proposed gate could undermine pedestrian permeability in a space where improvements for pedestrians have recently been made and which enhances the historic character of the City. This would be contrary to the Local Plan policy DM12.1 and to draft City Plan policies S8 and DE4. It should be noted that, pedestrian access will not be blocked but be maintained at all times, this impact is therefore not envisaged to be material, especially during the Restricted Hours, where pedestrian flows are much lower. With the final design of the gate yet to be decided, if it deviates from the design in the City's streets manual then it may require planning permission.
16. There is a concern that this proposal could set a precedent for making a section of the public highway effectively private during certain times. The City has several other similar arrangements in place on other streets and concerns around setting a precedent have not materialised to date in respect of those arrangements as each request is considered on a case by case basis and put to Members before proceeding.

Implications

17. The Company has paid an upfront cost of £16,000 to cover the City's initial costs. The Company's solicitors have also provided an undertaking to meet the City's legal fees incurred in negotiating and drafting the s278 Agreement. The Company has also agreed to fund the full life cost of the gate; including any costs associated with its ongoing operation, maintenance and removal.
18. The total estimated cost to deliver option 2 is £48,000 and would be paid by the Company. The Company would also be obligated to pay any excess works costs incurred in delivering Option 2. A voluntary agreement under section 278 of the Highways Act 1980 has therefore been drafted by the City Solicitor and a copy of this draft agreement is attached at Appendix 3. Works will not begin until this agreement has been approved and executed, and full payment for the works has been received. There is therefore no financial risk to the City Corporation associated with Option 2.

In order to restrict the entry of motor vehicles to Frederick's Place the City Corporation must make a Traffic Management Order (**TMO**) under section 6 of the Road Traffic Regulation Act 1984 (the **Act**). The Act requires a TMO to be considered expedient to achieve an appropriate purpose. In the case of Frederick's Place, it is for:

- a. preventing damage to the road or to any building;

- b. preventing the use of the road having regard to the existing character of the road or adjoining property;
- c. preserving or improving the amenities of the area through which the road runs

19. When deciding to make a TMO, the City, as highway authority, must have regard to the matters contained in section 122 of the Act, i.e. it must exercise its powers so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and consider the provision of suitable and adequate parking facilities on and off the highway. The City must have regard to the following matters: -

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

20. The proposal in Option 2 has considered the above requirements in that it maintains reasonable access, improves amenity, has minimal impacts and has no impact on public service vehicles or air quality.

Conclusion

21. The public realm in Frederick's Place has recently been improved and to protect this new character, the Company has requested that a gate be introduced to restrict motor vehicles from entering during the Restricted Hours. After carrying out an assessment of the use of Frederick's Place and weighing the implications of the gate, officers consider that the benefits outweigh the disbenefits and given that there will be no financial implications for the City, this request appears appropriate. Officers therefore recommend that Members approve the recommendations.

Appendices

- Appendix 1 – Existing layout plan
- Appendix 2 – Summary of survey data
- Appendix 3 - Draft s.278 agreement

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Date	Action	Officer responsible	To be completed/ progressed to next stage	Notes/Progress to date
<p>4 September 2018 23 October 2018 4 December 2018 22 January 2019 26 February 2019 17 April 2019 22 July 2019 15 October 2019 3 December 2019 25 February 2020</p>	<p><u>Dockless Bikes</u> In response to a question concerning the dumping of yellow bikes in the City, officers reported that as a dockless cycle hire scheme could operate with no on-street infrastructure, companies were able to operate their schemes without the express consent of the Highway Authorities although bikes deemed to be causing an obstruction or nuisance could be removed. Officers agreed to speak to the relevant operators and report back to a future meeting.</p>	<p>Director of the Built Environment</p>	<p>July 2020</p>	<p>At its meeting on 12 December 2019, the P&T Committee considered options and agreed to continue the parking arrangements as trialled, also approving additional operators, and agreed to extend the current trial until 31 March 2020.</p> <p>Officers are progressing the approach to expanding dockless cycle hire that was agreed by the Planning & Transportation Committee in December 2019. This includes identifying and providing additional dockless cycle parking bays across the City. This expansion, once completed, will allow other eligible operators in London to gain approval to extend their service areas into the Square Mile.</p> <p>Resourcing issues have led to a delay in identifying additional parking bays. These have now been resolved and this work is close to commencing, subject to ongoing discussions with all operators regarding contributions to its costs. It is hoped that the additional bays will be in place by the autumn. In the meantime, as part of our COVID-19 response, opportunities to create temporary dockless cycle parking bays are being identified. These temporary bays will allow an expansion of dockless cycle hire operations to support people who wish to cycle and reduce demand for public transport. We anticipate that these temporary bays will be ready in July.</p>
<p>3 December 2019 25 February 2020</p>	<p><u>Beech Street Transport and Public Realm Improvements</u> The project will address air quality issues by reducing traffic that pass</p>	<p>Director of the Built Environment</p>	<p>Ongoing</p>	<p>The experimental traffic restrictions went live on 18 March. Coinciding with COVID 19 restrictions, traffic volumes along Beech Street remain significantly less than pre-scheme flows. Air</p>

	<p>through the tunnel. At the same time, it aims to deliver a vibrant street with a high-quality public realm at the centre of the Culture Mile, which will also provide the opportunity to realise property outcomes.</p>		<p>July 2020</p>	<p>quality improvements have been significant, however it isn't possible to attribute how much of this is due to the experiment and how much to wider traffic patterns due to COVID 19.</p> <p>The restriction has been passively enforced with warning letters since it was implemented. Active enforcement is likely to commence in July.</p> <p>10k local residents and businesses will receive a letter in advance of enforcement beginning. Advanced warning signage, the same as pre-scheme, will also be deployed around the area..</p> <p>To compensate for the COVID delay, the public consultation and scheme monitoring windows are being extended till the end of January 2021.</p>
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