



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

**Date:** THURSDAY, 15 OCTOBER 2020  
**Time:** 11.00 am  
**Venue:** VIRTUAL PUBLIC MEETING (ACCESSIBLE REMOTELY)  
<https://youtu.be/Qc8mz9MWtHg>

**Members:** Randall Anderson  
Peter Bennett  
Deputy Keith Bottomley  
Marianne Fredericks  
Sheriff Christopher Hayward  
Shravan Joshi  
Deputy Alastair Moss  
Graham Packham  
Oliver Sells QC  
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/Qc8mz9MWtHg>

This meeting will be a virtual meeting and therefore will not take place in a physical location following regulations made under Section 78 of the Coronavirus Act 2020. A recording of the public meeting will be available via the above link following the end of the public meeting for up to one municipal year. Please note: Online meeting recordings do not constitute the formal minutes of the meeting; minutes are written and are available on the City of London Corporation's website. Recordings may be edited, at the discretion of the proper officer, to remove any inappropriate material.

**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. **ELECTION OF CHAIRMAN**  
To elect a Chairman in accordance with Standing Order 29.  
**For Decision**
4. **ELECTION OF DEPUTY CHAIRMAN**  
To elect a Deputy Chairman in accordance with Standing Order 30.  
**For Decision**
5. **MINUTES**  
To agree the public minutes and non-public summary of the meeting held on 7 July 2020.  
**For Decision**  
(Pages 1 - 6)
6. **BANK JUNCTION IMPROVEMENTS PROJECT: ALL CHANGE AT BANK**  
Report of the Director of the Built Environment  
**For Decision**  
(Pages 7 - 48)
7. **BEECH STREET ISSUES REPORT - TO FOLLOW**  
Report of the Director of the Built Environment  
**For Decision**
8. **ST. BARTHOLOMEW'S HOSPITAL ENVIRONMENTAL ENHANCEMENTS**  
Report of the Director of the Built Environment  
**For Decision**  
(Pages 49 - 54)
9. **CURSITOR STREET / BREAMS BUILDINGS PUBLIC REALM IMPROVEMENTS**  
Report of the Director of the Built Environment  
**For Decision**  
(Pages 55 - 60)
10. **1-2 BROADGATE SECTION 278 HIGHWAY WORKS**  
Report of the Director of the Built Environment  
**For Decision**  
(Pages 61 - 66)

11. **WEST SMITHFIELD PEDESTRIAN ACCESSIBILITY IMPROVEMENTS**  
Report of the Director of the Built Environment  

**For Decision**  
(Pages 67 - 72)
12. **CREED COURT**  
Report of the Director of the Built Environment  

**For Decision**  
(Pages 73 - 80)
13. **GLOBE VIEW WALKWAY - OPENING UP AND ENHANCING THE RIVERSIDE WALK**  
Report of the Director of the Built Environment  

**For Decision**  
(Pages 81 - 84)
14. **COVID-19 IMPACTS ON CITY TRANSPORTATION PROJECTS**  
Report of the Director of the Built Environment  

**For Information**  
(Pages 85 - 90)
15. **CROSSRAIL REINSTATEMENT PROJECTS - UPDATE REPORT**  
Report of the Director of the Built Environment  

**For Information**  
(Pages 91 - 96)
16. **PEDESTRIAN PRIORITY STREETS PROGRAMME**  
Report of the Director of the Built Environment  

**For Information**  
(Pages 97 - 108)
17. **OUTSTANDING REFERENCES**  
Report of the Town Clerk  

**For Information**  
(Pages 109 - 110)
18. **ANY OTHER BUSINESS**
19. **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**

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

**STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION)  
COMMITTEE  
Tuesday, 7 July 2020**

Minutes of the virtual meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held on Tuesday, 7 July 2020 at 1.45 pm

**Present**

**Members:**

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

**Officers:**

Zahur Khan	- Department of the Built Environment
Ian Hughes	- Department of the Built Environment
Bruce McVean	- Department of the Built Environment
Sam Lee	- Department of the Built Environment
Kristian Turner	- Department of the Built Environment
Melanie Charalambous	- Department of the Built Environment
Clarisse Tavin	- Department of the Built Environment
Emmanuel Ojugo	- Department of the Built Environment
Maria Herrera	- Department of the Built Environment
Olumayowa Obisesan	- Chamberlain's Department
Shani Annand-Baron	- Town Clerk's Department
Joseph Anstee	- Town Clerk's Department

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**

Apologies for absence were received from Deputy Jamie Ingham Clark.

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

There were no declarations.

### 3. **MINUTES**

The Sub Committee noted a grammatical error on page 3 under Item 6 in relation to the treatment of underspends.

**RESOLVED** – That, pending the above correction, the public minutes and non-public summary of the meeting held on 26 May 2020 be agreed as a correct record.

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

The Sub Committee considered a report of the Director of the Built Environment seeking approval for an updated City Cluster area delivery plan 2020-2023, centred around

three programmes that would enable the initial set of high priority projects to be developed and implemented. The Director of the Built Environment introduced the report and drew Members' attention to the key points. The Sub Committee was advised that the project had been adjusted to account for COVID-19 recovery work.

The Sub Committee then proceeded to discuss the proposals. Members were supportive of the project, but sought assurances or further details regarding funding, the proposed Steering Group, project prioritisation and climate resilience. In response to a question from a Member, the Director of the Built Environment advised that there were contingencies in place with regards to the funding of the project, with some still awaiting confirmation. The Director of the Built Environment noted Members' suggestions for inclusion on the Steering Group, and advised the Sub Committee on how the project would be linked to the Climate Action Strategy and other relevant City of London Corporation work. The Director of the Built Environment then gave the Sub Committee some further detail on project prioritisation arising from the impact of COVID-19.

The Chairman advised that he had received positive feedback on the proposals from people in the area and Ward Members, and added that improvements to local environments would be important in encouraging people back to 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. Agree the updated City Cluster area delivery plan 2020-2023 as set out;
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; and
5. Approve the appended report: “Gateway 3: Well-being and Climate change resilience Programme”, as set out in Appendix 5 to the report.

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

The Sub Committee considered a report of the Director of the Built Environment seeking approval for Phases 2 and 3 of the Mark Lane Public Realm and Transportation Enhancements project. The Director of the Built Environment introduced the report and gave a short presentation on the proposals to the Sub Committee, outlining the project so far and the proposals for consideration.

The Sub Committee then proceeded to discuss the proposals. In response to questions from Members, the Director of the Built Environment assured Members that the project accounted for a significant development in the vicinity, and the two projects would be connected without conflict. The Sub Committee was advised that the substantial increase in project cost, which had caused concerns, was mostly due to the addition of Phase 3 of the project, which had not originally been part of the project. The Director of the Built Environment further advised that the project was low-risk, with a more detailed Risk Register to be submitted to the Projects Sub Committee, and that officers were not expecting the proposed Traffic Order to be obstructed.

Members were supportive of the scheme, and expressed particular approval for levelling up the roadway with the pavement within projects. Arising from the discussion, the recommendations were put to vote amongst eligible Members, who voted in favour of the recommendations.

**RESOLVED** – That the Streets & Walkways Sub Committee:

1. Agree authorisation to increase the current approved budget of £69,261 by £2,869 to cover the overspend as per Appendix 3, Table 3;
2. Agree to utilise the underspend of £15,651 from the previous works phase towards the completion of public realm works. (Phases 2A and 2B);
3. 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);

4. 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;
5. 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; and
6. 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.

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

The Sub Committee received a report of the Director of the Built Environment proposing the introduction a gate to restrict motor vehicle access from 7pm to 7am on Mondays to Fridays at Frederick's Place. The Chairman, introducing the item, advised the Sub Committee that following discussions with the Deputy Chairman and officers prior to the meeting, he proposed that the item be withdrawn, and the proposals paused for further consideration and due diligence before being brought forward to the Sub Committee for decision.

Members were supportive of the withdrawal, and discussed several potential issues and aspects of the proposal that they felt should be addressed before any proposal was returned to the Sub Committee for decision. Members were advised to submit any further comments or questions on the prospective proposal to officers so that they might also be addressed before any decision.

**RESOLVED** – That the report be withdrawn.

**7. OUTSTANDING REFERENCES**

The Sub Committee received a list of outstanding references.

Dockless Bikes

The Sub Committee noted that a report on e-scooters was due to be considered by the next meeting of the Planning & Transportation Committee. Members recognised that this was a period of heightened sensitivity relating to pavements and pedestrian and amenity space, which may require a different approach to that of dockless bikes. The Sub Committee noted that there was likely to be further reporting on the matter of e-scooters to come.

Beech Street

The Sub Committee noted the update provided by the Director of the Built Environment. The Director of the Built Environment advised Members that a date for commencing active enforcement had not been confirmed, but residents and business would be informed in good time beforehand. A Member advised that there was still some confusion around access to Cromwell Place, and this needed to be clarified before any enforcement started. In response to a



question from a Member, the Director of the Built Environment advised that air quality data relating to small particles could be provided following the meeting.

The Director of the Built Environment advised the Sub Committee that communications would be clear on the extended consultation period, and confirmed that London Wall was being monitored following a reported increase in traffic in that area. The Director of the Built Environment also advised that officers continued to meet with their counterparts from Islington with regards to the area, as well as the Old Street/Clerkenwell Road area.

**RESOLVED** – That the list of outstanding references be noted.

**8. ANY OTHER BUSINESS**

A Member reported an increase in the use of mobility scooters in the Square Mile, which was likely to increase further if more restrictions of buses and taxis were introduced, and asked if this had been accounted for in the City of London Corporation's plans, as it had become an issue elsewhere.

The Director of the Built Environment responded that this was an important issue to raise and clear communication would be vital. As mobility scooters could be used on pavements, widening pavements would be important to ensure that mobility aids could be used comfortably with enough room for others too. It was hoped that the direction of the Transport Strategy would enable the space needed for all.

The Chairman then 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 2.46 pm**

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Chairman

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<b>Committees:</b> Streets and Walkways Sub Committee <i>[for decision]</i> Projects Sub <i>[for decision]</i>	<b>Dates:</b> 15 October 2020 21 October 2020
<b>Subject:</b> Bank Junction Improvements Project: All Change at Bank  <b>Unique Project Identifier:</b> 11401	<b>Gateway 4:</b> <b>Detailed Options Appraisal (Complex)</b>
<b>Report of:</b> Director of the Built Environment  <b>Report Author:</b> Gillian Howard – City Transportation	<b>For Decision</b>
<h1>PUBLIC</h1>	

<b>1. Status update</b>	<p><b>Project Description:</b> To improve the safety, air quality and pedestrian experience of the area around the Bank junction to reflect the historic and iconic surroundings with the appropriate sense of place.</p> <p><b>RAG Status:</b> Amber (Amber at last report to Committee)</p> <p><b>Risk Status:</b> Medium (Medium at last report to committee)</p> <p><b>Total Estimated Cost of Project (excluding risk):</b> £5-5.6 million</p> <p><b>Change in Total Estimated Cost of Project (excluding risk):</b> N/A</p> <p><b>Spend to Date:</b> £ 1,381,474</p> <p><b>Costed Risk Provision Utilised:</b> N/A</p> <p><b>Slippage:</b> <i>None</i></p>
<b>2. Next steps and requested decisions</b>	<p><b>Next Gateway: 4c</b> (approval of detail to be consulted on)</p> <p><b>Next Steps:</b></p> <ul style="list-style-type: none"> <li>Once the final option for which arms should be closed or further restricted has been taken, detailed design will be undertaken.</li> </ul>

- This will include the options for enhanced public realm to support the Healthy Streets approach at this location;
  - What vehicle mix may operate, if viable, on the open arms in addition to buses and cycles only (Monday to Friday 7am to 7pm);
  - Whether there should be any changes proposed to varying the existing Monday to Friday 7am to 7pm restrictions in terms of time of operation.
- These designs will then be finalised for Member approval at Gateway 4c planned for December 2020 /January 2021 before the public consultation exercise is undertaken in Q4 2020/21.
  - A progress report outlining the public consultation findings will be submitted to Committee. Feedback from the consultation will be incorporated into the designs.
  - The final design will then be submitted to Transport for London (TfL) for the relevant traffic modelling approval and subsequent Traffic Management (TMAN) scheme approvals.
  - A Gateway 5 report would then be submitted in September/October 2021 for final City Corporation approvals to start construction.

#### **Requested Decisions:**

1. Agree that the project continues at the outlined pace to submit a Gateway 5 in September/October 2021 (see paragraph 5-6).
2. That Design **Option 1** is taken forward to detailed design (the closure of Threadneedle Street and further restriction of Queen Victoria Street and Princes Street).
3. That further investigation into permitting general traffic on the 'open arms' during the current restricted hours is not carried forward for further investigation.
4. That a budget of **£541,935** is agreed to reach the next gateway, giving a cumulative budget of **£1,923,410** after allowing for the underspend to date of **£201,983**.
5. That funding for this budget be partially met from unspent S106 deposits arising from the underspend to date, with the balance of **£339,953** to be drawn down from the central funding agreed in principle via the 2020/21 annual capital bid process, subject to the approval of the Resource Allocation Sub Committee.
6. Note the total estimated cost of the project at **£5-5.6 million** (excluding risk)
7. That a Costed Risk Provision of **£95,000** is approved (to be drawn down via delegation to Chief Officer) subject to the Resource Allocation Sub Committee approval to draw this down from the capital funds if necessary.

	8. That Gateway 4c Detailed Design is approved via Streets and Walkways and Projects Sub Committee			
3. Resource requirements to reach next Gateway	<p><i>For recommended option 1:</i>  <i>Table 1: Resource requirements to reach next Gateway</i></p>			
	<b>Item</b>	<b>Reason</b>	<b>Funds/ Source of Funding</b>	<b>Cost (£)</b>
Highways Staff cost	Highway engineer design	S106/Central funds	113,925	
P&T Staff Costs	Project management, supervision and public realm input	S106/Central funds	115,101	
Legal Staff Costs	Legal advice and consultation	S106/Central funds	5,000	
DBE Structures Staff Costs	Structural advice	S106/Central funds	5,000	
Fees and Surveys	TfL, Consultants, data collection, Topographical, radar, images, design etc.	S106/Central funds	300,000	
<b>Total budget to reach next gateway</b>			<b>541,935</b>	
Less underspend from previously approved budget		S106	<b>£201,983</b>	

Net additional funding now requested		Central Funds	<b>£339,953</b>
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**Costed Risk Provision requested for this Gateway: £95,000**  
(as detailed in the Risk Register – Appendix 2)

It is anticipated that the stakeholder engagement side of this project will need to be a key area of focus over the next 12-month period due to the limited engagement so far. Given the uncertainties outlined in this report regarding TfL staffing and processes, and higher levels of coordination with surrounding schemes, it is likely to require significant time.

There are also two planned reports before the Gateway 5, a gateway 4c and a progress report, to be submitted to keep Members updated on the progress of the project.

The above costs translates to:

- a full time Project Manager (consultant) to run the day to day project planning, actions, liaison, consultant progress and reporting ensuring technical work is delivered on time to meet the milestones.
- approximately 25% of a full-time equivalent Principal Project Manager equating to approximately 440 hours over 12 months. This is to undertake liaison with stakeholders particularly around consultation time and to undertake the necessary reporting as well as to review the technical work being undertaken and direct the progression of the project to ensure it meets its milestones,
- 10% of an Assistant Project Manager equating to approximately 175 hours. This will be to assist with data management, consultation assistance and analysis and assistance in organising stakeholder meeting materials. and
- up to 15% of the Project Partner in City Public Realm (depending upon how much public realm opportunity is able to be utilised in the final design) which equates up to approximately 310 hours to procure and manage the landscape architect, stakeholder engagement and consultation assistance leading to finalisation of designs for the public realm and input into reports.

Also planned for is 50% leading to 75% (approximately 1,140 hours of a Senior Highways Engineer to complete detailed design and the construction package including the construction phasing and resilience plans.

	<p>As the project team have already shown, where it is possible to streamline work and share resources, these opportunities will be taken to minimise the cost to the project.</p> <p>Other resources included in the above are costs for continued use of the traffic model consultant, TfL costs, assistance from a landscape architect, design assistance (for public consultation), Equalities Analysis and road safety audits amongst other things.</p> <p><u>Funding</u></p> <p>There is an underspend of the Section 106 monies of approximately £201,983 in reaching Gateway 4. Since requesting funding to reach Gateway 4 in April 2019, there have been changes in:</p> <ul style="list-style-type: none"> <li>• the way this project is staffed</li> <li>• the approach to the way some of the work has been undertaken to keep to timescale</li> <li>• the sharing of some of the modelling and TfL costs with another programme of works</li> <li>• less stakeholder engagement has taken place in developing these Gateway 4 designs than previously planned due to the implications of COVID-19.</li> </ul> <p>The S106 funding from the underspend of £201,983 is requested to be reallocated towards the budget of £541,935 now requested to reach Gateway 5. The funding balance of £339,953 is proposed to be met from central funding from the On Street Parking Reserve which was approved in principle via the 2020/21 Capital Bids, with release subject to the further approval of the Resource Allocation Sub and Policy and Resources Committees.</p> <p>Approval will also be sought for central funding of the costed risk allowance of £95,000.</p>
<p><b>4. Overview of project options</b></p>	<p><b><u>Current situation: COVID-19 impacts</u></b></p> <ol style="list-style-type: none"> <li>1. At the time of presenting the Gateway 3 report in May 2020, it was early in the COVID-19 pandemic and a view was taken by Streets and Walkways Committee that given the uncertainty around what the longer term implications may be, that the project should continue to progress to Gateway 4 continuing to work on the existing assumptions.</li> <li>2. These assumptions were that the Bank Station Capacity Upgrade would be completed in late 2022 and that the forecast pedestrian growth within the City would continue making the need for this project to continue at pace to substantially deliver by the end of 2022. It is on this basis that the proposed designs contained within this report have been developed.</li> </ol>

3. Although six months have now passed since the pandemic started, there remains significant uncertainty around what this might mean long term for London, particularly regarding working practices, and traffic flows and travel choices. We do assume that numbers of people walking through Bank Junction will at least return to pre COVID-19 levels by 2022 in the work undertaken to date. Even if they are slightly lower there will continue to be issues with crowding at this location if there is no improvement in space for people walking.
4. The London Underground capacity enhancement work at Bank Station is still programmed to complete within the anticipated 2022 time frame. An unknown is whether the subsequent growth of patronage follows the previously expected pattern. Whether the anticipated growth of the City Cluster and its forecast population will be more muted with potential changes in working practices is also unknown at this time.
5. There have been discussions regarding whether the impacts of the pandemic may influence the urgency of requiring substantial completion of a scheme at Bank by the end of 2022.
6. This report assumes that work is to continue at pace and in order to be in a position to be capable of meeting the tight deadline of the end of 2022 for substantial completion. A requested decision to confirm this pace is included in section 2 .

COVID-19 recovery temporary schemes:

7. In addition to general questions around timeframes for delivery, there have also been a number of temporary schemes implemented as part of the City Transportation's and TfL's response to COVID-19.
8. These schemes have provided additional pedestrian space and cycling facilities to encourage and facilitate a more sustainable return to the work environment with greater social distancing. These schemes are being monitored to determine if they are necessary, or potentially whether they should be recommended to be made permanent, subject to due process being followed.
9. Some of these schemes would, if made permanent, influence the viability of the proposals presented in this Gateway 4 report for changes at Bank junction and some could enhance the proposals. Sensitivity testing has been undertaken to give confidence in the proposals being presented in this report and how they interact with the COVID-19 recovery measures.



10. The key scheme tested is the TfL Bishopsgate bus gate scheme. If this were considered in the future to be made permanent, this would impact one of the key traffic corridor routings for this project proposals. There are other City schemes for which further sensitivity testing would be required in advance of making a decision on either making permanent some of the City's COVID-19 recovery measures or deciding on this project to proceed. These will be reviewed in December 2020 which can inform the Gateway 4c report. The project team will continue to work with TfL on how best we can do this as more information becomes available.

**Project objectives:**

11. The agreed project objectives and how they link to the Corporate Strategy are in Table 2.

Table 2: Agreed project objectives

<b>Bank Junction Improvements Project Objectives</b>	<b>Corporate Plan Aim</b>	<b>Corporate Plan Outcome</b>	<b>Corporate Plan High-level activity</b>
<b>A</b> - To continue to reduce casualties	Contribute to a flourishing society	<b>1</b> – People are safe and feel safe	<b>C</b> – Protect consumers and users of building, streets and public spaces.
<b>B</b> - To reduce pedestrian crowding levels	Shape outstanding environments	<b>9</b> – We are digitally and physically well-connected and responsive	<b>D</b> – Improve the experience of arriving in and moving through our spaces.
<b>C</b> - To improve air quality	Shape outstanding environments	<b>11</b> – We have clean air, land and water and a thriving and sustainable natural environment	<b>A</b> – Provide a clean environment and drive down the negative effects of our own activities.
<b>D</b> - To improve the perception of place as a place to spend time in rather than to pass through.	Shape outstanding environments	<b>12</b> – Our spaces are secure, resilient and well maintained	<b>A</b> – Maintain our buildings, streets and public spaces to high standards.

The developing designs focus on providing the space to best achieve these objectives whilst balancing the pragmatic issues of time, funding and regulatory approvals. Planning and Transportation Committee agreed in January 2019 that the work to look at a 2-3 arm closure/further restriction would be designed so as to not preclude the ability to achieve the future aim of pedestrianisation. This has also been a consideration in the development of these designs.

**The Proposals:**

12. With these current uncertainties in mind, the proposals presented effectively offer a solution which remains within the total project budget of £5.6 million and which the project team believe would have reasonable success at gaining the necessary TfL approvals to proceed to implementation. It also has reasonable opportunity to be substantially complete by the end of 2022. This timeframe is still very challenging and could be impacted by other outside influencing factors.

13. It is recognised that with so many variables there may be opportunities or challenges that present themselves in the coming months which may influence the designs presented and the way in which these proposals operate. However, it is felt that the designs presented are relatively robust, and whilst operationally may require some tweaks as opportunities/challenges are taken, key changes are likely to be choice of material rather than significant redesign of kerb lines (which could be costly if more utilities were required to be redirected).

14. The designs to date have been developed with network resilience and maintenance in mind making the layouts presented robust. They are designed to be able to work under different operational models if needed for short periods of time to facilitate certain road closures for street works that may be required in the future. They have also been designed with the concept of further pedestrian priority or pedestrianisation coming in the future as circumstances allow.

15. This Gateway 4 report focuses on choosing one combination of arm closure/further restrictions from the three which were previously approved.

16. Work between May 2020 and now has focused on:

- Providing as much pedestrian space as possible (to include public realm enhancement) whilst considering the identified constraints.
- Reducing bus journey time impacts noted in the Gateway 3 report by investigating mitigation measures.
- Investigating options for public realm enhancements (depth constraints of certain measures have been considered).

- Testing varying the vehicle mix on the remaining 'open arms' of the junction to see what might be feasible.
- Assessing the emerging designs in terms of equalities impacts and benefits; and
- Identifying risks and opportunities of the COVID-19 response.

17. This has culminated in a design for each of the three options which essentially sets a kerb alignment around the junction, reduces bus journey time impacts (a key component of the later TfL approvals required) and defines space for pedestrians, cyclists and motor vehicles, as well as identifying opportunities for public realm enhancement.

**Background of the proposals:**

18. To recap briefly on the work undertaken to the Gateway 3 report, 20 options were considered and compared against each other by assessing how well they could perform against project objectives, known network performance constraints, and engineering difficulties. The options were then assessed on their probable impacts on bus and general traffic journey times and the potential of creating space that can be reprioritised to pedestrians and to enhance the public realm environment.

19. These performance criteria were ranked as follows:

- Impact on general journey times (15% weighting)**
- Impact on bus journey times (25%)**
- Pedestrian uplift – Part 1 (35%)** – reallocation of road space to provide a safer and more comfortable environment, **within** the limits of the Area 1 (see Appendix 3)
- Pedestrian uplift – Part 2 (25%)** – reallocation of road space to provide a safer and more comfortable environment, **outside** the limits of the Area 2 (see Appendix 3)

20. The five highest ranking options were explored in more detail within the Gateway 3 report. Three options were approved to be taken through for further development to Gateway 4 to ensure that there is a mixture of proposed closed arms, difficulty and ambition were being further investigated.

21. The three options taken forward for further design and consideration, now referred to as Option 1, 2 and 3 were the closure/further restrictions of:

- Option 1: Queen Victoria Street, Princes Street and Threadneedle Street.
- Option 2: Queen Victoria Street and Threadneedle Street.
- Option 3: Queen Victoria Street, Poultry and Cornhill.

22. The Gateway 3 report recommended these three options for further consideration recognising that:

- Option 1 (*previously option I*) would be challenging to achieve but offered good opportunities to provide significant reprioritisation of space to benefit the increasing pedestrian population in the area. Also, it was recognised that this option offered the opportunity to ensure that the space is captured and could be improved over time as funding became available given the current budget will constrain the scale of place making.
- Option 2 (*previously option IV*) offered significant opportunity to make a difference with potentially limited interventions around the wider network, and with what might be considered more palatable journey time impacts. Retaining this option provided a mixture of two and three arm options to Gateway 4, giving flexibility.
- Option 3 (*previously option V*) offered a different combination of closed/further restricted arms, giving flexibility for design if constraints required Threadneedle Street to remain open. It also provided a more natural east-west cycle and pedestrian route to the eastern cluster. However, it provided the least opportunity for reprioritised space of the three options.

#### **The designs.**

23. The three options have been investigated, looking at how to design around constraints at the junction to reduce potential costs. All options assume that for the moment the open arms remain buses and cycles only Monday to Friday 7am to 7pm, and then general traffic outside of these times. Changing this mix of traffic is discussed later in the report. Further work on whether the hours of the restriction should be amended can be further explored after this report.

24. The designs aim to deliver:

- significant reprioritised space which will assist with reducing conflict and improving safety;
- improved pedestrian comfort levels;
- the opportunity to improve the sense of place; and
- reduced vehicle numbers and/or greener vehicles which will help to improve air quality on particular arms and near to new public spaces where people may stop and rest.

25. However, at the lower end of the previous budget range (£4-18 million), there are limited opportunities to mitigate some of the issues, take bigger opportunities to maximise the potential space available, or to develop significant place making elements. The funding and time constraints have meant limited options to mitigate the impact on bus journey

times of rerouting services, and therefore requires them to continue to travel through Bank instead.

26. There are ongoing conversations with TfL regarding bus services, and what the future service may be. There may be other options that can be investigated in terms of paying for services to be rerouted elsewhere and the City paying a monetary value to cover the increase in journey times of these services or TfL's ongoing financial review may require the bus network to be changed. For the time being, the worst-case scenario is facilitating the services through Bank. However, the designs try to minimise this impact as much as possible.

27. Mitigation measures in this report refer largely to the facilitating of bus movements on arms that could have been fully closed to motor vehicles to reduce the journey time impact for buses and general traffic. This is a consideration for having a scheme to continue at pace that has a reasonable chance of gaining external approvals for our traffic management duties. There are strategic roads affected by the proposals and therefore we require TfL's approval to proceed. Other mitigation measures also include signal timing changes and facilitation of some turning movements not currently regularly used by bus services.

28. The information below is going to summarise the key points of each of the designs and then go through a series of comparators to show how the options compare to each other.

29. It is recommended that Option 1 proceeds to the next stage of design.

**Summary of the Options:**

30. Full sized plans for each option are in Appendix 4.

**Option 1 (3 arm closure/further restriction)**

*'Open' arms:*

- Poultry,
- Cornhill and
- King William/Lombard Street

*Closed (to motor vehicles) arms:*

- Threadneedle Street

*Further Restricted arms:*

- Queen Victoria Street
- Princes Street.

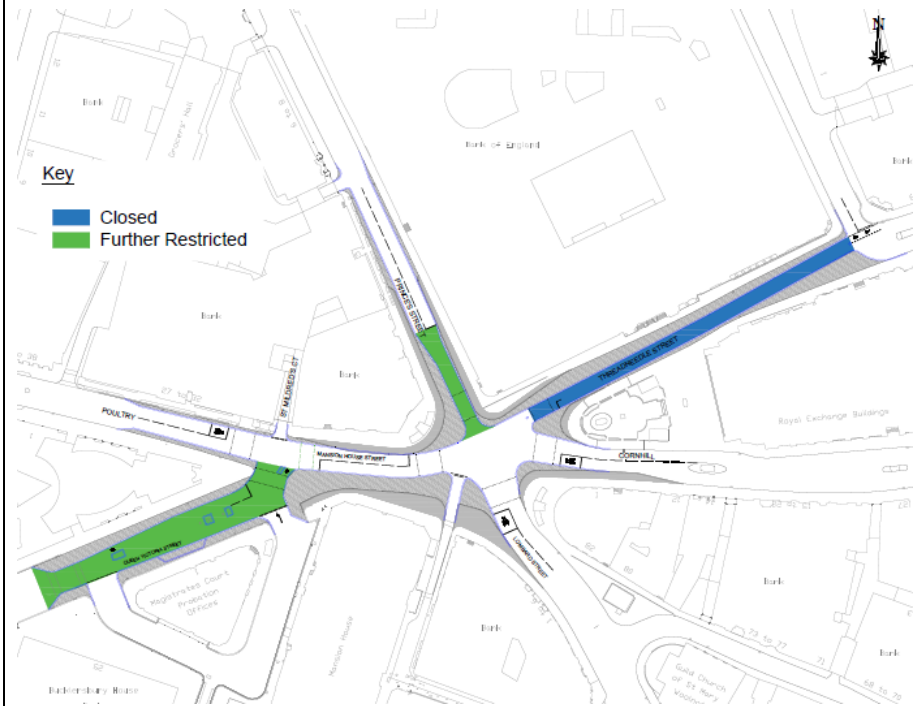


Figure 1: Option 1 outline design

**Constraint of 'further restricted' arms**

31. Queen Victoria Street, outside of the Magistrates' Court is assumed to continue to facilitate limited westbound traffic that has entered Bucklersbury/Walbrook for servicing and pick up and drop off. This arm would be further restricted to local access only, rather than closed.

32. There is also a utility access chamber which would be costly to divert, and so access remains available within the design.

33. Princes Street facilitates continued bus movement and limited southbound servicing vehicles for Cornhill requiring some motor vehicle movement. To achieve this, one lane of traffic is provided into the junction so that a bi-directional shuttle can operate, controlled by traffic signals.

**34. Benefits of 'further restricted arms'**

- The eastbound movement on Queen Victoria Street (other than access to Bucklersbury/Walbrook) would be for cyclists only.
- Some footway widening can be accommodated here which provides opportunity for public realm enhancements given that pedestrian numbers are generally lower.
- There would not be westbound traffic from the junction into Queen Victoria Street.
- There may be opportunity for trees, planting and seating in Queen Victoria Street as there are less depth and space constraints.

- Extended footway on the western side of Princes Street where pedestrian comfort levels are poor can be accommodated.

35. *The closed arm:*

- Threadneedle Street between the main junction and Bartholomew Lane would be a pedestrian priority street which facilitates cyclists in both directions.
- The vehicles requiring access to Cornhill (which is still assumed to be restricted at the eastern end of Cornhill to travel westbound) would need to access from an alternative arm in this option. It is currently planned for this to happen from Princes Street unless further timing restrictions for servicing in Cornhill is favoured. This would involve further camera enforcement to be incorporated.

36. Option 1 offers the largest opportunity for reprioritisation of space to pedestrians of the three options presented.

**Option 2** (two arm closure/further restriction)

*'Open' arms:*

- Poultry,
- Cornhill
- King William/Lombard Street; and
- Princes Street

*Further Restricted arms:*

- Queen Victoria Street
- Threadneedle Street

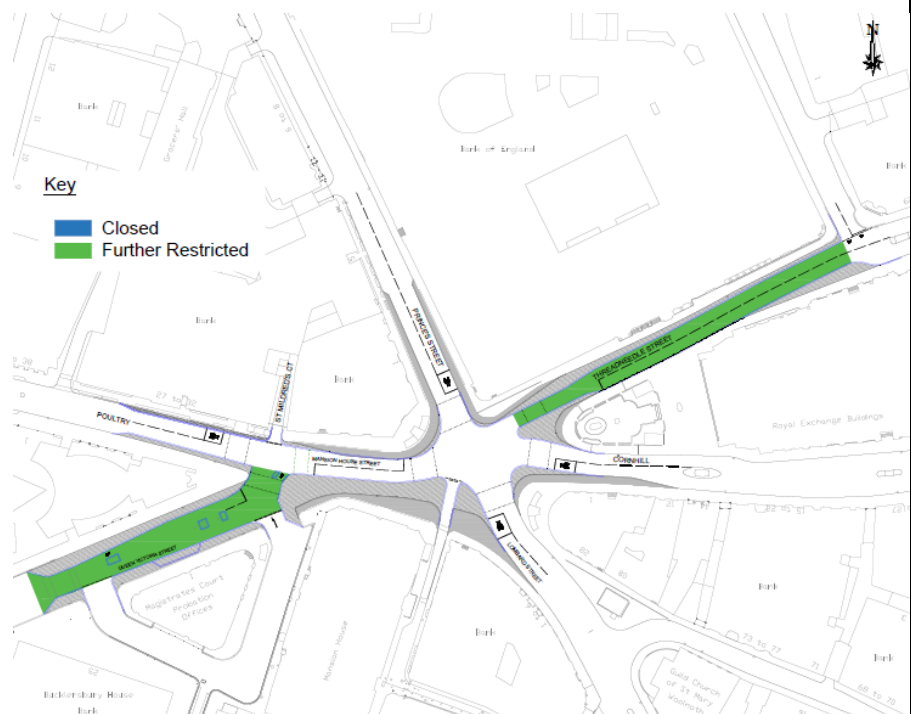


Figure 2: Option 2 outline design

*Constraint of 'further restricted' arms:*

37. As with Option 1, Queen Victoria Street has constraints which require a larger area of the carriageway to remain. This requires a route for motor vehicles to travel westbound (but not from the junction) and continued access to a substantial utility chamber.

38. Threadneedle Street in this option would facilitate a bidirectional bus shuttle area close to the junction controlled by traffic signals. This reduces the ability to provide significant footway widening along this section. As with option 1 access to Cornhill (during the 7am to 7pm restriction) is currently planned to be facilitated via Princes Street.

*39. Benefits of 'further restricted' arms:*

- The Eastbound movement on Queen Victoria Street (other than access to Bucklersbury/Walbrook) would be for cyclists only.
- Some footway widening can be accommodated here which provides opportunity for public realm enhancements given that pedestrian numbers are generally lower.
- There would not be westbound traffic coming from the junction into Queen Victoria Street.
- There may be opportunity for trees, planting and seating in Queen Victoria Street as there are less depth and space constraints.

The biggest pedestrian gains in Option 2 are outside of Mansion House with limited opportunity to provide substantial wide sections elsewhere.

**Option 3** (three arm closure/further restriction)

*Open arms:*

- King William/Lombard Street
- Princes Street
- Threadneedle Street

*Further Restricted arms:*

- Poultry
- Queen Victoria Street
- Cornhill



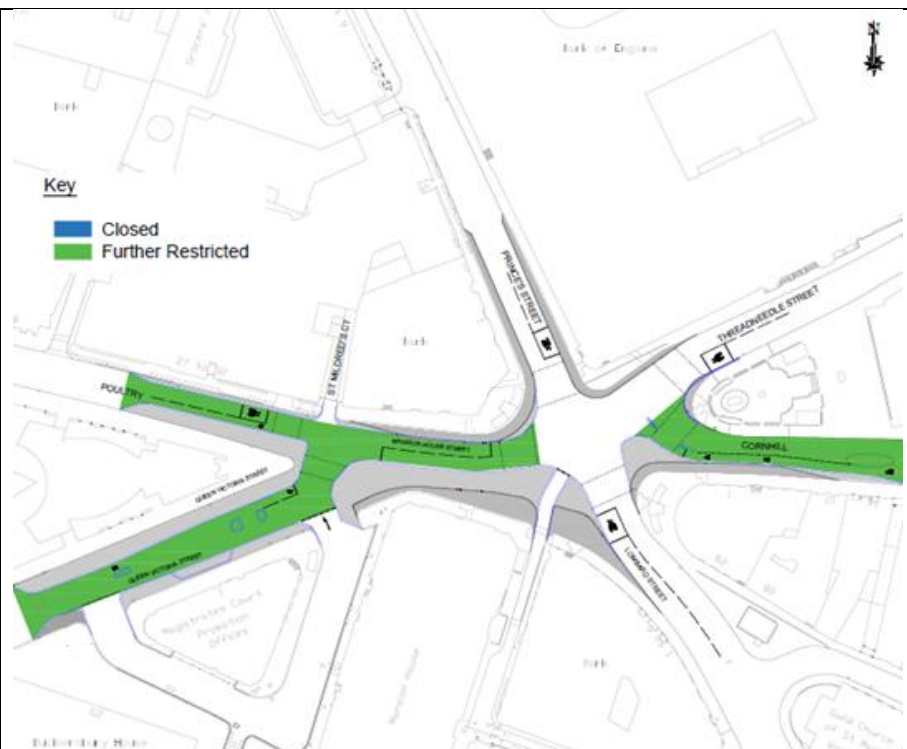


Figure 3: option 3 outline design

**Constraint of 'further restricted' arms:**

40. The bus mitigation measures incorporated in this option means that eastbound bus movement is facilitated on Poultry and in a westbound direction on Queen Victoria Street. This means that both of these arms retain bus movement in one direction effectively making a bus gyratory system.

41. It is assumed that Cornhill facilitates motor vehicles for servicing needs (from Threadneedle Street) in an eastbound direction.

**42. Benefits of 'further restricted' arms:**

- Westbound travel for cycles only on Cornhill
- Westbound travel for cycles only on Poultry
- Eastbound travel for cycle only on Queen Victoria Street
- There may be opportunity for trees, planting and seating in Queen Victoria Street as there are less depth and space constraints.

43. Option 3 provides the opportunity for reprioritised pedestrian space outside of Mansion House and also improvements on Poultry and Queen Victoria Street can be facilitated which may offer public realm opportunity. However, there is little pedestrian improvement for the rest of the approaches.

**Pedestrian prioritisation**

44. With the work that has now been undertaken to develop the designs and incorporate the bus journey time mitigation

measures within the junction, the available space for reprioritisation is shown in Table 3. The percentage change to that estimated in the Gateway 3 report is also shown.

*Table 3- summary of the area that could be prioritised to pedestrians at G4 and percentage difference to the G3 estimates (in addition to the 600m<sup>2</sup> provided in the recent Bank on Safety work).*

Option	Pedestrian area increases in M <sup>2</sup>					
	Area 1 M <sup>2</sup>	% change to G3	Area 2 M <sup>2</sup>	% change to G3	Combined Increase M <sup>2</sup>	% change to G3
1	619	-12	912	-14	1531	-13
2	479	-10	641	-27	1120	-21
3	402	-27	551	-19	953	-23

45. Prior to any changes at the junction, the pedestrian space that makes up area 1 (definition of areas are in Appendix 3) was approximately 1153m<sup>2</sup>. A further 600m<sup>2</sup> of pedestrian space has recently been added (in temporary material). This makes the current pedestrian space in area 1, 1753m<sup>2</sup> for comparison.

46. Option 1 offers the opportunity to provide an increase of 35% within area 1, but also a large improvement within Area 2 as we move away from the junction. The existing work undertaken for the interim footway widening scheme has not been able to focus further away from the junction.

47. Option 3 has suffered the largest reduction in available space that could be reprioritised to pedestrians now that mitigation measures have been incorporated and that more detailed work has been undertaken to design around constraints.

**Pedestrian comfort levels (PCL's):**

48. The project has been monitoring pedestrian comfort levels in areas 1 and 2 of Bank at 17 locations and using this measure as a way of assessing meaningful impacts of design changes.

49. The best PCL score is A+ to A- where the pedestrian environment is very comfortable with plenty of space for people to walk at the speed and the route that they choose. At a PCL of E, people have little personal space and speed and movement is restricted. F indicates very uncomfortable conditions.

50. The City's Transport Strategy aims for a minimum pedestrian comfort level of B+. This provides enough space for people to feel comfortable when walking at a typical pace and for

them to be able to choose where to walk. Below this level, conflicts between people walking become more frequent, walking is increasingly uncomfortable and frustrating and can lead to people stepping into the carriageway.

51. Across the 17 sites monitored, in 2018 prior to any footway widening, eight of the 17 locations registered a D, E or F comfort level. Only two locations exceeded the B+ minimum which were both on Queen Victoria Street.

52. Figure 4 shows the number of the 17 locations compared to the Bank on Safety scheme PCL measurements, which meet or exceed the B+ target for each of the three design options.

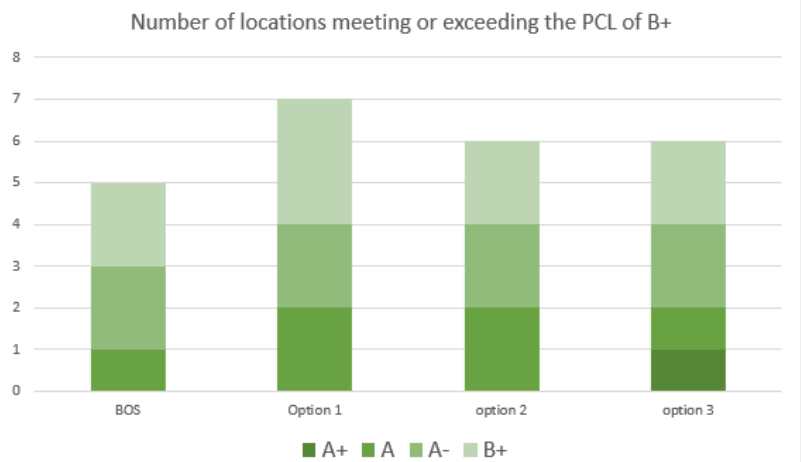


Figure 4: Distribution of PCL scores for each option meeting or exceeding the B+ target.

53. This valuation is based on the 2018 pedestrian count numbers.

54. Figure 5 looks at how the three options presented further improve the pedestrian comfort levels, but do not meet the target of a B+. Site specific information is detailed in Appendix 3.

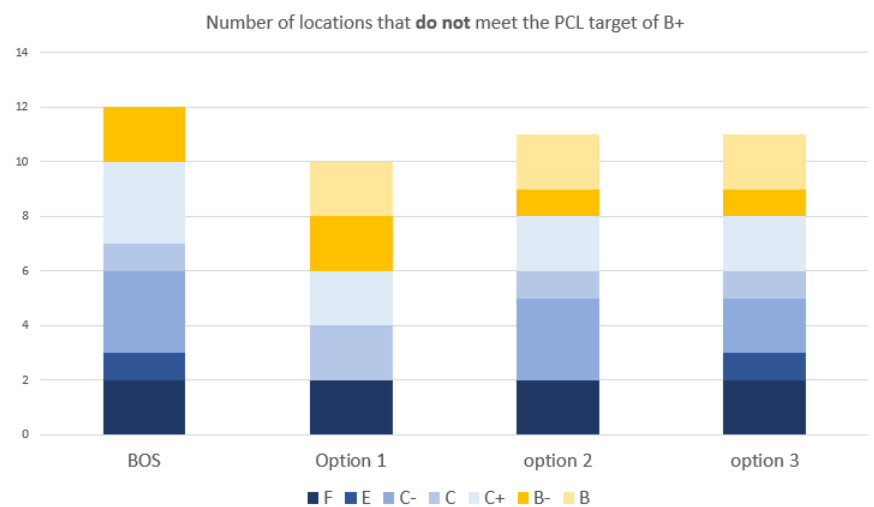


Figure 4: Distribution of PCL scores below the B+ minimum

55. All options at this time still leave Lombard Street, at a PCL of F. As part of the COVID-19 recovery measures, changes to Lombard Street in terms of it being made a pedestrian priority street with limited access to off street premises is being monitored. There may be opportunities at this location to offer more informal pedestrian improvements if timed servicing is more permanently introduced. Whether this can be tied in with this current All Change at Bank Project remains unclear, but it might be possible and will continued to be reviewed.

56. Option 1 offers the best opportunity to improve the PCL's with all locations above a PCL of C other than the two identified locations on Lombard Street. This would be a significant improvement to the situation experienced by people in 2018 prior to any physical work taking place at the junction.

57. It should be recognised that these PCL levels are based on 2018 observed footfall. If footfall does increase as previously expected, the comfort levels achieved would be less.

58. It should also be noted that the designs maximise the pedestrian crossing widths and crossing distances supporting formal pedestrian movement and comfort across the carriageway. This is contained within Appendix 3.

**Journey times:**

59. There are several layers to the journey time category:

- Bus Journey times;
- General traffic journey times; and
- Cycling journey times.

60. This first section looks at journey time comparisons and assume that the remaining open arms are bus and cycle only Monday to Friday 7am to 7pm.

**Bus Journey times:**

61. The significance of bus journey times in this analysis is that the impact to these times is a key consideration to TfL as part of the Traffic Management approval process. Additional delay can mean that in order to keep bus frequencies, an additional vehicle may have to be deployed which increases costs. Buses provide a vital mode of transport for many people and whilst patronage has been in decline in recent years, there are still more journeys made by bus across London than on the Overground or Underground/DLR network.

62. Whilst the average delays across the whole area indicated an increase of 1-2 minutes for each option at Gateway 3, it was acknowledged that it would be difficult to gain TfL approval with multiple routes forecast to be delayed by over 5 minutes. Appendix 5 contains the previous Gateway 3 data.

63. Since Gateway 3, the traffic modelling work has progressed. The model has been updated to include additional traffic schemes that have been introduced within the modelled area and updated signal time changes made. This has given us a refined 2019 Base model. The next stage of traffic modelling will be to compare this base model to the future year model which will include schemes that are committed but not yet built. This accumulation of change can then be assessed as to how these interventions interact with each other. It is the outputs of the future base model that TfL will form their decision for the TMAN approval.

64. Within the refined 2019 Base assumptions, the additions into the model now forecast that the bus journey time impacts will be improved in comparison to our Gateway 3 forecast. There are now no delays forecast over 10 minutes for any of our three options in this new refined 2019 Base.

65. Table 5 shows the forecast impact of the 3 options without looking at mitigation measures for buses (i.e. the arms that are 'further restricted' in the designs would be closed arms resulting in longer diversions for buses).

66. For clarity there are 42 bus directions examined for each option. There are still delays of between 5 and 10 minutes indicated in both the am and pm peak for each of the options. This is why the proposed mitigation of bus shuttle lanes and one-way lanes for buses are incorporated into the designs. The difference in journey time impacts can be seen in Table 6.

More detailed tables are provided in Appendix 5.

Table 5 Bus Journey Times: **without** mitigations 2019 Base.

Option	Avg of AM and PM peak periods journey time	Number of bus route directions (NB, SB, EB, WB) that:					
		in the AM Peak			In the PM peak		
		Improve	Delayed		improve	Delayed	
		Between 0-1 min	0-1 min	5-10 min	Between 0-1 min	0-1 min	5-10 min
I	+1-2 mins	4	20	4	8	24	4

2	+0-1 mins	12	16	3	11	19	2
3	+0-1 mins	11	19	1	16	18	0

Table 6: Bus Journey Times: **with** mitigation measures 2019 Base

Option	Avg of AM and PM peak periods journey time	Number of bus route directions (NB, SB, EB, WB) that:					
		in the <b>AM</b> Peak			In the <b>PM</b> peak		
		Improve	Delayed		improve	Delayed	
		Between 0-1 min	0-1 min	2-5 min	Between 0-1 min	0-1 min	2-5 min
1	+0-1	12	21	3	20	19	2
2	+0-1	16	22	0	24	17	0
3	+0-1	14	24	2	18	18	1

67. As can be seen there are no forecast delays of over 5 minutes with the mitigation measures on the now 'further restricted' arms, in each option.

68. By providing the mitigation measure of a bidirectional bus shuttle lane (controlled by traffic signals) on Princes Street in Option 1, there is a vast improvement on the number of bus route directions that are forecast to experience a small improvement in journey time in both the AM and PM peak periods.

69. The proposed mitigation measures move the average impact across all routes and both peaks, into the +0-1 minute band across the modelled area.

70. Option 2, with the proposed mitigation measures of a bidirectional bus shuttle lane accommodated on Threadneedle Street, offers the best forecast outcome in terms of bus journey times of all three options. It remains the option that would be the easier of the three options to obtain TfL traffic management approvals.

71. Option 3 offers bus mitigation measures on two of the further restricted arms, effectively making a one-way bus gyratory around Poultry and Queen Victoria Street. However, the journey time gains from the mitigation are relatively small in comparison to the loss of pedestrian space required to facilitate the bus mitigation.

72. There may be some opportunity for discussion with London Buses regarding the routes which remain with journey time impacts of over 2 minutes for all three options. There are

likely to be concerns regarding these impacts by London Buses. However, with several of the routes already on long term diversion there may be opportunities to explore other routing options which may minimise the impact of these proposals on those routes.

73. Conversations will continue to explore options for reducing frequencies of some services where the patronage level may indicate that it is suitable, but currently all options assume the 2019 frequency for bus routes.

General Traffic Journey Times

74. In the Gateway 3 report a provisional forecast of average general traffic journey time delays were provided across the four key corridors around Bank:

- Cannon Street,
- Bishopsgate/Gracechurch Street,
- London Wall and
- St Martin’s Le Grand/New Change.

The Gateway 3 data is contained within Appendix 5.

75. Table 7 shows the forecast average journey time impact to general traffic across each direction (north/south/east/west) of travel along the four corridors. Each of the options have their bus mitigation measures included. The AM peak sees some small journey time improvements on certain directions across each of the three options and overall, the indication suggests a relatively small average impact across the corridors.

*Table 7: forecast of General traffic journey time impacts over eight directions (north/south/East/West) of traffic across 4 corridors.*

Option	AM			PM		
	Improve	Delay		Improve	Delay	
	0-1 min	0-1 min	1-2 min	0-1 min	0-1 Min	1-2 min
1	2	6	0	4	4	0
2	3	4	1	2	6	0
3	3	5	0	3	5	0

76. The forecast delays are also encouraging with almost all of the delays forecast to be within the 0-1 minute band. This is not to say that there would not be problems. Queuing will still occur on some corridors. However, providing the bus

mitigation measures through Bank rather than adding all of the bus services on to the surrounding network, the implications for general traffic remain relatively limited in all three options.

Cycle journey times:

77. Given that a significant proportion of the movement through Bank on the carriageway is undertaken by people cycling, it was considered worthwhile reflecting the impact the proposed changes may have on cycling times. The following information only relates to cyclists travelling through Bank and not the further extents of the traffic model.

78. There is small forecast (+0-1 min) increases in cyclists journey times across the junction in Options 1 and 3. Option 2 offers some opportunity for improved cyclist journey times of between 0-1 minutes on four of the six directions modelled.

79. These journey time changes are forecast to be relatively small. Consideration to the improved experience a cyclist would have through the area would be a much larger benefit.

Varying the mix of traffic

80. One of the next steps in the Gateway 3 report was to investigate varying the vehicle mix through Bank and possible changes to traffic management restrictions for the operational arms of the junction.

81. To an extent this has been investigated, but with so many other uncertainties, the sensitivity testing to vary this vehicle mix is now intended at this Gateway 4 stage to assess any alternative operation that should be excluded from continuing further.

82. Once the final option for which arms are to be closed/further restricted is taken, more work will be undertaken to assess whether it is appropriate for all remaining open arms to continue to operate as bus and cycle only Monday to Friday 7am to 7pm. At this time the level of detail undertaken is enough to be able to exclude further investigation of one of these sensitivity tests.

83. It is recommended that the scenario to vary the traffic mix to include general traffic on the open arms is not taken forward for further investigation. The sensitivity tests undertaken so far show probable impacts on bus journey times which would be very difficult to further mitigate. This forecast delay occurs in all the three design options.



84. Consideration of varying the vehicle mix on the open arms involves more than journey time implications. Consideration moving forward also needs to be given to the continued safety, the expected increase in the numbers of pedestrians and cyclists over the coming years as well as consideration to the needs of those people with reduced mobility needs and as well as changing business requirements. These elements will be further considered as the proposals move into more detail and the look and feel of the space is also further developed.

**Other considerations**

**Bishopsgate Bus Gate temporary Streetspace scheme**

85. Before seeking a decision on taking a design option forward in to detailed design for Bank, it should be noted that there are several influencing factors on the potential success of the Bank proposals.

86. The Bishopsgate Bus Gate temporary Streetscape measure is currently in operation. This changes the way general traffic moves along the Bishopsgate/Gracechurch Street corridor. The Bank scheme proposals assume that Bishopsgate is available as a general traffic distribution route.

87. The Streetspace programme intends to either remove, amend or make permanent the various measures depending upon the monitoring of the impact and public feedback. It is therefore prudent that in choosing a design option for Bank now, there is some understanding of how the Bishopsgate scheme and the proposed Bank scheme interact if they were both to be operational.

88. A very crude assessment has been made using the traffic modelling tool and looking at Option 1 only as the recommended option. The modelled output does not address the required level of change to the surrounding junction traffic signal timings that would take place to help minimise the impact of both of these schemes operating, as this is a substantial piece of work. The indications are that there could be some difficult challenges, particularly coming eastbound along Cannon Street with the continued capacity constraints at Monument Junction with both schemes in operation.

89. It is important to note that this is an area of risk moving forward. However, the project team intends to work closely with TfL in developing the Bank design so that this risk can be minimised. The alternative would be to wait for a decision on Bishopsgate as to whether it will be removed, amended or made permanent before proceeding, however the timescale for this is not defined. However, this would impact

	<p>the programme for Bank and is not recommended at this stage.</p> <p><u>Public Realm opportunities:</u></p> <p>90. No specific design work has been undertaken, but a shortlist of opportunities has been identified for areas in each option. In Appendix 6 there is a sketch of ideas for Option 1 as the recommended option to provide a visual indication of the level of enhancement that may be able to be achieved. The next stage of the project will develop a public realm design for the junction that facilitates improved movement function, safety, security and other relevant uses (such as activities associated with the Lord Mayor’s Show) within a setting appropriate to the Bank Conservation Area and adjacent Grade I listed buildings. The degree of enhancement will be dependent upon the funding available once the functional aspect of the main scheme has been costed, such as trade-offs of material choice in some parts of the design. This will be further investigated as the detail design is developed.</p> <p><u>Equalities Analysis:</u></p> <p>91. It is recognised that a full Equalities Analysis is required for the proposed changes at Bank. An interim analysis on the proposed three closure/further restricted options has been undertaken to assist with decision making. Whilst more difficult with remote working, contact has also been made with the City’s Access Group and the Bank of England’s accessibility group to outline what the project is looking to do.</p> <p>92. Engagement with these groups and wider protected characteristic groups is intended to continue as we move into more detail and approach public consultation.</p> <p>93. The interim equalities analysis on the designs to date is outlined in the options appraisal matrix and the full report is in Appendix 7.</p> <p><b>Climate Action strategy</b></p> <p>94. The Climate Action Strategy is in the process of being adopted at the time of writing this report. Consideration of the strategy and how this project can help to contribute towards the actions, particularly those to improve pedestrian comfort and increase pedestrian priority, will be identified as well as any other actions the project should undertake to minimise its own impact.</p>
<p><b>5. Recommendation</b></p>	<p>95. Option 1, the closure of Threadneedle Street and Queen Victoria Street to motorised traffic and the restricted movement of traffic on Princes Street to accommodate a one</p>

	<p>lane bidirectional bus shuttle lane controlled by traffic signals is recommended.</p> <p>96. This option offers the greatest opportunity for improved pedestrian experience as well opportunities for improved public realm in terms of options for planting and seating. It also provides an improved cycling experience on a key route for cycling.</p> <p>97. In terms of journey times, Option 2 offers the best opportunity to have minimal impact on vehicle journey times but offers reduced benefit for the main mode of transport which is people who walk. Option 1 offers the maximum benefit, even with the bus mitigation measures on Princes Street. There may be opportunities in the future to completely close Princes Street that is not available to us at this time. The forecast journey time impacts are on average relatively small for both bus and general traffic considering the space that could be created for pedestrian use with the mitigation measures in place.</p> <p>98. There are still some challenges to overcome in terms of approvals, particularly with as many uncertainties as there are now. However, it is felt that the proposals in Option 1 are robust, balances needs and can be adapted with future design choices in terms of materials rather than wholesale redesign. There remain risks around the potential for other schemes which have been deployed as temporary measures for the recovery phase of COVID-19 to be made permanent which may impact the design choices at this stage. This is covered in Section 6. To remain on programme this has to be considered a risk and minimised where possible.</p> <p>99. Option 1 offers the greatest gains for pedestrians and possible place making, opportunity to improve local air quality pockets and continued safety benefits. It comes with challenges but the design to date minimises these as much as possible and it may be possible to negotiate better outcomes for the project as time goes on.</p>
<p>100. <b>Risk</b></p>	<p>Costed Risk Provision Utilised at Last Gateway: <b>N/A</b> Change in Costed Risk: <b>+ 95,000</b></p> <p>101. Further information is available in the Risk Register (Appendix 2) and Options Appraisal.</p> <p>102. The biggest risks to the progression of the project include:</p> <ul style="list-style-type: none"> <li>• If a decision to keep the temporary point closure in Cheapside is made permanent at a later date, this would prevent the assumed bus routing option of those services that usually use Cheapside. This could change the</li> </ul>

	<p>forecasted journey time comparisons and may lead to the scheme not able to get TMAN approval.</p> <ul style="list-style-type: none"> <li>• If a decision is taken at a later date (but before Gateway 5) to make the Bus Gate scheme on Bishopsgate permanent, this is likely to impact the forecast journey times for implementing the Bank scheme which will impact our TMAN application. There is a risk that this would impact on programme and probably cost.</li> <li>• Increase in overall costs of the project due to the level of uncertainties which may need to be accommodated to reach Gateway 5 which means the delivery of Option 1 would not be able to be achieved within the current budget allowance. Descoping may be required.</li> </ul> <p>103. These specific risks lead to some general mitigation options to assist the project in reducing the risk of these. These include requesting a Risk provision to cover:</p> <ul style="list-style-type: none"> <li>• further traffic modelling costs (consultant or TfL) to incorporate changes to the models regarding schemes that are currently temporary and assumed not to be made permanent in the Bank projects work to date.</li> <li>• Also, additional survey work may be required to accommodate relocation of traffic signals, enforcement cameras, signs or data surveys to support changes with post COVID-19 data.</li> </ul> <p>104. A further costed risk request covers a risk that relates to costs for TfL whereby the Eastern Cluster and the All Change at Bank scheme were sharing resources as the projects were working in the same traffic areas. Costs for TfL were planned to be shared, however TfL funding for the Cluster work is currently paused because of the COVID-19 impacts. To complete the Bank traffic modelling work the Bank project may need to cover additional cost that would have been shared if funding for the cluster is not forthcoming in 2021.</p>
<p>105. <b>Procurement strategy</b></p>	<p>For the engagement of a landscape architect in this next stage, officers will liaise with City Procurement and identify the most value for money approach. A new PT4 form is not required.</p>

## Appendices

<b>Appendix 1</b>	Project Coversheet
<b>Appendix 2</b>	Risk Register
<b>Appendix 3</b>	Pedestrian priority areas
<b>Appendix 4</b>	Outline design plans
<b>Appendix 5</b>	Journey time information
<b>Appendix 6</b>	Indicative Sketches for public realm
<b>Appendix 7</b>	Interim equalities analysis
<b>Appendix 8</b>	Finance Tables

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## Options Appraisal Matrix

<i>Option Summary</i>	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
<b>1. Brief description of option</b>	<p>- This three-arm closure option of the junction would see motorised vehicles removed from:</p> <ul style="list-style-type: none"> <li>• Queen Victoria Street</li> <li>• Princess Street and</li> <li>• Threadneedle Street.</li> </ul>	<p>- This two-arm closure option of the junction would see motorised vehicles removed from:</p> <ul style="list-style-type: none"> <li>• Queen Victoria Street and</li> <li>• Threadneedle Street.</li> </ul>	<p>- This three-arm closure option of the junction would see motorised vehicles removed from:</p> <ul style="list-style-type: none"> <li>• Queen Victoria Street</li> <li>• Poultry and</li> <li>• Cornhill.</li> </ul>
<b>2. Scope and exclusions</b>	<p><b>In the work done to date it is assumed that:</b></p> <ul style="list-style-type: none"> <li>- The current operating restrictions at Bank allowing buses and cyclists only, Mon-Fri, 7am-7pm, would apply on the remaining open arms of the junction.</li> <li>- Bus routes that may be displaced from a closed arm as part of the work would, where possible, continue to travel through Bank or as close to Bank on an alternative route.</li> <li>- The designs have been revised to mitigate the majority of the large bus journey time increases, whilst maintaining the required benefits provided to pedestrians from footway widening.</li> <li>- Redistribution of road space from motor vehicles to pedestrians to reduce pedestrian overcrowding is the priority.</li> <li>- Cyclists would continue to travel through Bank on all approaches rather than on alternative routes.</li> <li>- Investigating varying the vehicle mix (taxis, all traffic, etc.) has been considered.</li> <li>- The possibility of pedestrian priority areas has been assessed.</li> <li>- The operating scenario (times, days, etc.) on the remaining operational arms will be undertaken at the next stage, when more information on the outcomes of the Covid-19 measures and impacts is more fully understood.</li> </ul>		
<b>Project Planning</b>			

Option Summary	Option 1	Option 2	Option 3															
<p><b>3. Programme and key dates</b></p>	<p><i>Overall project:</i> The timescales to meet substantial completion in time for the London Underground capacity upgrade at Bank to open in late 2022 is tight for all options. Given that there is unlikely to be significant public realm /place making elements in the forthcoming design, at this stage it is still felt that all 3 options could all be functionally substantially completed by the end of 2022 with minor works completing in 2023.</p> <p>An outline of the anticipated milestones dates are covered below but all rely on the ability to get the relevant approvals in a reasonable timeframe. <b>(NB – these time frames do not take into account the current COVID-19 impacts, particularly around the resources at TfL).</b></p> <table border="1" data-bbox="562 619 2186 1034"> <tr> <td data-bbox="562 619 1093 719">Gateway 4 Submission October 2020</td> <td data-bbox="1093 619 1637 719">Gateway 4 Submission October 2020</td> <td data-bbox="1637 619 2186 719">Gateway 4 Submission October 2020</td> </tr> <tr> <td data-bbox="562 719 1093 810">Public Consultation February/March 2021</td> <td data-bbox="1093 719 1637 810">Public Consultation February/March 2021</td> <td data-bbox="1637 719 2186 810">Public Consultation February/March 2021</td> </tr> <tr> <td data-bbox="562 810 1093 863">TfL approvals June/July 2021</td> <td data-bbox="1093 810 1637 863">TfL approvals June/July 2021</td> <td data-bbox="1637 810 2186 863">TfL approvals June/July 2021</td> </tr> <tr> <td data-bbox="562 863 1093 954">Gateway 5 submission September/October 2021</td> <td data-bbox="1093 863 1637 954">Gateway 5 submission September/October 2021</td> <td data-bbox="1637 863 2186 954">Gateway 5 submission September/October 2021</td> </tr> <tr> <td data-bbox="562 954 1093 1034">Construction could start December 2021.</td> <td data-bbox="1093 954 1637 1034">Construction could start December 2021.</td> <td data-bbox="1637 954 2186 1034">Construction could start December 2021.</td> </tr> </table>			Gateway 4 Submission October 2020	Gateway 4 Submission October 2020	Gateway 4 Submission October 2020	Public Consultation February/March 2021	Public Consultation February/March 2021	Public Consultation February/March 2021	TfL approvals June/July 2021	TfL approvals June/July 2021	TfL approvals June/July 2021	Gateway 5 submission September/October 2021	Gateway 5 submission September/October 2021	Gateway 5 submission September/October 2021	Construction could start December 2021.	Construction could start December 2021.	Construction could start December 2021.
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Construction could start December 2021.	Construction could start December 2021.	Construction could start December 2021.																
<p><b>4. Risk implications</b></p>	<ul style="list-style-type: none"> <li>- High level strategic modelling needs to be undertaken with a future base traffic model to inform where traffic reassigns to. This traffic model is currently being updated to account for schemes that have been built after 2014 and for other future schemes that need to be taken into consideration to ensure that the scheme traffic reassignment modelling is fit for purpose.</li> <li>- There is likely to be some opposition from TfL Buses, due to likely increases in some bus journey times as buses are displaced from the proposed closed arms.</li> </ul>																	

<b>Option Summary</b>	<b>Option 1</b>	<b>Option 2</b>	<b>Option 3</b>
	<ul style="list-style-type: none"> <li>- Air quality pollution levels may increase away from Bank Junction due to an increase in traffic congestion, caused by buses being displaced from the closed arms.</li> <li>- Options one and two both include the closure of Threadneedle Street which will require more traffic to use Cornhill/ Bishopsgate Junction. As this junction is on the TfL road network there is a risk that these changes will be more difficult to be approved.</li> <li>- London Underground currently collect refuse from Mansion House Place underground entrance. This could cause conflict with pedestrians waiting on the newly created footway space outside Mansion House.</li> <li>- The pipe subway access point located in the carriageway outside the Magistrates Court on Queen Victoria Street needs to be kept clear for access at all times.</li> <li>- The route of the Lord Mayor's Show passes through Bank junction and the new kerb alignments will need to allow sufficient space for participants to pass through.</li> <li>- As a result of the closed arms and proposed mitigation measures, there is potential for more left hook turns between motorised vehicles and cyclists which needs to be addressed at the detail design stage.</li> <li>- City of London Police camera alternative locations are difficult to achieve and require either the CCTV pole to remain in the centre of the junction. Or further permissions not currently accounted for in the programme.</li> </ul>		
<p><b>5. Stakeholders and consultees</b></p>	<p>Other teams within DBE</p> <ul style="list-style-type: none"> <li>• Other departments within the City Corporation (Chamberlain's, City Police, Comptroller and City Solicitor's, Town Clerk's)</li> <li>• Transport for London</li> <li>• Greater London Authority</li> </ul>		



<i>Option Summary</i>	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>					
	<ul style="list-style-type: none"> <li>• Road user groups</li> <li>• Accessibility groups</li> <li>• Local residents and businesses and their workers.</li> </ul> <p>An updated Stakeholder plan is being developed to take into consideration the impacts COVID may have on the way communications is undertaken with the various groups, particularly at the public consultation exercise stage</p>							
<p><b>6. Benefits of option</b></p>	<p>The options allow for the reallocation of road space to pedestrians, to help reduce pedestrian overcrowding, a key objective of the All Change at Bank project. Table 8 in Appendix 3 shows the incremental changes to pedestrian comfort levels prior to, and after the Bank on Safety footway widening scheme, which is currently under construction. It also shows the proposed additional areas of newly created pedestrian spaces for each of the All Change at Bank options in this report.</p> <p>The locations where pedestrian congestion levels are predicted to be the highest around the main body of the Junction, are along Princess Street (W), Threadneedle Street (N) and Mansion House Street (S). The expected pedestrian comfort levels, based on 2018 pedestrian counts and following completion of the Bank on Safety work, are shown in Table 2 Appendix 5 for reference.</p> <p>The temporary measures that were introduced on Lombard Street as a result of the pandemic could be investigated to be made permanent as part of part of the All Change at Bank scheme to help reduce overcrowding (currently registering a PCL of F but outside the scope area of the project) in all three options at this location.</p> <table border="1" data-bbox="573 1091 2186 1348"> <tr> <td data-bbox="573 1091 1637 1241">Options 1 and 2 allow for maximum tightening of the junction geometry, helping to reduce casualties by simplifying the junction and slowing vehicle movements in the areas with the most pedestrians.</td> <td data-bbox="1637 1091 2186 1241">Option 3 does tighten the geometry of the junction, but to a lesser extent.</td> </tr> <tr> <td data-bbox="573 1241 1093 1348">Option 1 is the only option that potentially provides additional footway space at the three</td> <td data-bbox="1093 1241 1637 1348">Option 2 potentially provides additional footway space at two of</td> <td data-bbox="1637 1241 2186 1348">Option 3 potentially provides additional footway space at one of</td> </tr> </table>			Options 1 and 2 allow for maximum tightening of the junction geometry, helping to reduce casualties by simplifying the junction and slowing vehicle movements in the areas with the most pedestrians.	Option 3 does tighten the geometry of the junction, but to a lesser extent.	Option 1 is the only option that potentially provides additional footway space at the three	Option 2 potentially provides additional footway space at two of	Option 3 potentially provides additional footway space at one of
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<b>Option Summary</b>	<b>Option 1</b>	<b>Option 2</b>	<b>Option 3</b>
	<p>locations where pedestrian congestion levels are the highest:</p> <p><b>a) Princess Street (W)</b>  <b>b) Mansion House Street (S)</b>  <b>c) Threadneedle Street (N)</b></p> <p>It is the only option that provides for additional footway space on Princess Street.</p> <p>Option 1 is the only option that potentially provides pedestrian priority areas on two of the closed arms:</p> <p><b>a) Threadneedle Street</b>  <b>b) Queen Victoria Street</b></p> <p>Option 1 provides shorter crossing distances than the Bank on Safety scheme, and more than the other two options.</p> <p>Option 1 is the most likely option to potentially allow a diagonal crossing at the junction to better facilitate pedestrian movements.</p>	<p>the locations where pedestrian congestion levels are the highest:</p> <p><b>a) Mansion House Street (S),</b>  <b>b) Threadneedle Street (N)</b></p> <p>It is the only two arm closure option, making the potential to mitigate against increased journey times more likely for this option.</p> <p>Option 2 potentially provides pedestrian priority areas on one of the closed arms:</p> <p><b>a) Queen Victoria Street</b></p> <p>Option 2 provides shorter crossing distances than the Bank on Safety scheme, and more than Option 3 but less than Option 1.</p>	<p>the locations where pedestrian congestion levels are the highest:</p> <p><b>a) Mansion House Street (S)</b></p> <p>Option 3 is the only option that retains servicing to Cornhill, via Threadneedle Street, thus preventing the need for servicing vehicles to pass through the junction.</p> <p>Option 3 provides the maximum footway space of all the options, on the south side of Cornhill / Bank junction to help facilitate with pedestrian movements to the east which is expected to increase as the cluster grows.</p> <p>Option 3 provides shorter crossing distances than the Bank on Safety scheme, but less than the other options.</p>

<i>Option Summary</i>	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
<p><b>7. Disbenefits of option</b></p>	<p>Vehicles currently service local businesses in Cornhill via Threadneedle Street. The closure of Threadneedle Street in options 1 and 2 would require servicing vehicles to travel through Bank Junction via Princess Street, and possibly timed entry and exit cameras installed to ensure that vehicles are not using Cornhill as a cut through route.</p>		<p>Due to the servicing of business on Cornhill, via Threadneedle Street, this option retains the greatest amount of carriageway space at the junction to allow the required turning circles for large vehicles. This limits opportunities to improve the look and feel of the eastern side of the main junction.</p>
	<p>Options 1 and 3 are three arm closure options, making the potential to mitigate against increased journey times more difficult for these options.</p> <p>As a result of the closures a total of four bus services will need to be rerouted to allow buses to continue to travel through Bank junction or as close to the junction as possible, the same number as Option 3 and more than Option 2. Option 1 displaces more bus passengers than all the other options (pre-COVID-19 numbers).</p>	<p>As a result of the closures a total of two bus services will need to be rerouted to allow buses to continue to travel through Bank junction or as close to the junction as possible, the lowest number of all the options. Option 2 displaces the least amount of bus passengers than all the other options.</p>	<p>Options 1 and 3 are three arm closure options, making the potential to mitigate against increased journey times more difficult for these options.</p> <p>As a result of the closures a total of four bus services will need to be rerouted to allow buses to continue to travel through Bank junction or as close to the junction as possible, the same number as option 1 and more than Option 2. Option 3 displaces more bus passengers than option 3 but less than Option 1.</p>

<b>Option Summary</b>	<b>Option 1</b>	<b>Option 2</b>	<b>Option 3</b>
	(work to establish the distance of passenger displacement is still ongoing, but given diversion routes are still through the junction or as close as possible, passengers are still going to be in a similar area to their previous bus stops)		
<b>Resource Implications</b>			
<b>8. Total estimated cost</b>	<p>Total estimated cost (excluding risk):  <i>£5-5.6 million</i>  <i>We are designing to a ceiling limit of £5.58million, however this may mean that that the design is very functional with little enhancement of the public realm. If this is not acceptable, then some additional funding may need to be bid for (internal/external) to ensure that a more rounded scheme can be delivered.</i></p> <p>Total estimated cost: (including risk): <i>Estimated total including costed risk.</i>            £5.6 million (assumed Risk is within the total budget available and there will be a priority of elements delivered and as risk is mitigated and closed, more elements can be delivered within the total budget available)</p>		
<b>9. Funding strategy</b>	<p>To date the project has been funded by S106 contributions from developments in the local area as well as some TfL funding.</p> <p>Whichever option is taken forward at Gateway 4, the remaining S106 money and draw down from the £4m provisional allocation of Capital funding agreed through the annual bid process which started in December 2019. The £4m is to cover detailed design, consultation, construction package and build.</p> <p>There may be opportunities to bid for further funding from external sources, possibly internal sources; however the project team are working on the basis that the £5.6m is the ceiling limit and are working on the principle that the proposals at the Gateway 4 will be deliverable within the existing budget envelope. This is likely to mean that function dominates the design, whilst creating spaces that could alter be improved in terms of public realm and place making at a later opportunity.</p>		

<b>Option Summary</b>	<b>Option 1</b>	<b>Option 2</b>	<b>Option 3</b>
	It is expected that it may be difficult to deliver change using a continuous palette of high quality materials throughout the project area with the agreed budget limits, but that this does not mean that the functionality of what we are aiming to achieve is not possible.		
<b>10. Investment appraisal</b>	N/A		
<b>11. Estimated capital value/return</b>	At this stage it is not believed that there will be a physical capital return on the investment to the Corporation. The return is in improved safety and environment which contributes to the Corporate Plan outcomes 1, 9, 11 and 12		
<b>12. Ongoing revenue implications</b>	At this stage without looking at the way in which the junction will operate in the future it is not possible to quantify the revenue implications as the revised junction will not require the same level of enforcement measures in the future with a number of arms closed. There is likely to be a maintenance implication, but the scale of this will be dependent upon the choice of materials in the detailed design.		
<b>13. Affordability</b>	£5.6million is provisionally secured through a £4m Capital Bid and approximately 1.6m S106 and TfL allocations (which have already been spent and claimed) since the project was initiated.		
<b>14. Legal implications</b>	The project team have taken legal advice from the Comptroller and City Solicitor team regarding the City's powers as Traffic Authority to implement changes to traffic. The advice is that as traffic authority, the City Corporation has wide powers under the Road Traffic Regulation Act 1984 (" <b>RTRA</b> ") to prescribe routes to be followed by traffic (or by any class or classes of traffic), and to prescribe streets which are not to be used for traffic by vehicles (or by vehicles of any specified class or classes). Any restrictions can be implemented either generally or between any specified times, provided that the requirements of the RTRA are complied with.		

<b>Option Summary</b>	<b>Option 1</b>	<b>Option 2</b>	<b>Option 3</b>
	<p>The powers under the RTRA must be exercised so as to secure the expeditious, convenient and safe movement of vehicular and other traffic and the provision of suitable and adequate parking facilities. Account must be taken of the desirability of securing and maintaining reasonable access to premises, the effect on local amenities and on air quality, the importance of facilitating the passage of buses and the convenience and safety of passengers.</p> <p>When making decisions, the City Corporation must have due regard to the need to eliminate unlawful conduct under the Equality Act 2010, the need to advance equality of opportunity and the need to foster good relations between persons who share a protected characteristic and those who do not (the public sector equality duty). It is the intention that an Equality Analysis will be carried out as work moves forward, and this will assist the City Corporation in discharging this duty.</p>		
<b>15. Corporate property implications</b>	<p>At Bank, the Corporation has some property interest. The options may require altered servicing in some cases but will not impact the integrity of the properties. The improved junction area should enhance the setting of the listed buildings.</p>		
<b>16. Traffic implications</b>	<p>Options 1, 2 and 3 have been reviewed and revised to develop designs that mitigate the majority of the large journey time increases, whilst maintaining the required benefits provided to pedestrians from footway widening and shorter crossing distances. Feasibility traffic modelling has been undertaken on the three options, and the probable impacts on journey times are shown in more detail in Appendix 5. In summary, Option 2 is predicted to have the least impact on journey times for buses and general traffic during peak hours. Both Options 1 and 3 had similar predicted impacts on journey times as each other, but were worse than option 2</p> <p>The proposed bus routes with the mitigation measures results in no routes diverted along London Wall or Canon Street, or around St Pauls gyratory. These are the links that are most likely to be affected by traffic reassignment from other schemes in the Future Base traffic model.</p> <p>All mitigation measures permit a single vehicle to use the carriageway at any one time, which minimises carriageway width and maximises footway width.</p>		

<i>Option Summary</i>	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
	<p>- For Option 1 the mitigation measures allows Princess Street to be open to buses and cyclists using a shuttle run, and for vehicles servicing local businesses in Cornhill. Threadneedle and Queen Victoria Street closed to motorised traffic.</p> <p>- The mitigation results show that all bus routes have a journey time increase of less than 2 minutes with the exception of bus services 11 and 26.</p> <p>- The scenario of allowing taxis and general traffic to use the open arms with the mitigation measures in place has been tested. For Option 1 vehicles can use:</p> <ul style="list-style-type: none"> <li>- <b>Poultry</b></li> <li>- <b>Cornhill</b></li> <li>- <b>King William Street</b></li> </ul> <p>The results show that permitting taxis and general traffic through Bank junction has a significant detrimental impact on bus journey times going through Bank junction.</p>	<p>- For Option 2 the mitigation measures allows Threadneedle Street to be open to buses and cyclists using a shuttle run, and Queen Victoria Street closed to motorised traffic</p> <p>- The mitigation results show that all bus routes have a journey time increase of less than 2 minutes.</p> <p>- The scenario of allowing taxis and general traffic to use the open arms with the mitigation measures in place has been tested. For Option 2 vehicles can use:</p> <ul style="list-style-type: none"> <li>- <b>Poultry</b></li> <li>- <b>Princess Street</b></li> <li>- <b>Cornhill</b></li> <li>- <b>King William Street</b></li> </ul> <p>The results show that permitting taxis and general traffic through Bank junction has a significant detrimental impact on journey times for buses going through Bank junction. This is because the junction would operate over capacity.</p>	<p>- For Option 3 the mitigation measures allows Queen Victoria Street to be open westbound only for buses and cyclists. Poultry eastbound only for buses and cyclists. Cornhill closed to motorised traffic.</p> <p>- The mitigation results show that all bus routes have a journey time increase of less than 2 minutes with the exception of bus service 25.</p> <p>- The scenario of allowing taxis and general traffic to use the open arms with the mitigation measures in place has been tested. For option 3 vehicles can use:</p> <ul style="list-style-type: none"> <li>- <b>Princess Street</b></li> <li>- <b>Threadneedle Street</b></li> <li>- <b>King William Street</b></li> </ul> <p>The results show that permitting taxis and general traffic through Bank junction has a significant detrimental impact on journey times for buses going through Bank junction. This is because the</p>

<b>Option Summary</b>	<b>Option 1</b>	<b>Option 2</b>	<b>Option 3</b>
	<p>This is because the junction would operate over capacity.</p> <p>General journey times have been collected on four key routes within the study are:</p> <ul style="list-style-type: none"> <li>- Bishopsgate</li> <li>- Canon Street</li> <li>- London Wall</li> <li>- New Change/ Newgate gyratory</li> </ul> <p>On Option 1, the results show that permitting taxis and general traffic through Bank junction has a small disbenefit on journey times on the wider network for Options 1 and 3.</p>	<p>General journey times have been collected on four key routes within the study are:</p> <ul style="list-style-type: none"> <li>- Bishopsgate</li> <li>- Canon Street</li> <li>- London Wall</li> <li>- New Change/ Newgate gyratory</li> </ul> <p>On Option II, the results show that permitting taxis and general traffic through Bank junction has a greater disbenefit on journey times on the wider network in the PM peak than the other two options. This is due to queues forming on the approaches to Princess Street and King William Street which leads to congestion on London Wall (W) and Cannon Street (W).</p>	<p>junction would operate over capacity.</p> <p>General journey times have been collected on four key routes within the study are:</p> <ul style="list-style-type: none"> <li>- Bishopsgate</li> <li>- Canon Street</li> <li>- London Wall</li> <li>- New Change/ Newgate gyratory</li> </ul> <p>On Option III, the results show that permitting taxis and general traffic through Bank junction has a small disbenefit on journey times on the wider network for Options 3 and 1.</p> <p>Option 3 was the most likely option where cyclists can be potentially rerouted away from one of the closed arms (Poultry/ Queen Victoria Street), and the space reallocated for pedestrian use/ place making opportunities. Additional investigation has found that due to the high volume of cyclists that enter and exit via these streets and the need to allow buses to use Poultry</p>



Option Summary	Option 1	Option 2	Option 3
			and Queen Victoria Street as part of the mitigation measures to reduce journey time delays, that this is no longer considered feasible.
<b>17. Sustainability and energy implications</b>	<i>N/A at this stage. Detailed design will address this.</i>		
<b>18. IS implications</b>	<i>N/A</i>		
<b>19. Equality Impact Assessment</b>	An Interim Equality Assessment has been undertaken on the three options in order to highlight impacts that may positively or negatively affect certain protected characteristic groups (PCGs), as set out in Appendix 7  Overall, the number of people who will benefit from the All Change at Bank scheme is likely to outweigh those under certain PCGs who may be negatively impacted by any changes that are implemented under the scheme. It is recommended that a collaborative approach be taken to the next steps in the scheme, working with stakeholders to ensure that the final design seeks to maximise benefits and minimise negative impacts on PCGs. The design should also be informed by the City of London Accessibility Standard which is currently under development.		
	<u>Age</u> Overall, options 1 and 2 are likely to have the most positive impact on reducing inequalities for this PCG. Option 1 benefits more pedestrians with the restrictions but displaces a	<u>Age</u> Overall, options 1 and 2 are likely to have the most positive impact on reducing inequalities for this PCG. Option 2 displaces a lower number	<u>Age</u> Overall, this option is likely to have the least positive impact on reducing inequalities for this PCG. This option benefits a lesser number of pedestrians and

<b>Option Summary</b>	<b>Option 1</b>	<b>Option 2</b>	<b>Option 3</b>
	<p>higher number of bus users when compared to the other options.</p> <p><u>Disabilities</u> Overall, this option is likely to have the second most positive impact on reducing inequalities for this PCG, after option 2. This option provides pedestrian areas which will benefit those with disabilities, however it involves the relocation of a taxi rank on Princess Street which may disproportionately negatively impact those with disabilities who rely on taxis.</p> <p><u>Pregnancy/Maternity</u> Overall, this option is likely to have the second most positive impact on reducing inequalities for this PCG, after option 2. This option provides pedestrian areas which will benefit those travelling with prams and young children. Option 1 benefits more pedestrians but displaces a</p>	<p>of bus users when compared to the other options.</p> <p><u>Disabilities</u> Overall, this option is likely to have the most positive impact on reducing inequalities for this PCG. This option provides pedestrian areas which will benefit those with disabilities. No taxi ranks will be relocated with this option.</p> <p><u>Pregnancy/Maternity</u> Overall, this option is likely to have the most positive impact on reducing inequalities for this PCG. This option provides pedestrian areas which will benefit those travelling with prams and young children. Option 2 displaces a lower</p>	<p>displaces less bus users than option 1 but more than option 2. This option would not benefit cyclists as much as the other options.</p> <p><u>Disabilities</u> Overall, this is likely to have the least positive impact on reducing inequalities for this PCG. The eastbound and westbound bus movements on Poultry and Queen Victoria Street respectively, is more likely to negatively impact those with learning disabilities when compared to options 1 and 2. No taxi ranks will be relocated with this option</p> <p><u>Pregnancy/Maternity</u> Overall, this option is likely to have the least positive impact on reducing inequalities for this PCG. This option provides pedestrian areas which will benefit those travelling with prams and young children. Option 3 displaces a lower</p>

<b>Option Summary</b>	<b>Option 1</b>	<b>Option 2</b>	<b>Option 3</b>
	<p>higher number of bus users when compared to the other options.</p> <p><u>Race</u> Overall, this option is expected to have the second most positive impact on reducing inequalities for this PCG, after option 2. This option provides pedestrian areas which will benefit those travelling by foot and cycle. Option 1 benefits more pedestrians but displaces a higher number of bus users when compared to the other options.</p>	<p>number of bus users when compared to the other options.</p> <p><u>Race</u> Overall, this option is likely to have the most positive impact on reducing inequalities for this PCG. This option provides pedestrian areas which will benefit those travelling by foot and cycle. Option 2 displaces a lower number of bus users when compared to the other options.</p>	<p>number of bus users than option 1 but more than option 2.</p> <p><u>Race</u> Overall, this option is expected to have the least positive impact on reducing inequalities for this PCG. This option provides pedestrian areas which will benefit those travelling by foot and cycle. This option benefits a lesser number of pedestrians and displaces less bus users than option 1 but more than option 2.</p>
<b>20. Data Protection Impact Assessment</b>	<i>N/A at this stage.</i>		
<b>21. Recommendation</b>	Recommended	Not recommended	Not recommended

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<b>Committees:</b> Streets and Walkways Projects Sub	<b>Dates:</b> 15 October 2020 21 October 2020
<b>Subject:</b> St Bartholomew’s Hospital Environmental Enhancements  <b>Unique Project Identifier:</b> 11057	<b>Gateway 5:</b> <b>Regular Authority to start work</b>
<b>Report of:</b> Director of the Built Environment  <b>Report Author:</b> Emmanuel Ojugo	<b>For Decision</b>

## PUBLIC

<b>1. Status Update</b>	<p><b>Project Description:</b></p> <p><u>Summary</u></p> <ol style="list-style-type: none"> <li>1. In June 2014, Members of the Planning and Transportation agreed the progression of the Department of Built Environment Projects Programme. This is an annual report that informs Members of upcoming projects.</li> <li>2. The June 2014 report included the delivery of Section 106 (S106) public realm improvements related to the redevelopment of St Bartholomew Hospital, when the City obtained full access to the project area and were in full receipt of the associated funds. This is in light of existing development activity to deliver a residential/mixed use scheme adjacent to the project area in Bartholomew Close (Bart’s Close) and a new development phase for St Bartholomew Hospital on West Smithfield/Giltspur Street.</li> <li>3. Much of the hoarding related to Bart’s Close has been removed, particularly from the Little Britain frontage. We are now in a position to sign off on the design and complete the construction drawings with a view to implementing public realm improvements in phases to dovetail with local development programmes adjacent to the project area.</li> </ol> <p><u>Project Overview</u></p> <ol style="list-style-type: none"> <li>4. This project involves improvements to the public highway surrounding St Bartholomew’s Hospital. The project is funded by the S106 agreement, agreed with the Bart’s and the London NHS Trust (30<sup>th</sup> March 2005) and is related to the redevelopment of parts of the hospital. Much of which was largely completed by 2016 (see S106 plan in. Appendix 1.)</li> </ol> <p>The improvements would be in keeping with the aims of the existing West Smithfield Area Strategy (approved in January 2014) and crucially align with the aspirations of the emerging Culture Mile quarter in the Smithfield area that will accommodate the relocation of the Museum of London headquarters. The public realm project will be delivered in</p>
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phases for reasons that are summarised below in the section on **Slippage**.

5. Proposals will include the following improvements in the area:

- Re-surfacing footways in York stone at Little Britain, West Smithfield and Giltspur Street, to enhance the area together with bollards where required to prevent vehicle over-run and maintain the Traffic & Environment Zone (TEZ), often referred to as the Ring of Steel in West Smithfield.
- Widening footways, dropped kerbs or raised pedestrian tables to improve access. This could also include the reinstatement of seating in Little Britain, West Smithfield and Giltspur Street.
- Tree planting where appropriate to add greenery and enhance the local environment.
- Visual elements that seek to improve local permeability that both identifies with and supports the emerging Culture Mile quarter within in the adjacent wider adjacent Smithfield district. This could include but are not necessarily restricted to, wayfinding and improved signage.

**RAG Status:** Green

**Risk Status:** Low

**Total Estimated Cost of Project (excluding risk):**

£565,396. A more detailed breakdown of this allocation can be seen in Appendix 3.

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

The delivery of the project was originally estimated at between £400K-£550K. This estimate range was based on the fact that the project area would be restricted for a number of years to facilitate the St Bartholomew Hospital redevelopment. The upper limit accords with the estimated predicted accumulation of costs over time reflected in the S106 provisions to ensure that some fifteen years post agreement, the project remains affordable by applying Baxter indexation and interest accrued on the original deposit.

**Spend to Date:** £33,234 (of £30,000 approved).

**Costed Risk Provision Utilised:** N/A.

### **Slippage**

Due to the protracted delivery of the St Bartholomew Hospital development since 2005, public realm improvement works could not be initiated as much of the project area, was occupied for a number of years, by welfare, plant and materials. This was necessary to facilitate both the hospital development largely completed in 2016; and the mixed use/residential Bartholomew Close development known as Bart's Square that is currently in the final phase of completion.

	<p>The Little Britain hospital frontage has now largely been completed and we are in a position to initiate Phase 1 works on Little Britain. However, the development of other connected hospital buildings on West Smithfield / Giltspur Street are currently under construction. The delivery of public realm improvements here will need to accord with the developers building programme, so West Smithfield/Giltspur Street will be delivered as a Phase 2.</p>
<p><b>2. Requested decisions</b></p>	<p><b>Next Gateway:</b> <i>Gateway 6 – Project Closedown Report</i></p> <p><b>Next Steps:</b></p> <ul style="list-style-type: none"> <li>• Finalise the construction package for procurement of materials and implementation of Phase 1 works in Little Britain. Carry out standard visual assessment of surrounding basements with authorised building janitors to establish existing conditions prior to works starting.</li> </ul> <p><b><u>Requested Decisions:</u></b></p> <ol style="list-style-type: none"> <li>I. Agree authorisation to increase the current approved budget of £30,000 by £3,235 to complete the design evaluation and cover the overspend as per Appendix 3, Table 1.</li> <li>II. Agree authorisation to initiate the delivery of public realm works in the area in 2 phases, funded through St Barts and the London NHS Trust 106 agreement at a total cost of £532,161 (inclusive of indexation and interest accrued).</li> <li>III. Approve the revised total project budget increase from £400K-£550K to £565,396 and updated budget as per Appendix 3, Table 2.</li> </ol>
<p><b>3. Budget</b></p>	<ol style="list-style-type: none"> <li>6. Total cost of the project is £565,396, to be totally funded by the St Barts and the London NHS Trust S106 agreement.</li> <li>7. The project scope remains unchanged. The increase in budget is as a result of indexation and interest accrued, to ensure the project is affordable as there is a significant lapse in time between the S106 signature (March 2005), and the receipt of funding in July 2018.</li> <li>8. Please see Appendix 3 which contains a breakdown on the project spend to date and budgets required to reach the next stage of reporting.</li> </ol> <p><b>Costed Risk Provision requested for this Gateway:</b> N/A</p> <ol style="list-style-type: none"> <li>9. A risk provision is not considered necessary as the main impactful risks associated with adverse site conditions were appraised as part of the evaluation process.</li> </ol>
<p><b>4. Design summary</b></p>	<p>The project is to be delivered in phases and these are as follows. (See Appendix 1 for phases and Appendix 2 for images).</p> <p><b><u>Phase 1: Little Britain Footway Perimeter Improvements</u></b></p> <ol style="list-style-type: none"> <li>10. Phase 1 works include resurfacing the Little Britain footway in York Stone that abuts the St Bartholomew Hospital. As part of this phase of work the Traffic &amp; Environment Zone (TEZ), commonly known as the Ring of Steel</li> </ol>

	<p>will also be reinstated and re-aligned, having previously been removed to accommodate access requirements to facilitate the development of the hospital.</p> <p>11. Motor vehicles are restricted in the raised section of Little Britain, north of Bartholomew Close and Butchers Hall as evidenced by existing fixed bollards. However, bicycle users will retain access to this section of Little Britain to tie in with the established quietways route for cycles in West Smithfield. The dedicated cycle lane has been removed from the design in preference of a shared space as agreed with the City's Transportation division.</p> <p>12. Other improvements will include lighting, seating and greenery in the form of tree planting and planters subject to site conditions. The intention is to reinstate planting, that was removed to facilitate the redevelopment of the hospital. The badly scarred mastic asphalt footway and sections of temporary concrete footway will be resurfaced in York Stone to ensure continuity of materials in the area. Seating will also be reinstated as these were also removed from Little Britain, to facilitate the hospital development.</p> <p>13. Also, given the importance of the City's new cultural quarter in the Smithfield area, wayfinding and signage will be introduced that will align with the City's Look &amp; Feel Strategy and Culture Mile branding as approved by the Court of Common Council on 18th October 2018.</p> <p><u>Phase 2: Giltspur Street Improvements</u></p> <p>14. Giltspur Street runs along the western flank of St Bartholomew Hospital, adjacent to an area of extensive activity in the form of the hospital works to the Pathology block, Crossrail and the emerging Culture Mile quarter at Smithfield.</p> <p>15. Proposals include widening the Giltspur Street footway to improve pedestrian access and resurfacing in York Stone setts, in keeping with the local palette of materials. Widening the footway will provide additional footway width and opportunities to plant trees or establish planters and seating subject to site conditions.</p> <p>16. The proximity of Giltspur Street to West Smithfield means that new wayfinding and signage will also be important here so proposals will also be in keeping with the City's Look &amp; Feel Strategy and Culture Mile branding. Supporting the unique local identity will ensure a coherent and consistent quality that integrates with the newly emerging cultural quarter.</p>
<p><b>5. Delivery team</b></p>	<p>17. 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 arrangement will ensure consistency of approach and quality during the construction phase.</p>



<p><b>6. Programme and key dates</b></p>	<p>18. Phase 1 works (Little Britain) are expected to commence in January 2021. Phase 2 works (Giltspur Street) are likely to commence in February 2021 subject to the St Bartholomew Hospital development programme, ensuring the City have full access to the public footway.</p> <table border="1" data-bbox="395 353 1481 768"> <thead> <tr> <th data-bbox="395 353 1235 389">Activity</th> <th data-bbox="1240 353 1481 389">Date</th> </tr> </thead> <tbody> <tr> <td data-bbox="395 396 1235 432">Finalise the construction package (Little Britain) Phase 1</td> <td data-bbox="1240 396 1481 432">October 2020</td> </tr> <tr> <td data-bbox="395 439 1235 506">Procurement of materials following sign-off of the construction package Phase 1</td> <td data-bbox="1240 439 1481 506">October 2020</td> </tr> <tr> <td data-bbox="395 512 1235 548">Submit traffic management plan/permits Phase 1</td> <td data-bbox="1240 512 1481 548">October 2020</td> </tr> <tr> <td data-bbox="395 555 1235 591">Initiate site construction works</td> <td data-bbox="1240 555 1481 591">January 2021*</td> </tr> <tr> <td data-bbox="395 598 1235 665">Initiate construction programme for Phase 2 (Giltspur Street) to tie in with the hospital's building programme</td> <td data-bbox="1240 598 1481 665">February 2021</td> </tr> <tr> <td data-bbox="395 672 1235 707">Snagging period</td> <td data-bbox="1240 672 1481 707">May 2021</td> </tr> <tr> <td data-bbox="395 714 1235 768">Gateway 6 Outcome Report</td> <td data-bbox="1240 714 1481 768">September 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 (Little Britain) Phase 1	October 2020	Procurement of materials following sign-off of the construction package Phase 1	October 2020	Submit traffic management plan/permits Phase 1	October 2020	Initiate site construction works	January 2021*	Initiate construction programme for Phase 2 (Giltspur Street) to tie in with the hospital's building programme	February 2021	Snagging period	May 2021	Gateway 6 Outcome Report	September 2021
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<p><b>7. Risks</b></p>	<p><b>Key Risks</b></p> <p>A. <u>Access to West Smithfield/Giltspur Street is restricted due to development activity</u> Likely to impact the City's ability to access sections of West Smithfield to carry out works. <b>Mitigation:</b> Maintain regular contact with the Developer and local stakeholders to establish the timetable for hospital works on the Giltspur Street.</p> <p>B. <u>Complaints about noisy works</u> There will be a period of noisy works during the construction phase. <b>Mitigation:</b> Maintain a dialogue with local occupiers in what is an increased pedestrian population in Bartholomew Close. 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 <b>Mitigation:</b> Carry out survey work and necessary site appraisals early on (when access is possible) 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. <b>Mitigation:</b> Agree any revised programme of works with statutory authorities and communicate updates to stakeholders.</p>																

	<b>NB:</b> Further information is available in the Risk Register (Appendix 4).
<b>8. Success criteria</b>	<p>19. 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>20. Introducing greenery to the area that traditionally has low or no coverage to improve local air quality; contribute to local biodiversity net gains and accord with the City's emerging Climate Action Strategy.</p> <p>21. 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>22. Provide a more inclusive, inviting environment that improves pedestrian access, particularly where footways are narrow.</p> <p>23. Better pedestrian experience by delivering high quality enhancements that improves wellbeing and legibility given its proximity to a busy transport hub and the emerging Culture Mile quarter at Smithfield.</p>
<b>9. Progress reporting</b>	<p>24. 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> <p>25. Creation of a monthly e-bulletin to keep local stakeholders informed of project-related in the area.</p>

### **Appendices**

<b>Appendix 1</b>	Site Location Plan/Works Phase Plan, S106/Indicative General Arrangement Plan
<b>Appendix 2</b>	Images
<b>Appendix 3</b>	Finance
<b>Appendix 4</b>	Project Coversheet
<b>Appendix 5</b>	Risk Register

### **Contact**

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<b>Committees:</b> Streets and Walkways Projects Sub	<b>Dates:</b> 15 October 2020 21 October 2020
<b>Subject:</b> Cursitor Street / Breams Buildings Public Realm Improvements <b>Unique Project Identifier:</b> 11538 / 11061	<b>Gateway 5:</b> Light Authority to start work
<b>Report of:</b> Director of the Built Environment <b>Report Author:</b> Emmanuel Ojugo	<b>For Decision</b>

## PUBLIC

<b>1. Status Update</b>	<p><b>Project Description:</b> Cursitor Street was one of the first projects to be delivered as part of the Chancery Lane Area Strategy (approved by Court of Common Council in 2009), completed in 2011. Since the original scheme was implemented buildings on both sides of the street have been redeveloped, changing the character of the street.</p> <p>Following a review of the design and extensive consultation with local stakeholders, an updated design has been developed. The main purpose of proposed improvements is to activate the street and promote wellbeing, by resurfacing footways, introducing greenery/tree planting and providing flexible seating opportunities for people to rest. There are also opportunities to improve lighting and wayfinding in the area to better integrate the area with its surroundings, with greater legibility that enhances the pedestrian experience.</p> <p>Breams Buildings was also identified as a future project through the Area Strategy. However, this was regarded as a lower priority project and has consequently not been progressed.</p> <p><b>RAG Status:</b> Green</p> <p><b>Risk Status:</b> Low</p> <p><b>Funding Source(s):</b></p> <p><u>Cursitor Street</u>                  Section 106 contributions from the 12-14 New Fetter Lane, New Street Square and Rolls &amp; Arnold Buildings developments at a total available budget of £240,934.</p> <p><u>Breams Buildings</u>                  Section 106 contributions from the development of 25-32 Chancery Lane, 40-45 Chancery Lane, New Street Square and Rolls &amp; Arnold Buildings developments at a total available budget of £239,832.</p> <p>Total funding available is £480,766</p> <p><b>*Total Estimated Cost of Project:</b>                  Cursitor Street - £371,647 (inclusive of £16,048 spend-to-date).</p>
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Breams Buildings - £109,119 ((inclusive of £28,857 spend-to-date).

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

The initial funding allocation for the Cursitor Street project is now insufficient to fulfil stakeholder aspirations in light of existing constraints. Further discussions with stakeholders have indicated that pedestrians would derive a greater benefit from improvements to Cursitor Street than Breams Buildings.

Therefore, it is proposed that the funding allocation to these existing projects is amended in order that the respective projects can be delivered.

**Spend to Date:**

TASK	Cost (£)
Cursitor Street	16,048
Breams Buildings	28,857
<b>TOTAL</b>	<b>44,905</b>

**Costed Risk Provision Utilised:** Not applicable.

**Slippage**

The permanent closure and enhancement of Cursitor Street originally took place in 2010 through a TfL (Transport for London) funded project, delivered as part of the Chancery Lane Area Strategy. However, subsequent redevelopment on both sides of the street (practically complete by 2018), presented an opportunity to look again at the function and design of the street, in order to determine how it can function most appropriately, given the new form and uses of the buildings facing on to it.

Breams Buildings also had a very similar timeline in that the completion of a new development towards the eastern end of the street provided an opportunity to re-evaluate how the street functioned.

As part of the ongoing design development process, a consultation exercise was established with local occupiers in order to gauge aspirations, garner local input and establish evidence of need. The key findings were as follows:

- New landscaping that included greenery and seating was most desirable.
- It was felt that improvements to Cursitor Street would better serve occupiers and visitors alike.
- Potential for improvements to Breams Buildings appeared limited, due to the presence of a fixed TfL cycle hire station housing 25 bicycles and additional cycle racks in the pedestrianised section of

	<p>the street. This would remain the case unless the layout could be re-configured or some/all of the volume relocated elsewhere.</p>
<p><b>2. Requested decisions</b></p>	<p><b>Next Gateway:</b> <i>Gateway 6: Outcome Report</i></p> <p><b>Next Steps:</b></p> <ul style="list-style-type: none"> <li>• The construction package for Cursitor Street to be completed.</li> <li>• Re-evaluation of the Breams Buildings street design with local stakeholders including Transport for London who maintain the cycle hire docking station.</li> </ul> <p><b>Requested Decisions:</b></p> <ol style="list-style-type: none"> <li>1. Approve the proposed reconfiguration of current funding allocation for Cursitor Street (£240,934) and Breams Buildings (£239,832) a total of £480,766. (Section 106 agreements require that the interest be used for the same purpose as the principal sum).</li> <li>2. Approve that the existing funding allocation for Cursitor Street and Breams Buildings be reconfigured as follows: Cursitor Street (£371,647) and Breams Buildings (£109,119), a total allocation of £480,766. (Section 106 agreements require that the interest be used for the same purpose as the principal sum).</li> <li>3. Agree authorisation to increase the current approved budget of £10,000 for Cursitor Street by £6,048 to cover the overspend as per Appendix 4, Table 1.</li> <li>4. Agree authorisation to adjust the current approved budget of £40,000 for Breams Buildings to reflect the spend as per Appendix 4, Table 2.</li> <li>5. Authority to start work on Cursitor Street (Phase 1) at a total of £355,599, as detailed the funding strategy in Appendix 4.</li> <li>6. Authority to start work on Breams Buildings (Phase 2) at a total of £80,262, as detailed the funding strategy in Appendix 4.</li> </ol>
<p><b>3. Budget</b></p>	<p>Budget Increase from previous Gateway</p> <p>The total estimated cost of the Cursitor Street and Breams Buildings projects was previously indicated as follows:</p> <ul style="list-style-type: none"> <li>• £240,934 for Cursitor Street</li> <li>• £239,832 for Breams Buildings.</li> </ul> <p>A total funding contribution of £480,766 (inclusive of interest accrued). The allocation is an award from various Section 106 contributions in the area and their sources are summarised in Appendix 4.</p> <p>The overall funding contribution has not increased, however the allocation has been reconfigured to reflect need following evaluation. During the design development/consultation process it was found that the ratio of allocated funding did not adequately reflect local need. Therefore, it is proposed to re-configure the budget ratio to re-allocate £371,647 to Cursitor Street and £109,119 to Breams Buildings.</p>

	<p>The evaluation showed that there were more opportunities for improvement in Cursitor Street when compared with Breams Buildings. The Breams Buildings is constrained by a TfL cycle hire station and any improvements would naturally seek to accommodate it. This is not the case in Cursitor Street which is not similarly constrained. Therefore, less resource is required for Breams Buildings and a reconfiguration of the funding ratio is considered appropriate.</p> <p>It is expected that most of the funds will be spent in the second quarter of 2021 to account for procurement and site preparation. Construction is planned to take 12-14 weeks. There will also be some expenditure in the third quarter of 2020 to cover the remaining weeks of implementation, inclusive of staff time needed for supervision, snagging, report writing and monitoring post-implementation.</p> <p>The Cursitor Street budget ratio has increased from the initial allocation due to the re-evaluation of proposals for Cursitor Street and Breams Buildings. It was concluded that the initial allocation was insufficient to deliver a viable scheme in Cursitor Street that was in keeping with the Chancery Lane Strategy and the expectations of local stakeholders.</p> <p>The installation of the TfL hire station in Breams Buildings was not an initial Chancery Lane Area Strategy aspiration, however, it is an acceptable constraint that has necessitated the approach described in the Design Summary below.</p>
<p><b>4. Design summary</b></p>	<ul style="list-style-type: none"> <li>• The project area proposes enhancements to Cursitor Street and Breams Buildings, two adjacent streets that run east of Chancery Lane. It is proposed to implement the works in phases:</li> </ul> <p><u>Phase 1: Cursitor Street</u></p> <ul style="list-style-type: none"> <li>• Reinstall the street tree at the junction with Chancery Lane that was removed to facilitate the development of the adjacent office developments on Cursitor Street.</li> <li>• Install three planters with integrated seating and sustainable, low maintenance, robust planting.</li> <li>• Implement a new paving design layout, resurface in Yorkstone, and where possible re-using materials.</li> <li>• Improved street lighting and feature lighting, that both improves permeability and provides an accent to some of the more creative elements in the design.</li> </ul> <p><u>Phase 2: Breams Buildings</u></p> <ul style="list-style-type: none"> <li>• Given the existing constraints, primarily the TfL Cycle Hire station, it is proposed to carry out lighter touch improvements in Breams Buildings by introducing greenery (east of the station) subject to site conditions and improve the overall quality of the street.</li> <li>• Other proposals included resurfacing the footway in Yorkstone / granite with a greater emphasis on an expressive and accent lighting</li> </ul>

	<p>design to further activate the street. This approach is considered flexible enough to adjust the design to work with the existing street layout.</p> <p>See Appendix 1,2 and 3 for site location plans, phasing and an artistic impression of proposed improvements.</p>
<b>5. Delivery team</b>	<ul style="list-style-type: none"> <li>• Project owner/Project Management: CoL City Public Realm team</li> <li>• Detailed design: CoL Highways, City Public Realm team</li> <li>• Construction Management: CoL Highways</li> <li>• CoL's Highways term contractor: JB Riney</li> <li>• Principal Designer: CoL Highways</li> <li>• Principal Contractor: JB Riney</li> </ul>
<b>6. Programme and key dates</b>	<ul style="list-style-type: none"> <li>• Committee Approval – September 2020</li> <li>• Complete utilities asset land searches – November 2020</li> <li>• Construction pack: November 2020</li> <li>• Order Materials: December 2020</li> <li>• Implementation Phase 1   February/March 2021 – May 2021.</li> <li>• Implementation Phase 2   July 2021 – September 2021</li> <li>• Monitoring: October 2021 – November 2021</li> <li>• Gateway 6: December 2021</li> </ul>
<b>7. Risks</b>	<p><b>Overall project risk: Low</b></p> <ul style="list-style-type: none"> <li>• <b>Project not delivered to programme</b> <i>Risk response: defer</i></li> </ul> <p>TfL have an asset in Breams Buildings which currently detracts from the lateral quality of the street, so further discussion is required to agree a viable design solution. In order to reach a solution, it is necessary to defer works in Breams buildings to discuss this matter with TfL regarding their asset in order to reduce any impact on access to the station for members of the public.</p> <ul style="list-style-type: none"> <li>• <b>Trees cannot be planted due to the lack of underground space</b> <i>Risk response: fallback</i></li> </ul> <p>The tree proposed in Cursitor Street will be a direct replacement and so the risk is minimal. In Breams Buildings, trial holes will be carried out to confirm the feasibility of trees at the earliest opportunity. Alternative greening measures will be considered in consultation with the Department of Open Spaces.</p> <ul style="list-style-type: none"> <li>• <b>Complaints about Noise</b> <i>Risk response: reduce</i></li> </ul> <p>Due to the nature of construction there will be periods of noisy works. However, the City will work with Environmental Health officers and local occupiers and stakeholders to agree when such activities are permitted in order to reduce their impact.</p> <ul style="list-style-type: none"> <li>• <b>Reconfiguration/relocation of cycle hire station is not possible</b></li> </ul>

	<p><i>Risk response: fallback</i></p> <p>If reconfiguration/relocation of the TfL Cycle Hire station is not possible (highly likely) the design is sufficiently flexible to accommodate it.</p>
<b>8. Success criteria</b>	<ul style="list-style-type: none"> <li>• Enhancement of the public realm in Cursitor Street and Breems Buildings, creating spaces to dwell whilst maintaining the movement function of both streets;</li> <li>• Improve the quality and consistency of surface materials in the local area with the introduction / extension / retention of appropriate paving treatments;</li> <li>• Show a clear design link with previous improvements in the Chancery Lane area;</li> <li>• Improve accessibility for all people and particularly those with mobility impairment, and;</li> <li>• Increasing the sense of health and wellbeing for people using the area by increasing green coverage where possible.</li> </ul>
<b>9. Progress reporting</b>	<p>Progress will be reported through Project Vision on a monthly basis. Should an issue arise that requires a decision this will be communicated with an Issue Report.</p>

### Appendices

<b>Appendix 1</b>	Location Plan, Works Phase Plan
<b>Appendix 2</b>	Indicative General Arrangement Plan
<b>Appendix 3</b>	Images/Indicative Artistic Impression of Proposed Improvements in Cursitor Street
<b>Appendix 4</b>	Finance Tables
<b>Appendix 5</b>	Project Cover Sheet
<b>Appendix 6</b>	Risk Register

### Contact

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<b>Committees:</b> Corporate Projects Board - for decision Projects Sub - for decision Streets & Walkways - for decision	<b>Dates:</b> 30 September 2020 21 October 2020 15 October 2020
<b>Subject:</b> 1-2 Broadgate Section 278 Highway Works  <b>Unique Project Identifier:</b> 12235	<b>Gateway 2:</b> <b>Project Proposal</b> Light
<b>Report of:</b> Director of the Built Environment <b>Report Author:</b> George Wright – City Transportation	<b>For Decision</b>
<h2 style="margin: 0;">PUBLIC</h2>	

### Recommendations

<b>1. Next steps and requested decisions</b>	<p><b>Project Description:</b> Section 278 (S278) highway works to facilitate the new development at 1-2 Broadgate, EC2M 3WA.</p> <p><b>Next Gateway:</b> Gateway 5 - Authority to Start Work (Light)</p> <p><b>Next Steps:</b> Develop concept design proposals with developer, undertake preparatory survey work and liaise with utility companies.</p> <p><b>Funding source:</b> Section 278</p> <p><b>Requested Decisions:</b></p> <ol style="list-style-type: none"> <li>1. That a budget of £50,000 is approved for design and evaluation to reach the next Gateway;</li> <li>2. Note the total cost of the project is estimated to be between £750,000-£900,000 (excluding risk).</li> </ol>								
<b>2. Resource requirements to reach next Gateway</b>	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="width: 15%;">Item</th> <th style="width: 30%;">Reason</th> <th style="width: 20%;">Funds/ Source of Funding</th> <th style="width: 35%;">Cost (£)</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Staff time</td> <td style="text-align: center;">Project management and design</td> <td style="text-align: center;">Developer S278</td> <td style="text-align: center;">20,000 (P&amp;T) 20,000</td> </tr> </tbody> </table>	Item	Reason	Funds/ Source of Funding	Cost (£)	Staff time	Project management and design	Developer S278	20,000 (P&T) 20,000
Item	Reason	Funds/ Source of Funding	Cost (£)						
Staff time	Project management and design	Developer S278	20,000 (P&T) 20,000						

			(Highways)
Fees	Topographical and radar surveys, site investigations, utility enquiries.	Developer S278	10,000
<b>Total</b>			<b>£50,000</b>
<p><b>Transport and Public Realm staff allocation – £20,000</b>  Approximately 200 hours of Transport and Public Realm officer staff costs associated with initial project planning, negotiating the terms of the legal agreements, facilitating the detail design discussions, securing the necessary approvals from key stakeholders and project management.</p> <p><b>Highways staff allocation – £20,000</b>  Approximately 200 hours of Highways officer staff costs associated with evaluation and detail design, including street lighting, drainage and liaison with utility companies.</p> <p><b>Professional fees allocation - £10,000</b>  This will cover the procurement of technical assessments, including any surveys and utility enquiries.</p>			
<b>3. Governance arrangements</b>	<ul style="list-style-type: none"> <li>• Service Committee: Streets &amp; Walkways.</li> <li>• Senior Responsible Officer: Leah Coburn, Group Manager Major Projects &amp; Programme.</li> <li>• Project Board not required due to modest size and limited scope of project.</li> </ul>		

### Project Summary

<b>4. Context</b>	<ol style="list-style-type: none"> <li>1. The planning application for 1-2 Broadgate was submitted in October 2018 and approved in March 2019. The application includes the demolition of the existing buildings and construction of a new building arranged over two basement levels, lower ground, upper ground and 12 upper floors, providing retail, leisure and office space.</li> <li>2. Under the Section 106 Agreement the developer of 1 Broadgate is obligated to fund the required works on the public highway as a result of the new development.</li> <li>3. As set out in the S106 Agreement, the City has received from the developer an “Evaluation and Design Fee Payment” of £50,000 for the purposes of undertaking the necessary evaluation and design. This will include surveys, consultation with specialists, health and safety</li> </ol>
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	compliance, preparation of the drawings and specifications and obtaining the necessary approvals for the S278 works.
<b>5. Brief description of project</b>	<ol style="list-style-type: none"> <li>1. The full scope of the S278 works is yet to be agreed but is expected to include: <ul style="list-style-type: none"> <li>▪ Repaving of the footways surrounding the development and highway realignment to facilitate the new building footprint and pedestrian routes.</li> <li>▪ Improved public realm to accommodate new pedestrian desire lines and increased pedestrian footfall.</li> </ul> </li> </ol>
<b>2. Consequences if project not approved</b>	There will be no mechanism through which the required highway changes to accommodate the new building can be delivered. This could damage the relationship between the City Corporation and a key City stakeholder.
<b>3. SMART project objectives</b>	<ul style="list-style-type: none"> <li>• Wider footways to improve the environment for pedestrians</li> <li>• Improved public realm making the City a more attractive place</li> <li>• Meeting the needs to of developer and ensuring the S278 works are delivered by practical completion date</li> </ul>
<b>4. Key benefits</b>	<ol style="list-style-type: none"> <li>1. Renewal of public highway surrounding development and resultant reduction in on-going maintenance requirements.</li> <li>2. Improved environment for pedestrians.</li> <li>3. Meeting the needs of a key City stakeholders.</li> </ol>
<b>4. Project category</b>	4a. Fully reimbursable
<b>5. Project priority</b>	B. Advisable
<b>6. Notable exclusions</b>	None

### Options Appraisal

<b>7. Overview of options</b>	An indicative scope of works area was agreed as part of the Section 106, limiting a series of options. However, officers are exploring opportunities to extend the scope of works area and a final agreed concept options will be presented at Gateway 5.
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### Project Planning

<b>8. Delivery period and key dates</b>	<b>Overall project:</b> November 2020-March 2024.
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	<p><b>Key dates:</b> November 2020-June 2021: Preparation of concept design, survey work and approvals.</p> <p>March 2021: Signing of Section 278 Agreement</p> <p>July 2021: Gateway 5 approval.</p> <p>September 2021-March 2022: Preparation detailed construction design pack and approvals.</p> <p>2023: Construction of the S278 works (exact dates TBC).</p> <p>Spring 2024: Gateway 6 report.</p> <p><b>Other works dates to coordinate:</b> None.</p>
<b>9. Risk implications</b>	<p><b>Overall project risk:</b> Low</p> <p>There are no red or amber risks identified at this time. Further information is contained in Appendix 2.</p>
<b>10. Stakeholders and consultees</b>	<p>Key stakeholders are:</p> <ol style="list-style-type: none"> <li>1. The developer (British Land)</li> <li>2. The occupiers and owners of the buildings surrounding the development including Network Rail.</li> </ol>

### Resource Implications

<b>11. Total estimated cost</b>	<p><b>Likely cost range (excluding risk):</b> £750,000-£900,000</p> <p><b>Likely cost range (including risk):</b> N/A</p>															
<b>12. Funding strategy</b>	<p>Choose 1:</p> <p>All funding fully guaranteed</p>	<p>Choose 1:</p> <p>External - Funded wholly by contributions from external third parties</p> <table border="1" data-bbox="531 1379 1351 1816"> <thead> <tr> <th><b>Funds/Sources of Funding</b></th> <th><b>Cost (£)</b></th> </tr> </thead> <tbody> <tr> <td>S106 (Design and Evaluation payment)</td> <td>50,000</td> </tr> <tr> <td>Section 278 (on signing of agreement)</td> <td>850,000</td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td style="text-align: right;"><b>Total</b></td> <td>900,000</td> </tr> </tbody> </table>	<b>Funds/Sources of Funding</b>	<b>Cost (£)</b>	S106 (Design and Evaluation payment)	50,000	Section 278 (on signing of agreement)	850,000							<b>Total</b>	900,000
<b>Funds/Sources of Funding</b>	<b>Cost (£)</b>															
S106 (Design and Evaluation payment)	50,000															
Section 278 (on signing of agreement)	850,000															
<b>Total</b>	900,000															
<b>13. Investment appraisal</b>	None.															

<b>14. Procurement strategy/route to market</b>	N/A. Project will be delivered by the City's Highways Term Contractor who was appointed via a competitive tender process. Design work will be undertaken either in house using the City's Highways department or using the new Transport Professional Services contract once that is awarded.
<b>15. Legal implications</b>	None foreseen – a S106 agreement between the City and the developer has already been executed and this agreement obligates the developer to fund any works on the highway under the S278 mechanism.
<b>16. Corporate property implications</b>	None
<b>17. Traffic implications</b>	During the construction phase there will be occasions when sections of public highway are closed to other road users and appropriate traffic management will be put in place. It is not anticipated that there will be any permanent traffic implications once the S278 works are completed.
<b>18. Sustainability and energy implications</b>	<ol style="list-style-type: none"> <li>1. Environment sustainability: it is anticipated that all materials will be sustainably sourced where possible and be suitably durable for the design life of the asset.</li> <li>2. Financial sustainability: the developer is paying for the scheme making it financially sustainable for the City.</li> </ol>
<b>19. IS implications</b>	None
<b>20. Equality Impact Assessment</b>	A test of relevance will be undertaken and, if required, an Equalities Assessment will be completed prior to the Gateway 5.
<b>21. Data Protection Impact Assessment</b>	The risk to personal data is less than high or non-applicable and a data protection impact assessment will not be undertaken

### Appendices

<b>Appendix 1</b>	Project Briefing
<b>Appendix 2</b>	Risk Register
<b>Appendix 3</b>	Plan showing location and indicative scope of work

### Contact

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<b>Committees:</b> Corporate Projects Board - <i>for information</i>  Streets & Walkways Sub – <i>for decision</i> Projects Sub - <i>for decision</i>	<b>Date</b> 30 September 2020 15 October 2020 21 October 2020
<b>Subject:</b> West Smithfield Pedestrian Accessibility Improvements  <b>Unique Project Identifier:</b> 11773	<b>Gateway 6:</b> <b>Outcome Report</b> Light
<b>Report of:</b> Director of the Built Environment <b>Report Author:</b> Maria Curro – City Transportation	<b>For Decision</b>
<h2 style="margin: 0;">PUBLIC</h2>	

### Summary

<b>1. Status update</b>	<b>Project Description:</b> The project introduced highway and pedestrian improvements at the West Smithfield Rotunda, Cloth Street and Cloth Fair. These improvements enhanced pedestrian accessibility in the area, as well as created an improved public realm.  <b>RAG Status:</b> Green (RAG status Red at last G5 Issues Report) <b>Risk Status:</b> Low <b>Costed Risk Provision Utilised:</b> N/A <b>Final Outturn Cost:</b> £154,679
<b>2. Next steps and requested decisions</b>	<b>Requested Decisions:</b> Members of Project Sub-committee and Streets and Walkways are asked to: <ul style="list-style-type: none"> <li>a. Approve the content of this outcome report.</li> <li>b. Agree that an unspent Section 106 funding is returned to be reallocated following usual processes.</li> </ul>
<b>3. Key conclusions</b>	3.1 This project has introduced highway and pedestrian improvements at the West Smithfield rotunda, Cloth Street and Cloth Fair. These improvements align with the objectives set out in the West Smithfield Area Strategy, as well as the Transport Strategy objectives that focus on enhancing environment for people walking and cycling.

v.April 2019

	<p>3.2 Due to the size of the project, it was agreed at the onset that a ground radar survey was not required. Upon reflection, a key recommendation is that ground radar surveys should be taken into consideration on small to medium-sized projects to avoid unforeseen delays.</p>
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## Main Report

### Design & Delivery Review

<p><b>4. Design into delivery</b></p>	<p>4.1 The highway designs took into consideration pedestrian movements throughout the area, the accessibility needs of pedestrians and the need for an enhanced existing public realm.</p> <p>4.2 Delays were incurred as deeper excavation works were required as the existing ground conditions had experienced structural movement. Due to the sensitivity of the surrounding structures, the excavation process was heavily restricted.</p> <p>4.3 During reinstatement, minor level changes occurred and needed to be remedied. This resulted in additional footway works to address the level changes and introduce bollards in order to protect the new footways from the market's operations. In addition, coatings were added to the paving for staining.</p> <p>4.4 These excavation works were not captured in the initial designs as a ground radar survey was not undertaken, but were successfully remedied.</p>
<p><b>5. Options appraisal</b></p>	<p>5.1 Only one design option was presented, as shown in Appendix 2. This option included the following:</p> <ul style="list-style-type: none"> <li>• Widening of footway along the southern kerb of West Smithfield, directly outside the Rotunda</li> <li>• Provision of a new inset-style loading bay within the footway widening</li> <li>• Two new raised tables (western end of Cloth Street and West Smithfield junction and the Cloth Street and Long Lane junction) to provide level pedestrian crossings.</li> <li>• Provision of dropped kerbs along the northern footway of Cloth Fair, at the existing vehicle crossovers</li> </ul> <p>5.2 Changes to the scope of work occurred due to the unplanned excavations works. As a result, works had to be undertaken over a wider area due to level changes stemming from these excavations works.</p>



<b>6. Procurement route</b>	6.1 The City's Highways term contractor, JB Riney, completed the construction work for this project. The Project Team was satisfied with the work completed by the term contractor.
<b>7. Skills base</b>	7.1 The Project Team have the required skills, knowledge and experience to manage and deliver this this project.  7.2 External resources, with the exception of the City's Highways term contractor, were not used to deliver this project.
<b>8. Stakeholders</b>	8.1 As required in the Section 106 agreement, WC Butchers were the key stakeholder for this project.  8.2 Stakeholder engagement was undertaken by the Project Team with the Smithfield Market Tenants Association (SMTA), who represent WC Butchers.  8.3 Consultation commenced with the SMTA in summer of 2017. The highway designs were agreed to by the SMTA in May 2018.  8.4 Other key stakeholders, such as Ward Members, were consulted on and updated on project progress through project briefs and the Gateway reporting system.  8.5 The Access Team, the Historic Environment Team and City Public Realm were consulted throughout the development of the highway design.

### Variation Review

<b>9. Assessment of project against key milestones</b>	9.1 The majority of the project, including the additional excavation works, was completed during September to December 2018 in line with the original milestones reported in the Gateway 5.  9.2 Additional minor works were undertaken following the required excavations works. These works included additional footway works and installation of high-quality yorkstone paving to cover a larger area along West Smithfield, Long Lane and Cloth Street. These additional works were completed in March 2019 finishing the project three months later than originally planned.
<b>10. Assessment of project against Scope</b>	10.1 As outlined in Section 4, paragraph 4.2 and 4.3 changes to the scope of work occurred due to unforeseen excavation requirements.  10.2 These excavation requirements resulted in delays onsite and the need for remedial works to be undertaken.  10.3 Additional bollards were incorporated into the design to ensure the pedestrian footways were protected from vehicles making local deliveries. Bollards were not considered in the

v.April 2019

	original design of the project. Upon reflection, a swept path analysis would have been useful to understand vehicle turning movements within the area.
<b>11. Risks and issues</b>	<p>11.1 The issue realised was that during the construction phase additional excavation was required in order to successfully complete the project. This was agreed by a delegated issues report.</p> <p>11.2 The excavation works resulted in an increase in project costs of £9,762 and delays to project timescales of up to three months.</p>
<b>12. Transition to BAU</b>	<p>12.1 The project is now complete and has been passed over to the Highways Maintenance Team to manage.</p> <p>12.2 The scheme was designed and built to the City's specifications.</p>

### Value Review

<b>13. Budget</b>	<table border="1"> <tr> <td><i>Estimated Outturn Cost (G1/2)</i></td> <td>Estimated cost (including risk): £226,444 Estimated cost (excluding risk): NA</td> </tr> </table>		<i>Estimated Outturn Cost (G1/2)</i>	Estimated cost (including risk): £226,444 Estimated cost (excluding risk): NA
	<i>Estimated Outturn Cost (G1/2)</i>	Estimated cost (including risk): £226,444 Estimated cost (excluding risk): NA		
	<i>Use July 2018 report – G5</i>	<i>At Authority to Start work (G5)</i>	<i>Final Outturn Cost</i>	
	<i>Fees</i>	£0	£1,282	
	<i>Staff Costs</i>	£33,124	£20,679	
	<i>Works</i>	£101,626	£116,082	
	<i>Purchases</i>	£0	£0	
	<i>Other Capital Expend</i>	£0	£0	
	<i>Costed Risk Provision</i>	£0	£0	
	<i>Recharges</i>	£0	£0	
	<i>Other (commuted maintenance)*</i>	£16,636	£16,636	
	<i>Total</i>	£151,386	£154,679	
	<p>13.1 An Issues Report was approved in July 2019, which requested a budget adjustment and an increase in budget. A budget increase of £9,762 (taking the total budget to £161,148) was approved. This related to the highways work costs associated with the additional excavation.</p>			

	<p>13.2 The commuted maintenance sum of £16,636 will be utilised after the project is closed when maintenance is required.</p> <p>13.3 The detailed project budget is shown in Appendix 3. There is a small underspend of £6,469 amended approved budget. The Section 106 requires that this underspend be used for transport improvements and Public Realm Works within the West Smithfield Area Enhancement Strategy Area (unless otherwise agreed) and should be within 10 years following completion of the development or else the sum should be repaid to the Developer. Reallocation of this underspend to another suitable project will be sought following the usual S106 funding processes.</p> <p><b>Please confirm whether or not the Final Account for this project has been verified.* - They have not been verified as of 11/08/2020.</b></p>
<b>14. Investment</b>	<ul style="list-style-type: none"> <li>• Not applicable.</li> </ul>
<b>15. Assessment of project against SMART objectives</b>	<p>15.1 The enhancements have created a more accessible space, facilitating pedestrian movement throughout the area.</p> <p>15.2 The enhancements have created attractive and comfortable walking routes that are easy to navigate and are able to accommodate the expected future growth of pedestrians within the area.</p> <p>15.3 The enhancements carefully took into consideration the character and appearance of the conservation area. This was reflected in the construction materials used throughout the project.</p>
<b>16. Key benefits realised</b>	<p>16.1 The project has implemented measures that improve the environment for people walking and enhance the pedestrian environment and deliver outcomes of the Area Strategy.</p> <p>16.2 Successful engagement with key stakeholders, including WC Butchers and the SMTA.</p>

### Lessons Learned and Recommendations

<b>17. Positive reflections</b>	<p>17.1 The Project Team worked collaboratively to find a design solution due to the additional excavation required for the scheme to progress.</p> <p>17.2 The Project Team worked well with key stakeholders, in particular the SMTA, by way of providing timely project updates and consulting stakeholder on the highway designs.</p>
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<b>18.Improvement reflections</b>	<p>18.1 As this was a minor highway improvement project, it was agreed at the onset of the project that a ground radar survey was not required.</p> <p>18.2 Upon reflection, it would have been useful to undertake a ground radar survey. Although this would have resulted in an increase of front-end costs, this would have enabled early mitigation measures to be captured during the design stage. In addition, CRP may have been useful to mitigate against these issues.</p>
<b>19. Sharing best practice</b>	19.1 Dissemination of information through team and project staff briefings have taken place.
<b>20.AOB</b>	<ul style="list-style-type: none"> <li>• Not applicable.</li> </ul>

### Appendices

<b>Appendix 1</b>	Project Coversheet
<b>Appendix 2</b>	Project Area
<b>Appendix 3</b>	Project Budget

### Contact

<b>Report Author</b>	Maria Curro
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<b>Telephone Number</b>	0786 497 1573

<b>Committees:</b> Streets and Walkways Sub-Committee <i>[for decision]</i> Projects Sub <i>[for decision]</i>	<b>Dates:</b> 15 October 2020 21 October 2020
<b>Subject:</b> Creed Court S.278  <b>Unique Project Identifier:</b> 12032	<b>Gateway 3/4:</b> <b>Options</b> <b>Appraisal</b> Regular
<b>Report of:</b> Director of the Built Environment  <b>Report Author:</b> Andrea Moravicova	<b>For Decision</b>
<h2 style="margin: 0;">PUBLIC</h2>	

<b>1. Status update</b>	<p><b>Project Description:</b> Deliver public realm enhancements to the area surrounding the new development at Creed Court to accommodate projected increase in pedestrian traffic and servicing needs of the hotel.</p> <p><b>RAG Status:</b> Green (Green at last report to Committee)</p> <p><b>Risk Status:</b> Low (Low at last report to committee)</p> <p><b>Total Estimated Cost of Project (excluding risk):</b> up to £800,000</p> <p><b>Change in Total Estimated Cost of Project (excluding risk):</b> The current estimated costs of the project are within the range provided in the G1/2 Committee report</p> <p><b>Spend to Date:</b> £40,105</p> <p><b>Costed Risk Provision Utilised:</b> None to date</p> <p><b>Slippage:</b> Six months - Works programme was adjusted to align with revised developer's schedule due to Covid-19, with completion now planned in March 2022.</p>
<b>2. Next steps and requested decisions</b>	<p><b>Next Gateway:</b> Gateway 5: Authority to Start Work</p> <p><b>Next Steps:</b> Officers will continue to collaborate with the developer's team to finalise the Section 278 agreement to proceed with the scheme, produce detailed designs and liaise with local stakeholders, including residents, on final designs.</p> <p>Officers will also finalise and approve the construction package to prepare for start on site in Q4 2021.</p> <p>A Gateway 5 report to obtain authority to start works will be submitted for decision under delegated authority in Spring 2021.</p>

	<p><b>Requested Decisions:</b></p> <ol style="list-style-type: none"> <li>1. Authorise officers to utilise £100,000 invoiced to the developer to progress the project to Gateway 5 (see section 3 table 1 below), in advance of the full S.278 payment. The amount will be deducted from the full S.278 payment.</li> <li>2. Authorise officers, subject to receipt of the requested funds, to progress with detailed designs of the recommended option outlined below and fully funded by Section 278 agreement with the developer of Creed Court and undertake public consultation.</li> <li>3. Note, that as per the Projects Procedure and subject to scope and costs remaining within the parameters agreed in this report, the approval of Gateway 5 report will be delegated to Chief Officer.</li> <li>4. Note the total estimated cost of the project at £667,546 - £800,000 (excluding risk).</li> </ol>				
<p><b>3. Resource requirements to reach next Gateway</b></p>	<p>Expenditure to date is £40,105. Activities completed include radar and topographic surveys, development of the design and negotiations with the developer regarding these proposals and Section 278 agreement, liaison with officers in Legal and Transportation teams on design proposals and their wider impact.</p> <p>Table 1 below outlines the costs necessary to reach the next Gateway (Authority to Start Works) and includes the sum of £100,000 requested in this report and the spend to date of £40,105. These staff costs will cover project management, detailed design and construction package completion, local stakeholder liaison, developer negotiations and report writing.</p>				
	<p><b>Item</b></p>	<p><b>Reason</b></p>	<p><b>Approved budget</b></p>	<p><b>Resources required to reach next Gateway (£)</b></p>	<p><b>Required budget to reach next Gateway (£)</b></p>
<p>Fees</p>	<p>Topographical and radar surveys; site investigations, New Roads &amp; Street works Act estimates, other surveys</p>	<p>£15,000</p>	<p>£3,000</p>	<p>£18,000</p>	
<p>Highway staff costs</p>	<p>Detailed design and construction package production, highway contractor &amp; third-party liaisons.</p>	<p>£14,000</p>	<p>£47,816</p>	<p>£61,816</p>	
<p>P&amp;T staff costs</p>	<p>Project management, detailed design, developer negotiations related to S.278 agreement, stakeholder engagement</p>	<p>£21,000</p>	<p>£49,184</p>	<p>£70,184</p>	
<p><b>Total</b></p>		<p>£50,000</p>	<p>£100,000</p>	<p>£150,000</p>	

<p><b>4. Overview of project options</b></p>	<p>Officers in liaison with the developer considered the existing streets' layout, their location within the conservation area and the project's aim to deliver a well-functioning street environment that improves pedestrian permeability and accommodates projected increase in pedestrian traffic and servicing needs of the hotel. Consideration was also given to the recommendations of the City of London Heritage Environment team to preserve the characterful treatment to the carriageway at Ludgate Square, which enhances the setting of grade II listed 1-3 Ludgate Square. Accordingly, it is recommended to progress with detailed design for a single option, described in section 5, that reflects the scope outlined in the Section 106 agreement.</p>
<p><b>5. Recommended option</b></p>	<p>The recommended option reflects the scope outlined in the Section 106 agreement and proposes the installation of new Yorkstone paving in footways on Creed Lane and Ludgate Square and the southern footway on Ludgate Hill, improvement to the raised entry table at the Creed Lane / Ludgate Hill junction, raised carriageway in Creed Lane and Ludgate Square to facilitate better pedestrian movement and improve servicing of the hotel from Creed Lane. This option also includes replacement of the existing granite setts with the City's standard pallet setts and introduction of heritage lighting in Ludgate Square to enhance its historic character and appearance within the St Paul's conservation area.</p>
<p><b>6. Risk</b></p>	<p><i>1. Delays in Section 278 agreement sign off</i>  Risk response: Reduce  Negotiations and close liaison with the developer on detailed designs of the recommended option will continue to ensure project associated costs are defined as accurately as possible during the Gateway 3/4 implementation and Section 278 agreement is finalised before end of January 2021.</p> <p><i>2. Sub-surface utilities / structures or other archaeological remains cause issues during constructions</i>  Risk response: Reduce  Surveys have been undertaken to determine the extent of sub-surface elements as far as possible. Development of detailed designs will consider the utility information provided by the surveys and further investigations will be undertaken to determine the extent of underground structures and basements. This risk will be closely monitored during the implementation phase. Any costs reasonably incurred over and above the estimate due to sub-surface issues will be recoverable from the developer under the Section 278 agreement.</p>
<p><b>7. Procurement approach</b></p>	<p>The designs are being developed inhouse by the Highways team and all construction will be implemented by the City of London's Highways term contractor and any nominated sub-contractor or utilities provider as necessary, under the supervision of the Department of the Built Environment and in coordination with the developer's programme.</p>

## **Appendices**

<b>Appendix 1</b>	Project Coversheet
<b>Appendix 2</b>	Risk Register (for recommended option)
<b>Appendix 3</b>	Design option
<b>Appendix 4</b>	Finance tables

## **Contact**

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<b>Telephone Number</b>	020 7332 3925



## Options Appraisal Matrix

<i>Option Summary</i>	<i>Option 1</i>
<b>1. Brief description of option</b>	Delivering public realm enhancements to the area surrounding the new development at Creed Court as outlined in the Section 106 and 278 agreements to accommodate projected increase in pedestrian traffic and servicing needs of the hotel.
<b>2. Scope and exclusions</b>	<p>The project's scope includes:</p> <ul style="list-style-type: none"> <li>• installation of new Yorkstone paving in footways on Creed Lane between Ludgate Hill and Ludgate Square</li> <li>• installation of Yorkstone paving in both footways on Ludgate Square</li> <li>• installation of new Yorkstone paving to the southern footway on Ludgate Hill between Creed Lane and Ludgate Square</li> <li>• improvement to the raised entry table at the Creed Lane / Ludgate Hill junction</li> <li>• raised carriageway in asphalt on Creed Lane between Ludgate Hill and southern end of Ludgate Square</li> <li>• raised carriageway to the footway level in granite setts on Ludgate Square</li> <li>• introduction of heritage lighting in Ludgate Square</li> </ul>
<b>Project Planning</b>	
<b>3. Programme and key dates</b>	<p>Overall project completion: March 2022</p> <p>Key dates:</p> <ul style="list-style-type: none"> <li>• Finalise S278 Agreement – January 2021</li> <li>• Draft construction package – January – March 2021</li> <li>• Gateway 5 report – Spring 2021</li> <li>• Issue Construction package – April 2021</li> <li>• Pre-construction planning – May / July 2021</li> <li>• Project construction starts - Autumn 2021</li> </ul>

<b>Option Summary</b>	<b>Option 1</b>
	<ul style="list-style-type: none"> <li>• Construction completion - April 2022</li> <li>• G6 submission – Spring / Summer 2022</li> </ul>
<b>4. Risk implications</b>	<p>Overall project option risk: Low</p> <p>1) Delays in Section 278 agreement sign off 2) Sub-surface utilities / structures or other archaeological remains cause issues during constructions</p> <p>Further information available within the Risk Register (Appendix 2).</p>
<b>5. Stakeholders and consultees</b>	<ul style="list-style-type: none"> <li>• Developer of Creed Court</li> <li>• Local Ward Members</li> <li>• Local residents</li> <li>• Business owners / occupiers of adjacent premises</li> </ul>
<b>6. Benefits of option</b>	The proposals will provide high quality public realm within the immediate vicinity of the development and facilitate better pedestrian movement around the development, improve servicing of the hotel from Creed Lane and enhance the historic character of Ludgate Square.
<b>7. Disbenefits of option</b>	None.
<b>Resource Implications</b>	
<b>8. Total estimated cost</b>	Total estimated cost: £667,546 - £800,000
<b>9. Funding strategy</b>	This project is fully funded through the Section 278 agreement with Dominvs Group, the developer of Creed Court.
<b>10. Investment appraisal</b>	None – scheme is fully funded by Section 278 with the developer.

<b>Option Summary</b>	<b>Option 1</b>
<b>11. Estimated capital value/return</b>	N/A
<b>12. Ongoing revenue implications</b>	The cost of the scheme includes the commuted sum which accounts for the anticipated replacement of the materials for 20 years.
<b>13. Affordability</b>	The scheme is fully funded by the developer.
<b>14. Legal implications</b>	A Section 278 agreement will be entered into with the developer to secure payment for the works and comply with an obligation of the Section 106 agreement.
<b>15. Corporate property implications</b>	None
<b>16. Traffic implications</b>	None
<b>17. Sustainability and energy implications</b>	Use of high-quality standard pallet materials specified within the City public realm technical manual will contribute to the longevity of the surfaces post construction and better maintenance. The project will endeavour to re-use suitable materials wherever possible.
<b>18. IS implications</b>	N/A
<b>19. Equality Impact Assessment</b>	The impact assessment concluded there is no negative impact on equality criteria as a result of this project. The proposal aims to improve accessibility for pedestrians by improving the footway quality.
<b>20. Data Protection Impact Assessment</b>	N/A
<b>21. Recommendation</b>	Recommended

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<b>Committees:</b> Streets and Walkways Sub Projects Sub	<b>Dates:</b> 15 October 2020 21 October 2020
<b>Subject:</b> Globe View Walkway – Opening up and Enhancing the Riverside Walk  <b>Unique Project Identifier:</b> 10793	<b>Gateway 4 Regular Issue Report</b>
<b>Report of:</b> Director of the Built Environment  <b>Report Author:</b> Melanie Charalambous	<b>For Decision</b>

<b>1. Status update</b>	<p><b>Project Description:</b> The opening up and enhancement of the currently closed section of walkway at Globe View in order to complete the Riverside Walk, which is a long-standing policy objective of the City.</p> <p>This project has been previously approved through a prioritisation report last year and a Gateway 4 report in March 2020. The reason this issues report is coming forward is to approve an alternative funding source to replace TfL funds that were withdrawn in May 2020.</p> <p><b>RAG Status:</b> Red (funding shortfall)</p> <p><b>Risk Status:</b> Medium</p> <p><b>Total Estimated Cost of Project (excluding risk):</b> £450k-£650k</p> <p><b>Change in Total Estimated Cost of Project (excluding risk):</b> N/A</p> <p><b>Spend to Date:</b> £199,307</p> <p><b>Costed Risk Provision Utilised:</b> N/A</p> <p><b>Slippage:</b> The project is currently on-hold as a result of TfL funding for 2020/21 being withdrawn in May 2020.</p>
<b>2. Requested decisions</b>	<p><b>Next Gateway:</b> Gateway 5 - Authority to Start Work (Light)</p> <p><b>Requested Decisions:</b></p> <ol style="list-style-type: none"> <li>1. That Option One is approved for the allocation of £94,000 funds from the Bath House S106 obligation (public transport improvements) to reach the next Gateway.</li> </ol>
<b>3. Budget</b>	The total estimated cost of the project is £450K-£650K.

	<p>The approved funding sources for this project are a combination of S106 and TfL funds.</p> <p>Further details are set out in the Gateway 4 approval (March 2020).</p>
<p><b>4. Issue description</b></p>	<p>4.1 TfL announced in May that all 2020/21 Local Implementation Plan (LIP) funding has been withdrawn, as they want to ensure that their funding this year is spent on schemes that meet Covid-19 social distancing requirements. TfL (LIP) funding is the approved funding source to reach the next gateway of this project, as well as a key funding source for the implementation, alongside approved S106 funds. Design work on the project has largely been halted as a result of this announcement. However, an outstanding commitment for structural investigations (to inform the design) went ahead in July. The architect has not been appointed to develop the construction drawings.</p> <p>4.2 The original intention was to complete the works to allow the walkway to be reopened in November 2020 to align with the programme of the adjacent hotel development at Queensbridge House. However, this is no longer possible as key funding has been withdrawn by TfL.</p> <p>4.3 A scope review and reduction has already taken place at the previous gateway (March 2020) and we cannot further reduce the scope to achieve savings as we have to meet a certain standard of design to ensure we get the necessary approval from the Globe View Freehold company to undertake works on their land.</p> <p>4.4 The total funding shortfall is approximately £150K, depending on the final design and cost estimate and £94K is required to reach the next Gateway.</p>
<p><b>5. Options</b></p>	<p><b>Option One</b></p> <p><b><i>Continue with design development and utilise additional S106 funds to reach the next Gateway (5)</i></b></p> <p>5.1 Alternative funding sources have been investigated to cover the funding shortfall. Additional unallocated S106 funds have been identified that are appropriate to be used for this project. These are from the Bath House S106 contribution for ‘public transport improvement works’ that can be used for public transport improvements, including highway and footway improvements City-wide.</p> <p>5.2 It is recommended that these funds are allocated to the project to replace the withdrawn TfL funding. This will enable</p>

	<p>design work to progress to the next Gateway (5) and provide sufficient funding to implement the works alongside the existing approved S106 funds.</p> <p><b>Option Two</b></p> <p><i>Put the project on hold until further TfL funding is made available or a capital bid for alternative funding is approved (possibly April 2021)</i></p>
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**Appendices**

<b>Appendix 1</b>	Project Cover Sheet
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**Background Papers**

Gateway 4 report (approved March 2020)

**Contact**

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<b>Committees:</b> Streets and Walkways Sub - <i>for information</i> Projects Sub – <i>for information</i>	<b>Dates:</b> 15 October 2020 21 October 2020
<b>Subject:</b> COVID-19 Impacts on City Transportation Projects  <b>Unique Project Identifier:</b> <i>NA</i>	<b>Progress Report</b>
<b>Report of:</b> Director of the Built Environment  <b>Report Author:</b> Maria Curro, Major Projects & Programmes	<b>For Information</b>
<h1 style="margin: 0;">PUBLIC</h1>	

<b>1. Status update</b>	<p><b>Project Description:</b> COVID-19, and the associated effects, has impacted projects across the City Transportation portfolio. Impacts due to COVID-19 range from programme delays through to financial implications. This report provides an update on the City Transportation projects that have been impacted by COVID-19.</p> <p><b>RAG Status:</b> <i>NA</i> <b>Risk Status:</b> <i>NA</i></p> <p><b>Total Estimated Cost of Project (excluding risk):</b> <i>NA</i></p> <p><b>Spend to Date:</b> <i>NA</i></p> <p><b>Costed Risk Provision Utilised:</b> <i>NA</i></p>
<b>2. Key points to note</b>	<p><b>Key Points:</b></p> <ol style="list-style-type: none"> <li>1. Progress on many of City Transportation’s projects has been impacted by the effects of the COVID-19 pandemic.</li> <li>2. 43 City Transportation projects have been reviewed in terms of COVID-19 impacts for this report. In using the RAG rating system, two projects were rated Red, 17 Amber and the remaining projects Green (18). Six projects were completed or did not experience any impact.</li> <li>3. For projects registered as Red and Amber, the primary impacts are medium to long-term programme delays (i.e. 9 months to a year) and financial impacts.</li> <li>4. These impacts are the result of a number of changes to</li> </ol>

	<p>travel patterns (i.e. decrease in traffic movements and levels) and uncertainty in how these may return post-COVID, as well as delays/uncertainty regarding future Transport for London (TfL) funding and modelling requirements.</p> <p>5. For projects registered as Green, project impacts include short-term project delays or relatively minor financial impacts.</p>
<p><b>3. Reporting period</b></p>	<p><i>March 2020 – September 2020</i></p>
<p><b>4. Progress to date</b></p>	<ol style="list-style-type: none"> <li>1. The wider impacts of COVID-19 have affected development and delivery of some of City Transportation’s projects, resulting in delays to programme timeframes, as well as some financial implications.</li> <li>2. Impacts on projects are outlined for each City Transportation team - Network Performance, Major Projects and Programmes, and Strategic Transport.</li> <li>3. Projects reported below are those that have been significantly impacted, with a Red and Amber RAG status.</li> <li>4. A full list of City Transportation projects and the associated programme and financial impacts can be found in Appendix A.</li> </ol> <p><i>Network Performance</i></p> <ol style="list-style-type: none"> <li>5. <i>Quietway 11 Queen Street upgrade</i> (RAG: Red): Partial funding for this cycling scheme was from the 2020/2021 LIP funding, which has been suspended by TfL in response to the financial impacts of COVID-19. Currently awaiting a decision from TfL regarding the availability of future funding which is expected to be made in September.</li> <li>6. The programme for this scheme will need to be revaluated, taking into consideration any lasting change in travel patterns and how these changes may affect the types of cycling measures proposed.</li> <li>7. <i>City Cycle Network</i> (RAG: Amber): The feasibility study for Route 1 (Monument via Bank) and Route 2 (Aldgate to Blackfriars via Bank) is on hold due to uncertainty of forthcoming TfL cycle funding. At the time of reporting, there is an expected 12 month project delay assuming funding resumes in 2021/22.</li> <li>8. <i>Puddle Dock pedestrian route</i> (RAG: Amber): This scheme is fully dependent on TfL LIP funding, which has been suspended by TfL in response to the financial impacts of COVID-19. As such, construction is now on hold until funding is made available. If the scheme resumes in the next financial year (April 2021), it is</li> </ol>

- anticipated that a 12 month delay will be incurred.
9. TfL are responsible for delivering the pedestrian crossing associated with this scheme, which will be funded separately.
  10. Risks associated with this scheme include reputational risks to the City and TfL not delivering this scheme due to other priorities post-COVID.
  11. *Health Streets Minor Schemes* (RAG: Amber): The RDR schemes have been postponed as the schemes were fully funded by TfL LIP funding. It is unlikely that TfL funding (other than the COVID-19 related Streetspace programme) will be forthcoming this financial year, as a result programme delays of at least 12 months are expected.
  12. A small number of Healthy Streets minor schemes may be funded from other budgets, where appropriate.

*Major Projects and Programmes*

13. *Bank Junction and surrounding streets* (All Change at Bank)(RAG: Amber): Due to the uncertainty of future changes in traffic levels and movements, there is a risk that there may be an impact on traffic modelling requirements for this project. If the future traffic base is required to be updated prior to the TfL TMAN approvals, this may increase project costs and delay the programme.
14. However, this is unknown at the time of writing and is raised as a risk to be aware of. As it stands, the project is on target for its Gateway 4 milestone in September/October 2020.
15. A number of COVID-19 transport recovery schemes are located around Bank Junction. It is not known if the recovery schemes will be made permanent. If the recovery schemes are made permanent this is likely to impact the traffic modelling requirements. Overall programme delays are not known yet, but could add several months to the pre-Gateway 5 programme. Members will be updated through future project reports.
16. *Bank On Safety* (RAG: Amber): Due to lockdown restrictions, Riney was required to leave the site in March, returning in early May. Despite a 6/7 week delay, it is expected construction work was completed the end of August, with minor snagging work to be completed in September.
17. The delays to the programme have increased construction costs. This means it is unlikely that all benefits will be delivered, such as the coloured surfacing, within the allocated budget. This had always been an element that was subject to review at the end of construction to ensure that sufficient budget remained to

	<p>complete this.</p> <p>18. <i>Beech Street Transport and Public Realm</i> (RAG: Amber): The project has been impacted by the reduction in traffic volumes throughout Beech Street and the surrounding area as a result of COVID-19. This reduction has made it difficult to differentiate between the reduction in traffic and air pollution as a result of the scheme and those resulting from COVID-19.</p> <p>19. The traffic situation in the City remains fluid and difficult to forecast due to a number of unknown factors such as; the rate at which businesses reopen; the speed with which workers return; the decline in traffic due to reduced economic activity; and measures being implemented by the City and TfL to enable social distancing in central London.</p> <p>20. Given the scope of recent changes to the highway environment in the City, the City has considered it appropriate to keep the end date of the consultation period can be extended as appropriate to include at least six months of consultation alongside traffic conditions that the City reasonably considers to be the 'new normal'.</p> <p>21. Further, due to COVID-19 the period where contravening vehicles were sent information notices rather than a penalty charge notice was extended. Penalty Charge Notices have been issued from 27 July 2020.</p> <p>22. <i>Liverpool Street and Moorgate Crossrail Phase 1</i> (RAG Amber): The Liverpool Street and Moorgate Crossrail Phase 1 projects have experienced delays to the overall project programme. While works have recommenced, it is expected that the programme will now be completed in later summer 2021.</p> <p>23. <i>Liverpool Street and Moorgate Crossrail Phase 2</i> (RAG: Amber): The Liverpool Street and Moorgate Crossrail Phase 2 projects have experienced delays to the project programme and pedestrian modelling outputs. These delays are due to a decrease in TfL staffing availability from March onwards. It has recently been confirmed with TfL that the preliminary pedestrian modelling outputs will be available at the end of September 2020.</p> <p>24. A programme delay of 2 to 3 months is expected when a Gateway 4 will be submitted, now expected December/January 2021.</p> <p>25. <i>London Wall Place S278</i> (RAG: Amber): The scheme is largely complete, with the exception of the speed tables on London Wall. The on-street COVID-19 recovery schemes has made it difficult to deliver the speed tables as London Wall is a key movement route which cannot be closed for planned works. The Project Manager is</p>
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working closely with the Highways Team to determine when the speed tables can be delivered.

26. *St Mary Axe Experimental Timed Closure* (RAG: Red): The St Mary Axe scheme is currently at a Gateway 4. However, the development of the Gateway 5 work has been paused due to the temporary COVID-19 transport recovery measures proposed for this street.
27. At this stage, the experimental timed closure scheme may be replaced by the COVID-19 transport measures which has extended operational hours to that proposed in the original experiment. Subject to statutory process and consultation the COVID-19 recovery measure could be considered to be made permanent.
28. Should the COVID-19 transport measures not be feasible for St Mary Axe on a permanent basis, work on the Gateway 5 would recommence. This is likely to mean that there will be a 6 to 9 month programme delay.

#### *Strategic Transport*

29. *City Cluster Area Programme and the City Cluster Zero Emission Zone* (RAG: Amber): The feasibility modelling for the City Cluster Vision proposals was put on hold as temporary COVID-19 transport recovery measures were implemented throughout the project area.
30. The feasibility modelling will resume in September 2020 and the overall programme is experiencing a delay of 3 to 4 months.
31. *Streets Accessibility Programme* (RAG: Amber): The Streets Accessibility programme has experienced programme delays of up to 12 months due to COVID-19 restrictions. The programme has experienced delays as it has not been possible to conduct field research during COVID-19. As a result, an alternative methodology in which to undertake research has been developed.
32. This revised approach to the programme is expected to deliver a useful tool to best match overall programme objectives, taking into consideration COVID-19 restrictions.
33. *Sustainable Servicing Programme* (RAG: Amber): This programme of works has been paused as TfL funding is now on hold. At the time of writing, it is unclear if funding will be available in the next (April 2021) financial year.
34. *Lunchtime Streets* (RAG: Amber): Lunchtime Streets for 2020/2021 has been paused as TfL funding for the programme is now on hold and as COVID-19 restrictions means these types of events are currently not feasible. Alternative promotional activity may commence in Autumn at alternative Lunchtime Street locations if funding is obtained and if safe to do so.
35. As Lunchtime Streets is an annual programme, funding

	<p>from TfL for 2021/2022 may be forthcoming and events can then be planned.</p> <p>36. <i>Cycle Parking for standard and dockless cycles</i> (RAG: Amber): The existing dockless cycle expansion programme of works has been put on hold as priorities were refocused to deliver additional temporary private and dockless cycle parking throughout the City as part of the COVID-19 transport recovery response. Some of this temporary parking may be made permanent and be formally incorporated into dockless expansion plans.</p> <p>37. Dockless cycle expansion planning was further impacted by central government accelerating rental e-scooter trials in the UK.</p> <p>38. From a financial perspective, dockless operators were previously unable to fund an expansion study that would identify additional dockless sites within the City. COVID-19 budgets are supporting temporary expansion activities. Operators have indicated that they are willing to support this initiative.</p> <p><i>RAG Green City Transportation Projects</i></p> <p>39. The remaining (18) of City Transportation projects are registered as Green.</p> <p>40. Impacts attributed to these projects include short-term programme delays. However, these projects are still expected to be completed this financial year.</p> <p>41. Only three projects registered as Green had any financial implications. Budgetary impacts were the result of staff working on COVID-19 transport recovery schemes. At this time, these three projects had sufficient budget to mitigate the financial impacts experienced because of impacts relating to COVID-19.</p>
<p><b>5. Next steps</b></p>	<p>1. Continue to monitor the impacts of COVID-19 on City Transportation projects, including impacts to project budget and programme and submit individual project issue reports as necessary.</p>

**Appendices**

<p><b>Appendix 1</b></p>	<p>COVID-19 Impact of City Transportation Projects</p>
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**Contact**

<p><b>Report Author</b></p>	<p>Maria Curro</p>
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<b>Committees:</b> Streets and Walkways - <i>for information</i>	<b>Dates:</b> 15 October 2020
<b>Subject:</b> Crossrail Reinstatement Projects – Update Report  <b>Unique Project Identifiers:</b> 10993, 11375 and 11381	<b>Gateway 5 Regular Progress Report</b>
<b>Report of:</b> Director of the Built Environment  <b>Report Author:</b> George Wright – City Transportation	<b>For Information</b>
PUBLIC	

<b>1. Status update</b>	<p><b>Project Description:</b> Reinstatement of public highway areas around the City’s three Crossrail stations.</p> <p><b>RAG Status:</b> Green</p> <p><b>Risk Status:</b> Low</p> <p><b>Total Estimated Cost of Project (excluding risk):</b> Farringdon East Reinstatement: £2.6m; Liverpool Street Reinstatement: £2.7m; Moorgate Reinstatement: £2.5m. All projects entirely funded by Crossrail Ltd.</p> <p><b>Spend to Date:</b> Farringdon East: £2.23m; Liverpool Street: £1.12m; Moorgate: £1.17m.</p> <p><b>Costed Risk Provision Utilised:</b> N/A</p>
<b>2. Key points to note</b>	<p><b>Next Gateway:</b> Gateway 6 (Outcome Report)</p> <p><b>Key Points:</b></p> <ul style="list-style-type: none"> <li>• The three Crossrail highway reinstatement projects remain under construction. All have been the subject of delays. Initially, these were largely caused by overrunning Crossrail works and a delay in releasing highway. More recently, the restrictions arising from COVID-19 have added further delay to each project. However, given the postponed opening of the Elizabeth line, officers remain confident that the reinstatement schemes will be complete prior to opening of the line and the RAG status remains Green.</li> <li>• All the projects remain on target to complete within the agreed budgets which include a contingency.</li> </ul>

	<ul style="list-style-type: none"> <li>• Reparations funding has been received from Crossrail to cover the costs the reinstatement of sections of footway adjacent to Moorgate and London Wall that were damaged as a result of the Crossrail Works.</li> <li>• A Section 278 agreement relating to the utility works on Moorgate has been agreed with Crossrail and payment has been received.</li> </ul>
<b>3. Reporting period</b>	August 2019 to September 2020 inclusive.
<b>4. Progress to date</b>	<p><b>Background</b></p> <p>4.1 Officers have been providing Members with periodic updates on the highway reinstatement works around the Crossrail sites at Farringdon, Moorgate and Liverpool Street.</p> <p>4.2 The three projects have experienced delays, as has the construction of the railway below which is now not expected to open until mid-2022 at the earliest. Officers are confident that the highway works will be completed well before station openings.</p> <p>4.3 In parallel with the schemes at Liverpool Street and Moorgate, the City is developing options for the wider area with the key aim of improving pedestrian safety and comfort levels. These wider-area schemes are now reported on separately as Moorgate and Liverpool Street Phase 2 projects</p> <p><b>Current Position</b></p> <p><b><u>Farringdon East</u></b></p> <p>4.4 Good progress has been made since the last report to Members, despite a complex site with both the station construction and an oversite development. Works are now complete on Long Lane, Lindsay Street and Hayne Street. The final works on Charterhouse Street/Square are progressing well and programmed for completion by November 2020.</p> <p>The planned carriageway resurfacing on parts of Charterhouse Street and Lindsey Street will then be the only elements of work to be completed. This work is paused until at least 2022 pending the completion of strengthening works to the rail bridge running beneath the street at this location; a project being managed by the District Surveyor’s Office.</p> <p>4.5 The highway works programme has been impacted by delays relating to Crossrail construction and, more recently, COVID-19. The extended works programme has led to a higher than estimated Baxter’s indexation uplift on highway rates and increased staff costs. In addition, Crossrail’s request that work on Long Lane was accelerated resulted in unanticipated additional resources being deployed by JB Riney, including extensive hand digging. It will therefore be</p>



necessary to utilise some of the project's contingency budget to meet these unbudgeted costs.

4.6 In the last update report, two issues were raised that have since been resolved. An assessment of the weak bridge structure on Lindsey Street has concluded that the highway design can proceed as proposed without modification (notwithstanding the delay to carriageway re-surfacing). And following engagement with Smithfield Market Traders' Association, the highway design has been modified slightly to better accommodate large vehicles turning from Charterhouse Street into Lindsey Street, without compromising the enhanced environment for pedestrians.

#### **Liverpool Street Reinstatement**

4.7 The Liverpool Street works have been affected by Crossrail delays, third party construction activities at 100 Liverpool Street and, more recently, COVID-19.

4.8 By mid-July, 95% of the highway works on Liverpool Street were completed and footway widening works on the western side Blomfield Street and Eldon Street commenced. The remaining works on a small portion of Liverpool Street and the east side of Blomfield Street and Eldon Street are dependent on the release of highway by the developer of 100 Liverpool Street and this is currently expected to be November 2020. Should the release take place on schedule, completion of this section will take place by July 2021. This will leave a small section of highway work at the junction of Blomfield Street and Finsbury Circus uncompleted due to the neighbouring redevelopment at 1-4 Liverpool Street. It is currently unclear when this work can be programmed.

4.9 The various delays to the works programme have led to additional staff costs. Moreover, the highways team have incurred additional, unbudgeted staff costs working on structural issues relating to the artwork planned for Liverpool Street. It has therefore been necessary to carry out a budget adjustment, using unspent utilities funding to meet the staff costs.

4.10 One of the two issues raised in the last update report has been resolved, with completion of the work to construct the raised carriageway which sits partly on private Network Rail land.

4.11 The other issue related to a review of traffic restrictions and enforcement on the section of Old Broad Street between London Wall and Liverpool Street, post Crossrail construction. Officers developed proposals to restrict motor vehicle access and identified potential locations for enforcement cameras. However, these proposals have now been superseded by the COVID-19 measures for this section of Old Broad Street and it

is likely that any future permanent works will be progressed as part of the Liverpool Street phase 2 project.

### **Moorgate Reinstatement**

4.12 The Moorgate highway works have progressed well since the last report to Members with completion of over 90% of the footway upgrade on Moorfields between Moor Place and London Wall. Some small sections of work within this area are still to be completed and this is dependent on the release of highway by Crossrail as well as coordination with the neighbouring development at 21 Moorfields.

By January 2021, all phase 1 work is programmed for completion with the following exceptions:

- Fore Street Avenue footway will be paved with temporary materials, with the Yorkstone paving upgrade coordinated with the s278 highway works at 21 Moorfields.
- Footway upgrade on western side of Moorfields opposite Moor Place coordinated with the s278 highway works at 21 Moorfields.
- Moor Lane southern footway will not be programmed due to the re-development of 101 Moorgate and these works will be programmed with the s278 at this development.

Subject to the release of highway by Crossrail, the central section of Moorfields will be opened to pedestrians in December 2020, reinstating the important desire line between the station and London Wall.

4.13 Funding has been received from Crossrail to complete the footway reparations work on parts of Moorgate and London Wall and this work was completed in September 2020.

4.14 The phase 2 highway works on the main Moorgate thoroughfare are currently paused whilst a review of the proposed design is undertaken. A section 278 agreement with Crossrail was finalised in June 2020 and this secured the release of Crossrail funding to undertake remedial utilities work on Moorgate. This work will take now place as part of the phase 2 works.

4.15 The various delays to the works programme have led to additional costs and the works budget has increased, principally due to unidentified drainage matters that emerged during construction. It will therefore be necessary to utilise some of the project's contingency budget to meet these unbudgeted costs.

4.16 Three risks and issues were identified in the last report. The two relating to footway reparations and remedial works to utilities on Moorgate are resolved as funding for this work has been agreed with Crossrail. The issue relating to the neighbouring 21 Moorfields site is on-going as the gantry to aid

construction remains in place and as a result the installation of the artwork on Moorfields is delayed for at least another 18 months.

### **Moorgate Crossrail Station Links**

4.17 The western arm of Finsbury Circus at its junction with Moorgate was closed to all vehicles in September 2019 and associated footway improvements were completed in February 2020. The remaining elements of the Station Links project are currently on hold, pending the outcome of a compensation claim against Crossrail relating to subsidence in Finsbury Circus.

### **Artwork update**

4.18 At Liverpool Street, the City Corporation, Crossrail, British Land and TfL are close to completing a review of the installation methodology, taking into consideration the requirements of each party. Once all are comfortable with the proposal it is expected that a legal agreement between the City and the artist will be signed, enabling the release of funding and fabrication of the artwork to commence. The estimated delivery time from signing the contract to installation is 14 months, so it is currently expected that the artwork will be installed in late summer/autumn 2021.

4.19 The Moorgate artwork is being fabricated and is programmed to be delivered in late 2020, with installation subject to the site being cleared by Crossrail and Land Securities (the developers of 21 Moorfields). This artwork is therefore programmed for installation following the removal of the 21 Moorfields gantry in spring 2022.

### **Finance**

4.20 Despite the significant delays experienced, officers are confident that all three projects will be delivered within the overall budgets agreed at Gateway 5. The current finances for each project are summarised below:

#### **Farringdon East**

Total budget available: £2,596,018

Total expenditure: £2,227,316

#### **Liverpool Street**

Total budget available: £2,707,843

Total expenditure: £1,118,828

#### **Moorgate**

Total budget available: £2,462,902

Total expenditure: £1,173,168

<b>5. Next steps</b>	<p><b>Farringdon East</b></p> <p>1. Oversee completion of works to November 2020 (except for works detailed in section 4).</p> <p><b>Liverpool Street phase 1</b></p> <p>1. Oversee completion of works to July 2021 (except for works detailed in section 4).</p> <p><b>Moorgate phase 1</b></p> <p>1. Oversee completion of works to January 2021 (except for works detailed in section 4).</p>

### Appendices

<b>Appendix 1</b>	Coversheet – Farringdon East
<b>Appendix 2</b>	Coversheet – Liverpool Street
<b>Appendix 3</b>	Coversheet – Moorgate

### Contact

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<b>Committees:</b> Streets and Walkways Sub - <i>for information</i> Projects Sub – <i>for information</i>	<b>Dates:</b> 15 October 2020 21 October 2020
<b>Subject:</b> Pedestrian Priority Streets Programme	<b>Progress Report</b>
<b>Unique Project Identifier:</b> <i>NA</i>	
<b>Report of:</b> Director of the Built Environment  <b>Report Author:</b> Maria Curro, Major Projects & Programmes	<b>For Information</b>
<h2 style="margin: 0;">PUBLIC</h2>	

<b>1. Status update</b>	<p><b>Project Description:</b> The City of London’s Transport Strategy, approved in May 2019, seeks to enhance City streets and make them great places to walk and spend time. The Transport Strategy proposes to put the needs of people walking first through a host of measures, with a focus on increasing the number of pedestrianised or pedestrian priority streets. Since the development of the Transport Strategy, a programme of works has been developed to bring forward pedestrian priority schemes.</p> <p><b>RAG Status:</b> NA</p> <p><b>Risk Status:</b> NA</p> <p><b>Total Estimated Cost of Project (excluding risk):</b> NA</p> <p><b>Spend to Date:</b> NA</p> <p><b>Costed Risk Provision Utilised:</b> NA</p>
<b>2. Key points to note</b>	<p><b>Key Points:</b></p> <ol style="list-style-type: none"> <li>1. The City of London’s Transport Strategy, approved in May 2019, seeks to enhance the City’s streets and make them great places to walk and spend time. The Transport Strategy puts the needs of people walking first through a host of measures, with a focus on increasing the number of pedestrianised or pedestrian priority streets.</li> <li>2. Since the development of the Transport Strategy, a programme of works has been identified to bring forward pedestrian priority schemes over the coming years. In addition to these, there are many schemes which enhance the pedestrian environment and experience, but which do not provide the priority element to pedestrians.</li> </ol>

<p><b>3. Reporting period</b></p>	<p><i>May 2019 – October 2020</i></p>
<p><b>4. Progress to date</b></p>	<p><b>Background</b></p> <ol style="list-style-type: none"> <li>1. Walking is, and will remain, the main way that people travel around the City. At any given time throughout the day, more people walk than travel by any other mode of transport.</li> <li>2. Over 90% of on-street journeys that start/finish in the City are entirely or partially walked (pre-COVID-19 data). The completion of the Elizabeth Line, coupled with ongoing building development, is expected to result in additional pedestrian movements on City streets.</li> <li>3. The City of London’s Transport Strategy proposes to increase the number of pedestrianised or pedestrian priority streets from 25 kilometres at present, to 35 kilometres by 2030. By 2044, at least 55 kilometres will be pedestrian priority and will account for half of all streets (by length). The City’s Climate Action Strategy also highlights that a network of pedestrian priority streets will help achieve the strategy’s objective of working towards net zero emissions.</li> <li>4. Pedestrian priority streets are defined as streets which act with pedestrian movement as the primary priority which may provide access for some motor vehicles at certain times of the day (timed restrictions); all vehicles, including cycles, will be expected to give way to people walking; and in certain instances, streets will be fully pedestrianised.</li> <li>5. To support the Transport Strategy’s ambition in enhancing the pedestrian environment, a programme of works has been identified to bring forward pedestrian priority schemes over the coming years. There are also enhancement schemes which may provide wider footways and improved pedestrian comfort levels and experience of a street, but which do not meet the criteria for a pedestrian priority street.</li> </ol> <p><b>Current Position</b></p> <ol style="list-style-type: none"> <li>6. The pedestrian priority programme includes a range of schemes that enhance the pedestrian environment and align to the pedestrian enhancement aims and objectives set out in the Transport Strategy.</li> <li>7. Table 1 provides a summary of the pedestrian priority streets that have been delivered since May 2019.</li> <li>8. A plan showing the location of these schemes can be found in Appendix A.</li> </ol> <p><b>Table 1: Pedestrian Priority Streets Programme (Completed)</b></p>

Project Name	Location	Pedestrian priority description	Completion Status	Completion Date	Distance/length of Pedestrian Priority (estimated)
Shoe Lane Quarter	Stonecutter Street	Access only route with shared surface	Completed	2019	75m
Finsbury Circus Western Arm	Finsbury Circus/Moorgate	Arm closed to all vehicles	Closed (enhancements to be completed in 2020)	2019	55m
60-70 St Mary Axe	St Mary Axe	Pedestrianised stretch of street	Completed	2019	46m
100 Bishopsgate	Bishopsgate	New area of City walkway opened	Completed	2020	161m
<b>Total (estimate)</b>					<b>337m (.34km)</b>

### ***Pedestrian Prioritisation Schemes – Completed***

#### *Shoe Lane Quarter*

9. Shoe Lane Quarter was dominated by high vehicular traffic. A safety and public realm study identified that the highway layout and traffic volumes created an unsafe environment for vulnerable road users. The highway network was redesigned to create an access only route, ensuring a reduction in traffic within the area.
10. Key public realm improvements included footway widening along Shoe Lane to reduce crossing distances and raising the carriageway to footway level to enable more frequent pedestrian crossings. Other improvements included installing pedestrian lighting under the Shoe Lane viaduct and large-scale planting around the Goldman Sachs building.

#### *Finsbury Circus Western Arm*

11. The Finsbury Circus Western Arm scheme sought to enhance the pedestrian amenity and enliven the space following the removal of the Crossrail construction offices in September 2019.
12. To improve the pedestrian environment, Members requested that the western arm be permanently closed to vehicular traffic. A traffic order was put into place in September 2019 which prohibited motorised vehicles from accessing the space. To facilitate the ease of pedestrian movement, raised tables at either end of the street have been designed, with the raised table at the Moorgate/Finsbury Circus western arm side complete.

13. The project was on hold due to ground settlement issues at the western arm. These issues have recently been resolved and Crossrail have released the main site back to the City. The Project Manager is working with the Highways Team to determine when the project can recommence.

*60 – 70 St Mary Axe*

14. As part of the 60-70 St Mary Axe development, the northern section of St Mary Axe (between Bevis Marks and Houndsditch) was pedestrianised to create a more welcoming and safer environment.

15. To further enhance the pedestrianisation of this area, substantial new urban greening and infrastructure was included. This included three large planters, seating, improved lighting throughout the area and a water refill point. Cycle access was retained within the area as it forms an important part of the north-south cycle connection.

*100 Bishopsgate*

16. The 100 Bisphosphate development provided the opportunity to enhance the pedestrian environment and provide additional facilities. The development created a new building footprint. A secure city walkway was developed through the site, replacing a former highway link. The new city walkway replaced an existing and limited walkway, adding 80m of pedestrian priority space.

17. This new city walkway provides a more direct access and permeability to surrounding streets, including Bishopsgate, Camomile Street and St Mary Axe. The city walkway path was open to the public March 2020.

***Pedestrian Prioritisation Schemes – In Development***

18. Table 2 provides a summary of the pedestrian priority streets which are currently under construction, with planned delivery for 2020/2021.

19. A full description of each scheme, as well as a map showing location, can be found in Appendix B.

**Table 2: Pedestrian Priority Streets Programme (In Development)**

Project Name	Location	Key Enhancements	Completion Date	Distance/length of Pedestrian Priority (approx.)
Liverpool Street and Moorgate Crossrail Enhancement s - Phase 1	Liverpool Street and Moorfields	<ul style="list-style-type: none"> <li>Introduction of pedestrian space at Moorfields and Liverpool Street</li> </ul>	2020	96m/60m



	2-6 Cannon Street	Distaff Lane	<ul style="list-style-type: none"> <li>• Footway resurfacing</li> <li>• Raised carriageway made flush with footway</li> <li>• Enhanced garden space</li> </ul>	2020	625m
	Bartholomew Close and Little Britain Enhancement	Bartholomew Close and Little Britain	<ul style="list-style-type: none"> <li>• Introduction of pedestrianised space on the south side of Bartholomew Close</li> <li>• Raised carriageway made flush with footway</li> <li>• Introduction of new greening</li> </ul>	2020	20m
	Puddle Dock	Puddle Dock/Up per Thames Street	<ul style="list-style-type: none"> <li>• Enhanced north-south pedestrian route</li> <li>• New footway space</li> <li>• Pedestrianisation of existing slip road</li> </ul>	2020/2021	50m
	35 Vine Street	Vine Street	<ul style="list-style-type: none"> <li>• Introduction of pedestrianised space</li> <li>• Carriageway made level with footway</li> <li>• Enhanced greening</li> </ul>	2020/2021	50m
	St Mary Axe Timed Experimental Closure	St Mary Axe	<ul style="list-style-type: none"> <li>• Timed closure to vehicles (on hold due to Covid-19 recovery measure installed)</li> </ul>	2020/2021 (on hold)	240m
	Bank Bypass Walking Routes (Birchin Lane, Abchruch Lane, Nicholas Lane, Finch Lane)		<ul style="list-style-type: none"> <li>• Enhanced and accessible north-south walking routes</li> <li>• Direct link to surrounding stations</li> <li>• Carriageway made level with footway</li> <li>• <i>Project currently on hold due to funding</i></li> </ul>	2020/2021	100m
	100 Minories	Minories	<ul style="list-style-type: none"> <li>• Introduction of pedestrianised space at Crescent</li> <li>• Improved green space, with seating and lighting</li> <li>• Introduction of north-south walking route at Vine-Street</li> </ul>	2020/2021	32m

		development		
Charterhouse Square School Street	Charterhouse Street/Charterhouse Square	<ul style="list-style-type: none"> <li>• Timed closure to motor vehicles at school start and end times</li> </ul>	2020/2021	70m
Petticoat Lane	Middlesex Street	<ul style="list-style-type: none"> <li>• Narrowed carriageway</li> <li>• Carriageway made level with footway</li> <li>• More welcoming environment for traders/visitors</li> <li>• Introduced a public plaza</li> </ul>	2021	125m
Mark Lane (Phase 2)	New London Street	<ul style="list-style-type: none"> <li>• Experimental Traffic order to prohibit motor vehicles made permanent</li> </ul>	2021	40m
Mark Lane (Phase 2)	Mark Lane	<ul style="list-style-type: none"> <li>• Footway widening</li> <li>• Introduction of pedestrianised space</li> <li>• Greening/seating</li> </ul>	2021	15m
<b>Total estimate</b>				<b>1,517m (1.5km)</b>

### ***Pedestrian Prioritisation Schemes – Future Development***

20. Table 3 provides a summary of the pedestrian priority streets which are planned for delivery post 2022.

21. A plan showing the location of these schemes can be found in Appendix C.

**Table 3: Pedestrian Priority Streets Programme (Future Development)**

<b>Project Name</b>	<b>Location</b>	<b>Completion Status</b>	<b>Completion Date</b>	<b>Distance/length of Pedestrian Priority (estimated)</b>
All Change at Bank	Bank Junction	Future Development	2022/2023	350m

10 Fenchurch Avenue	Fenchurch Avenue	Future Development	2024	30m
<b>Total (estimate)</b>				<b>380m (0.38km)</b>

*All Change at Bank*

22. The All Change at Bank project seeks to deliver a simplified junction arrangement to better accommodate the needs of all road users, with a focus on pedestrians. The level of specific pedestrian priority is yet to be determined, but the design will provide an improved pedestrian experience on the approach to and through the junction

23. The project is investigating the potential closure or further restrictions of two to three arms of the junction approaches which will provide more space to pedestrian movement.

*10 Fenchurch Avenue*

24. 10 Fenchurch Avenue was completed in 2018 and includes a large open air, roof top public space that is free to access.

25. Improvements include a central passageway through the development, providing a new connection between Fenchurch Street and Fenchurch Avenue, as well as wider Yorkstone footways around the perimeter of the site on Fenchurch Street, Billiter Street, Fenchurch Avenue and Fen Court. New trees have been planted on Fen Court and Fenchurch Street.

26. The southern section of Billiter Street has also been pedestrianised but due to a neighbouring development the re-paving in Yorkstone is on hold 2024.

***Longer-Term Future Schemes Under Development 2022+***

27. The Transport Strategy outlines longer-term schemes that focus on pedestrian enhancements and possible pedestrian priority measures. These schemes are in the early stages of development and planning, but when complete may create pedestrian-focused environments which are safer and more accessible.

28. The location of these schemes can be found in Appendix D.

***Beech Street Transport and Public Realm Improvements***

29. Beech Street is a key movement route for pedestrian and provides vehicle access to the Barbican Estate and Barbican Centre and a through route between Moorgate and Farringdon.

30. Beech Street is characterised by having a high volume of

pedestrians and poor air quality. To address this, an experimental traffic order is currently in place for a period of up to 18 months. The experiment is to allow only zero emissions vehicles to travel along Beech Street.

31. This provides the opportunity, should the experiment be made permanent, to enhance the pedestrian environment and explore further pedestrian priority measures.

*Liverpool Street and Moorgate Crossrail Enhancements*

32. The Crossrail station at Liverpool Street and Moorgate is expected to be operational by 2021 (pre-Covid-19). The opening of this station, coupled with new commercial developments within the area, is expected to result in a significant increase in pedestrian movements.

33. Phase 1 of the Liverpool Street and Moorgate Crossrail enhancement schemes focus on pedestrian improvements to facilitate pedestrian access immediately to/from the station. This phase of work is currently under construction.

34. Phase 2 of the Liverpool Street and Moorgate Crossrail enhancement schemes focuses on the wider area further afield from the stations, ensuring the pedestrian environment facilitates accessible, safe and direct onward travel.

35. Phase 2 is in the early development phase. Recent work includes collecting pedestrian, cyclist and motor vehicle data and determining pedestrian comfort levels for all footways. Early design options to enhance pedestrian safety at crossings and working closely with TfL to outline the appropriate pedestrian modelling method.

36. Future considerations for Phase 2 may include investigating pedestrian priority spaces, such as the identification of pedestrianised areas. Other considerations may include traffic reduction schemes that allow for pedestrian enhancements, such as footway buildouts and opportunities for greening.

*Healthy Streets Plans*

37. Healthy Streets Plans (HSPs) aim to create streets that are pleasant, safe and attractive and which work to remove any barriers to that prevent people using them.

38. HSPs will be developed using the Transport Strategy's proposed street hierarchy, a range of traffic management tools and in consultation with local residents, businesses and other stakeholders.

39. Common to all HSPs is the overarching objective to reduce motorised traffic volumes, allowing for future works to focus on pedestrian priority and enlivening the pedestrian space.

40. City Cluster and Fenchurch Street HSP: This HSP will be delivered in two phases, with the first focusing on the City Cluster area. There are currently detailed proposals for streetscape and public realm improvements, outlined within the City Cluster Vision. Leadenhall Street is identified as a principal street for pedestrian priority and public realm enhancements.
41. Fenchurch Street is identified as a major street that will benefit from enhancements. Future proposals for this area will need to be linked to any proposed capacity upgrades to Fenchurch Street Station and master planning for the wider area.
42. Barbican and Smithfield HSP: The Barbican and Smithfield HSP will be delivered as two separate HSPs. The Barbican HSP will be delivered through the Beech Street Transport and Public Realm Improvements scheme.
43. The Smithfield HSP is in the early design phase, with initial concept designs options for the Smithfield area linked with the relocation of the Museum of London. It is envisioned that these options will include different levels of pedestrian priority, including some pedestrianisation.
44. Traffic movements within the area are being assessed, to determine the possibility of road closures.
45. Temple and Fleet Street HSP: This HSP is in the early stages of development and will focus on enhancements to Fleet Street and Temples area including the interaction with the Fleet Street Estate Project.

***Complementary Programme of Work***

46. A programme of complementary pedestrian-focused events has also been developed, with the purpose to provide an understanding of how pedestrian-focused streets can look and feel.

*Car Free Days and Weekends*

47. Car free days and weekends focus on creating streets that are only open for traffic free activities. Car free days and weekends provide the opportunity to temporarily use existing streets to encourage and promote walking, cycling and on-street community events and activities.
48. The first car free day was held on September 22<sup>nd</sup> 2019. Almost 27km of streets were closed to traffic, most of which was in the City. City staff from all departments participated in all car free day organising committees. The day attracted over 70,000 people including 25,000 children. The City organised a range of engaging events including walking tours, Play Streets and guided cycle

rides.

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

50. It is anticipated that there will be future Car Free days which can build on the 2019 experience.

#### *Lunchtime Streets*

51. The Lunchtime Streets programme was launched in 2019, with a focus on providing space for people using the streets over the lunchtime period during the summer months. Lunchtime Streets temporarily closes a street and removes all motor traffic during the lunchtime peak pedestrian travel period.

52. The Lunchtime Street events are used to measure the effects on and perceptions of the local community in reducing motorised traffic, creating pedestrian only spaces and improving the streetscape.

53. The first Lunchtime Street event was trialled in May 2019 at St Mary Axe. Feedback indicated that 95 of 100 respondents who attended supported the trial and supported making St Mary Axe traffic free at lunchtime. Since the initial trial, four more Lunchtime Streets events took place at St Mary Axe and Chancery Lane in 2019.

54. Other Lunchtime Streets dates are currently being reviewed.

55. Car Free Days and Weekends and Lunchtime Streets are currently on hold due to COVID-19. However, it is expected that these events will resume in 2021.

#### **COVID-19 Transport Recovery Programme**

56. As part of the Phase 1 and 2 COVID-19 transport recovery programme, 12 streets have been identified to be pedestrian priority. These streets have had measures to enhance the pedestrian environment and experience. Motorists can only use these streets for access to off-street premises only.

57. For these streets, a range of measures will be utilised to enhance the pedestrian space. These measures include temporarily reallocating carriageway space and the suspension of parking bays to introduce parklets, moveable seating and other green infrastructure.

58. Other measures include extending the hours of existing timed street closures, creating a more pedestrian-focused environment.

59. The location of these schemes, including a description of

	<p>work, can be found in Appendix E.</p> <p><b>Conclusion</b></p> <p>60. Walking is the main way people travel within the City and it is expected that the number of people walking will only increase with the opening of the Elizabeth Line. To ensure that City streets are able to meet the existing and future needs of people walking, a pedestrian priority programme of works has been identified and is currently being taken forward.</p> <p>61. By 2030, the City aims to increase pedestrian priority or pedestrianised streets by 10km. When taking into consideration completed, in development and future pedestrian schemes to date, 2220m of pedestrian priority space has or is currently planned to be delivered (excluding the longer-term plans). This accounts for 22% of the 10km increase set in the Transport Strategy.</p> <p>62. The pedestrian priority streets programme aligns with the Corporate Strategy in contributing to a flourishing society and shaping outstanding environments.</p> <p>63. The pedestrian priority streets programme also works to achieve the net zero vision set out for the Department of the Built Environment, with the aim of creating streets that inspire and delight, are well-connected and accessible, and are healthy and attractive.</p>
<b>5. Next steps</b>	<p>1. Continue to monitor and identify pedestrian priority streets in line with the Transport Strategy and report back as necessary.</p>

### Appendices

<b>Appendix A</b>	Pedestrian Prioritisation Programme Locations (Developed)
<b>Appendix B</b>	Pedestrian Prioritisation Programme Locations (In Development)
<b>Appendix C</b>	Pedestrian Prioritisation Programme Locations (Future Development)
<b>Appendix D</b>	Long Term Future Schemes Under Development
<b>Appendix E</b>	COVID-19 Transport Recovery Programme

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<b>Date</b>	<b>Action</b>	<b>Officer responsible</b>	<b>To be completed/ progressed to next stage</b>	<b>Notes/Progress to date</b>
<b>4 September 2018</b> <b>23 October 2018</b> <b>4 December 2018</b> <b>22 January 2019</b> <b>26 February 2019</b> <b>17 April 2019</b> <b>22 July 2019</b> <b>15 October 2019</b> <b>3 December 2019</b> <b>25 February 2020</b> <b>7 July 2020</b>	<p><b><u>Dockless Bikes</u></b></p> <p>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>	Director of the Built Environment	November 2020	<p>Officers are progressing the approach to expanding dockless cycle hire that was agreed by the Planning &amp; Transportation Committee in December 2019. This includes identifying and providing additional dockless cycle parking bays across the City. A number of temporary dockless bays have been identified as part of our COVID-19 response which will allow an expansion of dockless cycle hire operations to support people who wish to cycle and reduce demand for public transport. We anticipate these temporary bays will be ready in November and may support up to two additional operators gaining approval to run schemes in the City.</p> <p>It is intended that a study of dockless bay locations and additional suitable locations will take place over the winter, subject to ongoing discussions with all operators regarding contributions to costs.</p>
<b>3 December 2019</b> <b>25 February 2020</b> <b>7 July 2020</b>	<p><b><u>Beech Street Transport and Public Realm Improvements</u></b></p> <p>The project will address air quality issues by reducing traffic that pass 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>	Director of the Built Environment	<p>Ongoing</p> <p>October 2020</p>	<p>The experimental traffic restrictions went live on 18 March.</p> <p>Active enforcement of the restrictions began in August 2020. Traffic flows in Beech St are currently approximately 10% of pre scheme flows. There is a general reduction in general traffic volumes in the City (of up to 50%) and there are a number of temporary traffic restrictions in place for the COVID19 recovery. We are undertaking extensive traffic flow measurement and analysis around the City to understand the impact of the experiment.</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> <p>A report is being bought to this committee providing a more substantive update.</p>
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