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Streets and Walkways Sub (Planning and Transportation) Committee

Date: **TUESDAY, 19 MARCH 2024**

Time: 1.45 pm

Venue: **COMMITTEE ROOM 2 - 2ND FLOOR WEST WING, GUILDHALL**

Members:

Graham Packham (Chairman)
John Edwards (Deputy Chairman)
Deputy Randall Anderson
Deputy Marianne Fredericks
Deputy Shravan Joshi
Deputy Charles Edward Lord
Deputy Alastair Moss
Alderwoman Susan Pearson
Ian Seaton
Deputy Paul Martinelli, Finance Committee (Ex-Officio Member)
Oliver Sells KC (Ex-Officio Member)

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Ian Thomas CBE
Town Clerk and Chief Executive

AGENDA

N.B. Items marked * are for information and will be taken without discussion, unless the Clerk has been informed that a Member has questions or comments prior to the start of the meeting.

Part 1 - Public Agenda

1. **APOLOGIES FOR ABSENCE**

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

3. **MINUTES**

   To agree the public minutes and summary of the meeting held on 30 January 2024.

   For Decision
   (Pages 5 - 18)

4. **PEDESTRIAN PRIORITY STREETS PROGRAMME - PHASE 1 (KING WILLIAM STREET TRANSFORMATION AND PROGRAMME UPDATES)**

   Report of the Interim Executive Director Environment.

   For Decision
   (Pages 19 - 110)

5. **OLD JEWRY AND IRONMONGER LANE**

   Report of the Interim Executive Director, Environment.

   For Decision
   (Pages 111 - 114)

6. **PAN-LONDON RENTAL E-SCOOTER TRIAL EXTENSION UNTIL MAY 2026**

   Report of the Interim Executive Director, Environment.

   For Decision
   (Pages 115 - 136)

7. **ST PAUL'S CATHEDRAL EXTERNAL RE-LIGHTING**

   Report of the Interim Executive Director, Environment.

   For Decision
   (Pages 137 - 190)

8. **STONECUTTER COURT S278**

Report of the Interim Executive Director, Environment.

For Decision
(Pages 191 - 208)

9. **65 GRESHAM STREET S278**

Report of the Interim Executive Director Environment.

For Decision
(Pages 209 - 222)

10. **FENCHURCH STREET AREA HEALTHY STREETS PLAN**

Report of the Interim Executive Director, Environment.

For Decision
(Pages 223 - 244)

11. **BEVIS MARKS SUSTAINABLE URBAN DRAINAGE SYSTEM (SUDS)**

Report of the Interim Executive Director Environment.

For Decision
(Pages 245 - 266)

12. *** ANTI-TERRORISM TRAFFIC REGULATION ORDER**

Report of the Interim Executive Director, Environment.

For Information

13. *** OUTSTANDING REFERENCES**

Report of the Town Clerk.

For Information

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

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

16. **EXCLUSION OF THE PUBLIC**

MOTION – That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part I of Schedule 12A of the Local Government Act as follows:-

Part 2 - Non-public Agenda

17. **NON-PUBLIC MINUTES**

To agree the non-public minutes of the meeting held on 30 January 2024.

For Decision
(Pages 267 - 268)

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

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

STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE
Tuesday, 30 January 2024

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Room 3 - 2nd Floor West Wing, Guildhall on Tuesday, 30 January 2024 at 1.45 pm

Present

Members:
Graham Packham (Chairman)
John Edwards (Deputy Chairman)
Deputy Marianne Fredericks
Deputy Shravan Joshi
Deputy Charles Edward Lord
Alderwoman Susan Pearson
Ian Seaton

Officers:

Zoe Lewis	-	Town Clerk's Department
Luke Major	-	Communications and External Affairs Department
Olumayowa Obisesan	-	Chamberlain's Department
Gillian Howard	-	Environment Department
Ian Hughes	-	Environment Department
Daniel Laybourn	-	Environment Department
Bruce McVean	-	Environment Department
Olumayowa Obisesan	-	Environment Department
Emmanuel Ojugo	-	Environment Department
Giles Radford	-	Environment Department
Bob Roberts	-	Environment Department
Michelle Ross	-	Environment Department
Kristian Turner	-	Environment Department
Clarisse Tavin	-	Environment Department
Giacomo Vecia	-	Environment Department
Clive Whittle	-	Environment Department
George Wright	-	Environment Department

1. **APOLOGIES FOR ABSENCE**
   Apologies were received from Deputy Randall Anderson, Paul Martinelli, Deputy Alastair Moss and Oliver Sells KC.

2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
   There were no declarations of interest.

3. **MINUTES**

RESOLVED, That the public minutes of the meeting of 7 November 2023 be approved as an accurate record of the proceedings.

Matters Arising

Barbican and Golden Lane Healthy Streets Plan

The Chairman asked when the meeting would take place with Islington Council to discuss the governance of the Barbican and Golden Lane Healthy Streets Plan. An Officer stated that this was due to be arranged by Islington Council. Work between Officers at the City and in Islington was ongoing and there would be a report back to the Sub-Committee to a future meeting on emerging ideas for the Plan. The Chairman stated the importance of meeting with Islington Council to consider the governance arrangements of the project.

Underpass at Blackfriars Station

The Chairman queried the ownership of the underpass. Officers stated they would confirm the ownership.

Threadneedle Street

Officers confirmed that the Bank Junction improvement work on Threadneedle Street had started.

4. **PEDESTRIAN PRIORITY STREETS PROGRAMME - OLD JEWRY**

Members considered a report of the Interim Executive Director Environment concerning options for Old Jewry and whether to make changes to the previously approved scheme to mitigate Members' concerns raised about the impact on people who needed to travel by motor vehicle.

An Officer stated that Officers considered that the changes had resulted in improvements for people walking and cycling and data supported this.

A Member stated that changes towards pedestrianisation were made to this area during the pandemic but there were unintended consequences to certain closures including increased congestion and increased travel times by motor vehicles. He commented that Old Jewry was not a welcoming environment for pedestrians and was misused by service vehicles. He suggested that, once opened up, Ironmonger Lane would be a more welcoming cut through and suggested an experimental traffic order be put in place to open up Old Jewry southbound. He added that this would lower congestion around St Paul's Gyratory and ease congestion and at the end of the experimental traffic order, if successful, street works could create a more pleasant environment for walkers and cyclists. He stated that the Mercers' Company, a large stakeholder in the area, were in principle, broadly supportive of Jewry Street being opened up southbound and Ironmonger Lane having time closures. He added that they wanted the street works to be undertaken and that they still had concerns around Frederick's Place as highlighted in the Officer report. He suggested that Option 2a be selected with an additional piece of work undertaken on the intent around Ironmonger Lane.

A Member commented that vehicle numbers were small compared to the numbers of people cycling and walking and therefore an increase in driving times did not align with the Transport Strategy, He commented that changes would need to resolve other issues e.g. congestion caused by three-point turns.

A Member noted that Option 2B would preserve Old Jewry pedestrian exclusivity between Poultry and Frederick's Place for part of the day. Another Member was in support of this option as this would enable servicing to take place.

The Chairman raised concern about three point-turns and stated that Ironmonger Lane should be open for pedestrians.

Officers were asked to outline the differences between Options 2a and 2b. Members were informed that when the assessments took place, the numbers of people using Old Jewry were large for a constrained space. Option 2a would enable the whole street to be one-way which could open up more opportunities for improvements in the future. Option 2b recognised that there were large spikes of people using Old Jewry during peak hours. Under Option 2b, the street would remain a two-way street as when the restrictions were not in place, vehicles would go in and out. Three point-turns issues would remain under Option 2b.

The Officer confirmed that Ironmonger Lane was expected to reopen in Autumn 2024.

In relation to three-point turns, a Member stated that some drivers would know the hours the restrictions were in place and would plan their journeys accordingly. A Member stated that service vehicles were an issue. An Officer stated that the vehicles currently on the street were either there to serve the buildings or use the parking spaces. An Officer stated that currently there were more three-point turns taking place as a result of increased servicing traffic for the construction and fit-out work the Mercers' Company was undertaking.

The Chairman asked whether, if minded to, Members could indicatively support Option 2a with a caveat that it would not be implemented until Ironmonger Lane was reopened. An Officer stated that Members could indicatively support Option 2a with Officers submitting to a future meeting, a report for final decision along with detail on plans for Ironmonger Lane.

RESOLVED – That Members of the Sub-Committee indicatively support Option 2a to initiate a traffic experiment to reopen Old Jewry to all traffic in a southbound direction at all times and pause any work on potential improvements until the conclusion of the experiment, with Officers submitting to a future meeting, a report for final decision along with details on plans for Ironmonger Lane.

5. **GENERAL MICROMOBILITY UPDATE AND ACTIONS FOR IMPROVING DOCKLESS BIKE HIRE IN THE CITY**

The Sub-Committee considered a report of the Interim Executive Director Environment which, following Member briefing sessions with two of the operators, proposed further short, medium and long-term actions for improving dockless cycle hire operations in Square Mile.

In the discussion the following main points were made:

- Although there was no formal timeline for the pan-London joint dockless micromobility contract, procurement was set to start in early summer. It was anticipated that the contract would be in place by late 2025 or during 2026. Officers were continuing to collaborate with TfL and London Councils on this and considered this to be the most effective way to manage dockless cycles in London whilst awaiting additional primary legislation from central government.
- Officers had held several meetings with operators who were willing to implement some of the actions.
- Officers were looking to introduce additional spaces and improve reporting and data collection to understand and challenge operators on levels of compliance.
- A Member stated that working with operators to review their approach to warning, fining and banning users was a key action. An Officer agreed but stated that to compel operators to increase fines and fine more regularly would require better regulation.
- The Chairman suggested that testing could take place to identify and record bicycles parked inappropriately using their serial numbers and then checking this against the operators' records. An Officer stated that there could be resource implications. Officers were working informally with operators to ask them to share compliance data.
- Members suggested that the existing CCTV could be used to aid with data collection. It was also suggested that parking enforcement officers could be used to take and send photographs of bicycles parked inappropriately. An Officer stated that currently street operators had reported thousands of inappropriately parked bicycles since they had begun in 2018.
- An Officer stated that there could be an intensive approach to collecting data over a period of a week, which would have less impact on resources. He added that Officers were looking at creative ways to mitigate issues such as using technology and making it easier for people to report inappropriately parked bicycles.
- It was suggested that a campaign week, when good cycling behaviour was promoted, could be used to take a sample e.g. 10 inappropriately parked bicycles and track what happened to them.
- Officers had met with TfL and London Councils to discuss the implementation of new actions and to address discrepancies between the operators.

RESOLVED – That Members of the Sub Committee

1. Agree the short-term actions laid out in paragraph 23 of the Officer report, which sought to:

- Implement a City-wide no-parking zone outside of approved parking areas;
- Establish rapid response areas; and
- Enhance warning, fining and banning procedures

2. Note the other actions laid out in paragraphs 23-27 of the Officer report.
3. Request Officers update all Members.

6. **ST PAUL'S GYRATORY TRANSFORMATION PROJECT - PHASE 1**

Members considered a report of the Interim Executive Director Environment which summarised the results of the recent public consultation, detailed proposed modifications to the highway design following an assessment of consultation feedback, sought Member approval for the project team to progress the recommended highway design option to detailed design stage and provided an update on progress with the RIBA stage 3 developed design for the new public space.

In the discussion, the following main points were made:

- An Officer confirmed that the £15-£17m funding was in place. Officers intended to report back to the Sub-Committee with the proposed developed design in May 2024, with a Gateway 5 report in October 2025 to start work and they looked to start work in Spring 2025. It was anticipated that all works would be completed by May 2027.
- The Chairman stated that with so many expectations and demands on the space, care would need to be taken not to try and accommodate everything as this would likely prove to be unsuccessful.
- Members welcomed the playground space. A Member stated that there had been equal written responses from public consultation with a preference for sports and playground space. It was considered that the space would be a better location for children playing than for adults exercising and play space was desirable in this location as it was close to a number of tourist attractions. There had been much feedback from hotels and Destination City that play space was needed.
- Members discussed whether the square could successfully accommodate both a play area for children as well as exercise space and facilities for adults. It was agreed that play space for children was the highest priority of the two, and Officers were requested to note and factor this into their final design proposals.
- A Member commented on the loss of coach parking and asked where this would be located. An Officer stated that on-street provision had been cross referenced against Tower Hill coach park provision. Since the 81 Newgate Street work had commenced, there had only been two spaces in the project area and two spaces would be retained at Angel Street.
- An Officer clarified that the guard railing would be removed at the junction of Newgate Street and St Martin Le Grand. He added that this junction was the most complex in the scheme. Signage and road markings on the ground would be improved to assist cyclists and pedestrians. There would be advance stop lines and early release traffic lights to assist cyclists.

- The Officer confirmed that TfL were involved in the modelling and stated that it had not been possible to formalise a diagonal crossing for pedestrians and although there would be an all-green phase, it would not last long enough for a formal diagonal crossing.
- A Member stated that the parts of the project on the routes used for the Lord Mayor's Show and Cart Marking needed to be able to accommodate wide vehicles.
- A Member commented that the changes should be child-friendly.
- A Member requested that the Christ's Hospital statue be a prominent feature in any design. An Officer stated that there were proposals and these would be sent to Members of the Sub-Committee.
- A Member commented that this was an historic area and she would have preferred two-way traffic, with St Martin Le Grand, King Edward Street and Little Britain for blue light services, local traffic and cyclists and she considered that this would be safer for cyclists and be better for the hospital. An Officer stated that others including St Bartholomew's Hospital had the same view but when this approach was modelled, it did not work and was therefore set aside. Officers had undertaken to look at this approach again when phase 2 was being considered. The Officer added that this approach would mean King Edward Street could become a Healthy Hospital Street. The Member asked that flexibility should be retained by having temporary rather than permanent build-outs and loading bays which could be changed in the final design.

RESOLVED – That Members of the Sub-Committee

1. Approve commencing detailed design of the traffic and highway elements of Option 1A that include: the introduction of two-way working on Newgate Street, part of St. Martin's Le Grand and Montague Street; the reversal of traffic flow on Angel Street; and the closure of the southern section of King Edward Street to enable the creation of the new public space.
2. Authorise officers to progress the statutory consultation on the necessary Traffic Management Orders related to the highway option 1A ahead of Gateway 5.
3. Delegate authority to the Interim Executive Director Environment, in consultation with the Chairman of Streets & Walkways, to make changes to highway option 1A that arise during the detailed design stage.
4. Note that the design for the new public space is currently being progressed to a RIBA Stage 3 (incorporating changes arising from the public consultation feedback) and the final proposal will be presented to Members for approval in an Update Report in May.
5. Agree that up to 116m² of space be reserved for either play or exercise equipment or retained as planting/seating within the new square; noting that the introduction of play or exercise equipment will result in up to a 10.6% reduction of planting (66m²), up to a 12.5% reduction in seating (20 linear metre) and up to a 1.8% reduction in footway (50m²) and reduced permeability (see Appendix 10 of the Officer report for more information). A final recommendation on the use of this space for either play, exercise or planting (along with any proposed equipment to be introduced) will be made in the Update Report.

6. Note that Greyfriars Square was the most popular name for the new space in the public consultation and that officers will progress the statutory process for re-naming a street pursuant to existing delegations.
7. Approve an additional budget of £2,116,630 from the agreed capital allocation (OSPR) to reach Gateway 5.
8. Note the total project budget of £5,344,622 (excluding risk) to reach Gateway 5.
9. Note the total estimated cost range of the project at £15- 17 million.
10. Delegate authority to the Interim Executive Director Environment, in consultation with the Chamberlain, to make any further adjustments (above existing authority within the project procedures) between elements of the budget.
11. That Officers consider whether a formal diagonal crossing could be included in the scheme.

7. **MOOR LANE ENVIRONMENTAL ENHANCEMENTS**

The Sub-Committee considered a report of the Interim Executive Director Environment which provided an update on the progress of the project and sought approval to revise the design for Area B.

A Member stated that having consulted residents, they were broadly in support of Option 1 as recommended by Officers. This would ensure the Clean Air Garden was part of one unified scheme. The Members thanked Officers for their work.

An Officer confirmed that a further report detailing the working party arrangements and the development of the project milestones would be submitted to the Sub-Committee in May 2024.

A Member asked when the bridge link would be opened. An Officer stated that the developer could open this once snagging issues had been addressed. There was also a separate process for the link to be formally declared as City Walkway but the link could be opened to the public prior to the declaration.

RESOLVED - That Members of the Sub-Committee

1. Approve that the existing design for Area B (approved in May 2023) is not constructed. Instead that the project reverts to the Gateway 3/4 Options Appraisal stage, to allow revision of the proposed design in line with the Healthy Neighbourhood programme and consideration of traffic management changes along Moor Lane.
2. Note that this will put the delivery of this project within the Bunhill, Barbican and Golden Lane Healthy Streets Neighbourhood programme.
3. Agree the formation of a working party made up of local stakeholders, including residents, occupiers and developers, the Culture Mile BID and a small number of ward Members to enable a collaborative and more co-productive approach to developing the revised design. Governance of the project and decision making will remain with Streets and Walkways Sub Committee.
4. Note that a further report detailing how the working party will work and the development of the project milestones will follow in due course.

5. Authorise the budget adjustment related to staff costs and fees to be actioned as outlined in section 3 below and in Appendix 3 of the Officer report.
6. Note the current total estimated cost of the project (areas A and B) at £2,968,680 (excluding risk).

8. **SALISBURY SQUARE DEVELOPMENT HIGHWAY AND PUBLIC REALM WORKS**

The Sub-Committee received a Gateway 2 Issue Report of the Interim Executive Director Environment.

RESOLVED - That Members of the Sub-Committee

1. Approve Option 2*; and allow for the additional budget of £154,000 (staff costs and fees) to be included in the budget to reach the next Gateway subject to the receipt of funds from the City Corporation in its capacity as developer.
2. Note the updated increased cost of the highways and public realm works, currently estimated at £5m - £6m (excluding costed risk provision and commuted sums).
3. Note the revised timescales for delivery outlined in this report.

*Option 2 (Recommended): Additional budget Staff costs and fees approved to complete the work and ensure the street environment is fit for purpose and in line with the requirements of the Unilateral Undertaking.

9. **1 LEADENHALL STREET SECTION 278 HIGHWAY WORKS**

The Sub-Committee received a Gateway 3/4/5 report of the Interim Executive Director Environment.

RESOLVED – That Members of the Sub-Committee

1. Note and approve the associated contents of this report;
2. Approve an increase in the approved budget of £831,006 (an increase of £686,777, excluding costed risk and commuted maintenance) to reach Gateway 6, following receipt of funds from the Developer in late December 2023;
3. Approve the Risk Register in Appendix 3 and the requested Costed Risk Provision of £139,000, and that the Executive Director Environment is delegated to authorise the drawdown of funds from this register;
4. Approve the Commuted Maintenance sum of £5,229;
5. Note the revised total project cost of £931,006 inclusive of costed risk and commuted maintenance as detailed in Appendix 2 of the Officer report;
6. Approve the design option, shown in Appendix 4 of the Officer report, for construction.
7. Agree that the Corporate Programme Management Office, in consultation with the Chairman of the Streets & Walkways Sub Committee and Chief Officer as necessary, is to decide whether any project issues or decisions that falls within the remit of paragraph 45 of

the ‘City of London Project Procedure – Oct 2023’ (Changes to Projects: General), as prescribed in Appendix 8 of the Office report, is to be delegated to Chief Officer or escalated to committee(s).

10. **2-6 CANNON STREET PUBLIC REALM IMPROVEMENTS CLOSEDOWN REPORT**

The Sub-Committee received a Gateway 6: Outcome Report of the Interim Executive Director Environment.

A Member commented on the Lessons Learned and Recommendations section of the Officer report which stated that an in internal officer resource could provide the necessary guidance when planning works adjacent to a Listed Buildings and other scheduled heritage assets. The report stated that this was not currently the case and would improve efficiency of engagement between the Diocese of London and Historic England. An Officer stated that that this would be explored.

A Member commented that the photographs in the Officer report did not show the extent of the improvements and a visit to see the improvements would be welcomed.

RESOLVED – That Members of the Sub-Committee

1. Agree to adjust the budget as set out in Appendix E to cover the additional staff time expended;
2. Approve the revised project budget to be utilised to complete minor outstanding public realm works to complete the project;
3. Approve outstanding actions in Section 13 of this report are completed on which final accounts and project closure can commence;
4. Request Officers to arrange a visit to see the improvements to greening; and
5. Request Officers to explore having an in internal officer resource to provide the necessary guidance when planning works adjacent to a Listed Buildings and other scheduled heritage assets.

11. **ST BARTHOLOMEW'S HOSPITAL ENVIRONMENTAL ENHANCEMENTS CLOSEDOWN REPORT**

The Sub-Committee received a Gateway 6 Outcome Report of the Interim Executive Director Environment.

In response to a request from Members, an Officer stated that the quality of before and after photographs would be improved in future reports. An Officer stated that it appeared there was less greening in the after photographs as an existing planter had to be replaced with stand-alone planters containing young trees. However, these would be greener once they matured.

RESOLVED – That Members of the Sub-Committee

1. Agree to adjust the budget as set out in appendix 3 to cover the additional staff time expended; and
2. Approve outstanding actions in Section 13 of this report are completed on which final accounts and project closure can commence.

12. **MARK LANE PUBLIC REALM AND TRANSPORTATION ENHANCEMENTS - PHASE 2 AND 3**

The Sub-Committee received a Gateway 6 Outcome Report of the Interim Executive Director Environment.

A Member raised concern about spray paint markings which were still in place. An Officer confirmed that those who had made the markings had not using water-based paint as required in the Code of Practice and would be informed they would need to remove the markings at their own expense.

A Member stated that the raised areas on Hart Street were welcomed by residents with access issues and she thanked Officers for their work on this. She stated that there were now two single lines on Hart Street and a double yellow line should be reinstated on one side.

RESOLVED – That Members of the Sub-Committee

1. Note the contents of this report;
2. Agree to adjust the budget as set out in Appendix 3 of the Officer report to cover the additional staff time expended;
3. Note outstanding actions in Section 13 of this report are to be completed, on which final accounts and project closure can commence; and
4. Request that a double yellow line be reinstated on Hart Street.

13. **CURSITOR STREET/ BREAMS BUILDINGS PUBLIC REALM IMPROVEMENTS**

The Sub-Committee received a Gateway 6 Outcome Report of the Interim Executive Director Environment.

The Chairman commented that the photographs in the Officer report did not adequately show the improvements to greening. The Officer stated that a new large tree had been installed as had large planters containing trees. They had been planted in the winter so had not yet had time to develop. The Chairman stated the importance of greening and requested that a visit for Members of the Sub-Committee be arranged to see the improvements to greening.

RESOLVED – That Members of the Sub-Committee

1. Agree authorisation to revise the current approved budget allocation for the Cursitor Street phase of £371,647(within existing totals), to cover an overspend attributable to additional officer resource required to accommodate some design changes, as reflected in Appendix 4 of the Officer report. Note: Any funds that remain will be reallocated to Breams Buildings and reported as part of the programme of delivery for the Fleet Street Area Healthy Streets Plan;
2. Approve outstanding actions in Section 13 of the Officer report to be completed, on which final accounts and project closure can commence;
3. Approve the reprogramming of the Breams Buildings phase of works to be implemented as part of the wider delivery of the Fleet Street Area Healthy Streets Plan approved in November 2023;

4. Agree authorisation to revise the current approved budget allocation for the Breams Building phase of £109,119 (within existing totals), to cover an overspend attributable to additional officer resource required, as reflected in Appendix 4 of the Officer report; and
5. Request Officers to arrange a visit to see the improvements to greening.

14. **TEMPLE AREA TRAFFIC REVIEW**

The Sub-Committee received a report of the Interim Executive Director Environment which requested that the project be closed.

An Officer stated that the project had been superseded by the Healthy Streets Plan so there was a need to close the project.

RESOLVED – That Members of the Sub-Committee formally close the project in respect of the Temple Area Traffic Review.

15. **SPECIAL EVENTS ON THE HIGHWAY**

The Sub-Committee received a report of the Interim Executive Director Environment concerning the major special events planned for 2024.

A Member stated the importance of publicising events and also of clean-up expenses being recouped. An Officer confirmed that expenses were recouped and there was a recharge for any additional resource deployed.

A Member stated that at least one event made a contribution to the City of London Corporation for sport development. He requested that Officers establish whether other event organisers might be encouraged to make contributions for sport development.

In response to a Member's query, an Officer stated that there were 6,000 participants and not 6,000 spectators (which were far higher) at the Lord Mayor's Show and the number of spectators and participants at events would be clarified in future reports.

RESOLVED: - That Members of the Sub-Committee
1. Agree to support the regular core events programme listed in paragraph 6 of the Officer report and also detailed in Appendix 1 of the report;
2. Note the Benefits in Kind listed in Appendix 4 of the Officer report; and
3. Request that Officers establish whether event organisers could be encouraged to make contributions for sport development.

16. *** TRAFFIC ORDER REVIEW - UPDATE**

The Sub-Committee received a report of the Interim Executive Director Environment concerning an update to the Traffic Order Review.

RESOLVED – That Members of the Sub-Committee
1. Note the programme, categories and processes for assessing the recommended changes to the 67 traffic orders identified from the review, and where appropriate deliver the necessary changes; and

2. Note the study currently underway to assess potential changes to the six timed road closure restrictions as shown in table 1 of Appendix 1 in the Officer report.

17. *** ANNUAL ON-STREET PARKING ACCOUNTS 2022/23 AND RELATED FUNDING OF HIGHWAY IMPROVEMENTS AND SCHEMES**

The Sub-Committee received a report of the Chamberlain detailing action taken in respect of the surplus in its On-Street Parking Account for 2022/23.

RESOLVED – That Members of the Sub-Committee note the contents of the report before submission to the Mayor for London.

18. *** OUTSTANDING REFERENCES**

The Chairman asked for an update on the Bank Junction Traffic and Timings Review. An Officer stated that work was ongoing and engagement with TfL was taking place in line with the timetable set out in the last report to the Court of Common Council. A twin-track was being used towards engagement, with the continuation of political engagement and engagement at an operational level. Wherever possible, activities were being conducted in parallel rather than sequentially.

RECEIVED.

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

A Member raised concern about the bus stop on King William Street at the top of steps that went under London Bridge as this caused a blockage and caused people to walk in the roadway. He asked if this could be moved. An Officer stated that TfL had said it could not be moved but Officers would raise this with them again. The Officer asked that TfL be formally asked and also be asked to provide a reason if they would not. Officers stated that TfL would be challenged on their progress on fixing King William Street Bridge. The bus stop had been moved so TfL could put concrete blocks in front of the bridge to protect the structure and this had created a tight pinch point. Officers would encourage TfL to fix the structure, which would solve the problem, or move the bus stop.

A Member raised safety concerns about the pedestrian crossing at the end of Cannon Street. An Officer stated that TfL had plans in progress for the wider junction of Monument and Cannon Street and would be starting consultations once the mayoral elections had taken place.

A Member requested that operational technical issues be raised outside of the quarterly meetings with TfL which were about alignment in dealing with issues and relationship building. An Officer confirmed that the operational issues would be raised outside of the quarterly meetings.

In response to a Member's question, an Officer confirmed that there was a role for photograph evidence being submitted to TfL.

A Member raised concerns about London Bridge in relation to broken TfL planters with rubbish collecting in them, and retention scaffolding. She added that the underpass which was the Corporation's responsibility had light covers missing, some lights which did not work and a missing handrail. She added that the underpasses should be upgraded to make them more user-friendly and to deter anti-social behaviour.

In response to a Member's concern about the misuse of public payphones, an Officer asked Members to notify him of any payphones affecting their wards in a negative way and he would ask BT to remove them.

A Member asked for assurances that work was ongoing in relation to ensuring that vehicles could navigate around Bank Junction for the Lord Mayor's Show. An Officer stated that this was part of the planning process and a report would be submitted to the Court of Aldermen.

A Member raised concern about buses not slowing down through Bank Junction, and the importance of this, when with the narrowing of the road, they were very close to pedestrians standing on the pavement. An Officer stated that this would be raised with TfL.

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

The Chairman stated that the Sub-Committee had previously agreed a policy to ban A-Boards on City streets as they were an impediment to pedestrian comfort and in some cases were hazardous for mobility impaired pedestrians. It was considered necessary to apply the policy to all City streets as a selective implementation was felt to be impractical. He further stated that due to Covid and the impact of lockdown on the retail trade, the policy was deliberately not implemented to help the retail trade in the City to recover. The Chairman added that football during peak days in the City was now close to pre-pandemic levels but the proliferation of A-Boards was becoming problematic. He suggested that preparations take place to implement the policy and that Officers should be requested to submit a report to the next meeting proposing the way forward on this.

A Member requested that any report should include historic paperwork.

An Officer stated that it had previously been agreed that A-Boards should not be permitted on the public highway. Officers could submit a for information report to the March 2024 or May 2024 meeting and in the meantime start the publicity.

RESOLVED – That a report be submitted to the Sub-Committee on proposals for the implementation of a ban on A-Boards.

21. **EXCLUSION OF THE PUBLIC**

The Committee agreed to exclude the public from the Non-Public part of the meeting in line with Section 100A(4) of the Local Government Act 1972.

22. *** ANNUAL ON-STREET PARKING ACCOUNTS 2022/23 AND RELATED FUNDING OF HIGHWAY IMPROVEMENTS AND SCHEMES - NON-PUBLIC APPENDIX**

The Sub-Committee received a non-public appendix of the public report of the Chamberlain detailing action taken in respect of the surplus in its On-Street Parking Account for 2022/23.

RECEIVED.

23. *** NON-PUBLIC REPORT OF ACTION TAKEN**

The Sub-Committee received a non-public report of the Town Clerk concerning action taken since the last meeting.

RECEIVED.

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

There were no non-public questions.

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

The Sub-Committee received a non-public delegated authority request.

RESOLVED – That the Sub-Committee agree the delegated authority request.

The meeting ended at 3.25 pm

Chairman

Contact Officer: Zoe Lewis
Zoe.Lewis@cityoflondon.gov.uk

Committees: Streets & Walkways Sub Committee *[for decision]* Projects and Procurement Sub Committee *[for information]*	**Dates:** 19 March 2024 15 April 2024
Subject: Pedestrian Priority Streets Programme – Phase 1 *(King William Street Transformation and Programme Updates)* **Unique Project Identifier:** 12269	**Gateway 5: Authority to start work** Complex
Report of: Interim Executive Director Environment **Report Author:** Daniel Laybourn – Policy and Projects, City Operations	**For Decision**
PUBLIC	

1. Status Update	**Background:** A three-year programme implementing pedestrian priority schemes across the Square Mile to enhance comfort, safety and accessibility for people walking, helping to deliver the objectives of the Transport Strategy and Climate Action Strategy. Phase 1 of the programme features on-street measures at six distinct locations: • Old Jewry • King Street • King William Street • Cheapside (east of Bread Street) • Threadneedle Street / Old Broad Street • Chancery Lane In February and May 2023, Members approved permanent traffic orders on Old Jewry, King Street, King William Street, Threadneedle Street/ Old Broad Street and Cheapside. The traffic experiment on Chancery Lane continues and is due to report back to committee in May 2024 on whether to make it permanent.

	Construction on King Street was recently completed, coming in approximately £117k under budget. Design work continues on the Cheapside and Old Broad Street/ Threadneedle Street schemes. Finally, it was agreed to pause work on Old Jewry at the January 2024 Streets & Walkways Sub Committee whilst further consideration is given to implement a further experiment to open the street to southbound traffic. This is covered by a separate report to this meeting of the Streets & Walkways Sub Committee. **This report:** This report is to: • Seek authority to implement the King William Street Transformation scheme (the main content of this report); • Update the budgets accordingly for construction on King William Street and the continued development of the programme's other schemes; and • Provide an update on the programme. **RAG Status:** Green (Green at last report to Committee) **Risk Status:** Medium (Medium at last report to committee) **Requested Budget Increase from Previous**: Additional £3,572,261 requested to increase the overall budget to £5,756,690 (excluding costed risk and maintenance), funded by the approved funding sources listed below. **Total Estimated Cost of Programme:** ~£8.36M **Funding Source:** All funding sources confirmed, and broken down as follows: • £6m from Climate Action Strategy funding (OSPR) • £0.158m Section 106 funding. • £2m funding from OSPR for King Wiliam Street • £202,500 from the Cool Streets & Greening Programme for trees on King William Street (already approved) **Spend to Date:** £1,829,780 as of 20th February 2024. **Costed Risk Provision Utilised:** £56k. No further drawdowns since the last report.

2. Requested decisions	**Next Gateway:** *Gateway 5: Authority to Start Work (for Chancery Lane Experimental Traffic Order only) – May 2024* **Next Steps:** Following approval of this report and subject to receiving final approval under the Traffic Management Act (TMAN) from Transport for London (TfL), the next steps for King William Street are to complete the detailed construction planning, continue the stakeholder engagement process and then commence construction in Summer 2024, lasting approximately 18 months. **Requested Decisions:** Members of the Streets and Walkways Sub-committee are asked to approve: 1. The final highway and public realm design for King William Street (shown in **Appendices 2, 3 and 4**) which widens the pavements on both sides of the street, allows for the planting of a number of street trees, provision of some seating and reconstruction of the carriageway; 2. Approve the requested overall budget of £5,756,690 (an increase of £3,572,261, excluding costed risk and maintenance, funded by previously approved funding) to implement the King William Street Transformation and continue work on the rest of the programme; 3. The Costed Risk Register in **Appendix 5** and the requested increase of the Costed Risk Provision from £417,200 to £518,000 (an increase of £100,800) for the entire programme, and that the Executive Director Environment is delegated to authorise the drawdown of funds from this register; 4. The commuted maintenance budget of £87,000 for the trees on King William Street. This is to be funded by the Cool Streets & Greening Programme funding which is included in this overall budget; and 5. That the Corporate Programme Management Office, in consultation with the Chairman of the Streets & Walkways Sub Committee and Chief Officer as necessary, is to decide whether any project issues or decisions that falls within the remit of paragraph 45 of the 'City of London Project Procedure – Oct 2023' (Changes to Projects: General), as prescribed in **Appendix 6** of this report, is to be delegated to Chief Officer or escalated to committee(s).

3. Budget

Item	Reason	Funds/ Source of Funding	Cost (£)
Environmental Services (Highways) Staff costs	Design development, surveys, utility liaison.	Climate Action Strategy (OSPR) and S106 funds	£176,000
Planning and Transportation (P&T) Staff costs	Project Management, communications	Climate Action Strategy (OSPR) and S106 funds	£120,000
City Gardens Staff Costs	Project Management of the King William Street Trees only.	Cool Streets & Greening Programme	£3,900
Fees	Surveys, assessments, design, TfL and Utility fees, Traffic orders	Climate Action Strategy (OSPR) and S106 funds	£218,000
Works	Construction costs	Climate Action Strategy (OSPR) and S106 funds	£2,942,761
City Garden Works	Installation costs for the trees on King William Street only.	Cool Streets & Greening Programme	£111,600
		Sub-total	**£3,572,261**
Risk	Further details can be found in **Appendix 5 – Risk Register**		£518,000
City Gardens Maintenance	Maintenance costs for the trees on King William Street only.		£87,000
		Total	**£4,177,261**

The table above summarises the estimated budget required to continue the programme, develop designs at the remaining locations and the budget to construct King William Street. It represents project management and communication staff

	spending on average 3 days a week and a Highways Engineer working full time on the programme for the next 18 months. The fees budget includes costs for work by external suppliers such as statutory undertakers' design tasks, highway surveys, temporary & permanent traffic orders and advertising costs for their statutory requirements etc. More detailed financial information showing the split between the various projects within the programme is shown in **Appendix 7.** Cheapside, and Old Broad Street/ Threadneedle Street will be the subjects of their own Gateway 5 reports for their public realm enhancements in due course. Old Jewry is also on this agenda regarding the request to look at implementing an alternative experiment to allow traffic southbound. **Costed Risk Provision requested for this Gateway: £518,000** (as detailed in the Risk Register – **Appendix 5**)
4. Design summary	**<u>King William Street Transformation</u>** The detailed design proposals for King William Street are detailed in Appendices 2, 3 and 4. Subject to Members approval, King William Street will be transformed through pavement widening and tree planting to create a much more pleasant and greened street, with much more space for people walking and wheeling. The improvements delivered at Bank junction will effectively be extended all the way to Monument junction. The southern end of King William Street has been developed in conjunction with Transport for London (TfL) in preparation for the future improvements at Monument Junction so that the two schemes can be integrated. **<u>Highway & Public Realm Design</u>** In more detail, the scheme consists of: • **Widened pavements on both sides of the street** – all pavements will be widened by at least 1.5m. This results in a pedestrian comfort level score of 'A' throughout the street, even with pedestrian flow uplifts of 20% and 50% above existing levels applied. • **Narrowed and renewed carriageway** –The carriageway will be narrowed, reconstructed and reprofiled. To accommodate the widened pavements, the carriageway will be narrowed to 6.4m. This complies with the relevant highways design guidance in relation to lane widths for buses and cycles using the same traffic lane. The

	reconstructed carriageway will be smoother meaning that in particular people cycling and using public transport will experience a smoother ride, reducing the need to avoid defects and improving the general road safety of the street. • **Side street entry treatments to prioritise people walking and wheeling - all** side street entrances along King William Street will be rebuilt, and raised to pavement level if they are not already. This will provide a continuous and smooth surface for people walking and wheeling, improving the inclusivity and accessibility of the street. At the Lombard Street junction, the pavement widening and the raising of the pavement across the junction will make it more comfortable for users. The wider pavements here will also help the experience of the vast number of people exiting the nearby London Underground (LU) entrance. • **Raised carriageway tables across King William Street at Lombard Street & St Swithin's Lane and Nicholas Lane north** - to compliment the step-free LU access points, these locations will have raised carriageway tables made from hot-rolled Asphalt (HRA). This means that the carriageway will be raised to pavement level to make crossing the street easier and improve accessible routes into the wider City. • **Planting of 15+ Trees** – Following in-depth survey and engineering work, trees are to be planted at numerous locations on both sides of the street. This is to be funded by the Cool Streets & Greening programme. As Members are aware, finding space for street trees is difficult due to the concentration of underlying utilities in the City. This project has developed a refined approach to allow for a greater yield of trees, but it comes with some risk. Please see section 7 for further details of these risks. Whilst all reasonable efforts have been made to confirm the viability of the proposed tree planting locations, it is possible that things may be uncovered during construction which prevent trees being planted in all locations. Also, it was not possible to undertake trial holes at a handful of locations due to traffic management issues. Trial holes at these locations will need to be undertaken and viability assessed during construction. Finally, TfL's Oversight Development between Abchurch Lane and Nicholas Lane means the six proposed trees outside will have to wait until the development is complete which could take a number of years. Please see section 6 for more details.

	• **Improved drainage system** – Currently, the entirety of King William Street's carriageway is drained by only 4 gullies. The street's drainage system will be upgraded to provide a more resilient and contemporary highways drainage system. • **Two purpose-built inset loading bays** – At the north-eastern and the south-western points of the street, loading bays will be introduced which sit within the pavement rather than the carriageway, like those on Cheapside and Aldgate High Street. Timed restrictions would be in place during the peak pedestrian flow periods of 7-10am, 12-2pm and 4-7pm Monday-Friday. This means that the loading bays would revert to being used as pavement during these times. • **Improved crossing on the approach to Monument** – The design moves the current crossing point further north so that a dropped kerb on both sides of the street is possible. These proposals will improve the current layout for people crossing this part of the street in the short to medium term with a shorter crossing distance and dropped kerbs whilst the redesign of the whole of Monument Junction by TfL is undertaken. A green pedestrian phase will be possible within the new TfL design. Officers have worked with TfL to design King William Street to complement the improvements at Monument junction and reduce any abortive work on the City's road network. TfL intend to undertake public consultation on their designs for the junction later in the year. • **Seating and general accessibility improvements** – Use of the CoLSAT tool has led to numerous design refinements to improve accessibility and comfort of people such as the raised tables and side entry treatments that provide pavement level surfaces to aid the ease of people crossing the street. Elsewhere, tactile paving which guides visually impaired people to crossing points is to be provided at all required locations. Seating will be installed at key locations along the street to provide the opportunity for people to stop and rest if they need. The exact locations will be agreed as the civils works near completion. Current traffic access restrictions on King William Street, which restricts traffic between 7am-7pm Monday- Friday to buses, and vehicles loading & accessing off-street premises, will remain unchanged.

	Equalities Impact Assessment, Healthy Streets and CoLSAT Results An independent Equalities Impact Assessment (EqIA) has been undertaken by an external consultant on the proposed detailed design. This and responses to it can be seen in **Appendix 8**. All identified issues have been responded to and none have required any design changes as they are already accommodated within the scheme design. Other comments, related to the construction of the scheme, are these are already standard practice for the City's term contractor. A Healthy Street design check score is shown in **Appendix 9.** This tool assesses the baseline score for the street and helps to measure improvements, in particular for people walking and cycling, with a proposed design. The overall score improves from 21 to 63 (out of 100). The CoLSAT assessment has been undertaken and the summary results are listed in table 1 on the next page and included in full in **Appendix 10.** It indicates a significant improvement over the current environment with the elimination of all '0' scores (which indicate a street is inaccessible to people with particular impairments) and a halving the number of '1' scores (which indicates that a street is very challenging for people with particular impairments, and they may choose not to undertake the journey). Where '1' scores have increased, this is due to the increased use of tactile paving which can present difficulties for some users, but the overall benefit is considered to outweigh this. In some instances, it is not possible to improve on some of the lower scores such as proximity of bus stops, blue badge parking and accessible toilets due to the scope limitations of the project, but overall, the scheme does significantly improve the accessibility characteristics of the street.

Table 1 - CoLSAT Summary Results Table				
	Total 0 scores* – severe accessibility issue		Total 1 scores**- significant accessibility issues	
	Before	After	Before	After
Electric Wheelchair user	3		1	
Manual Wheelchair user	2		1	
Mobility Scooter user	2			
Walking Aid user			2	
Person with a walking impairment			7	9
Long cane user	5		1	2
Guide Dog user			4	1
Residual Sight user			5	
Deaf or Hearing impairment			6	3
Acquired neurological impairment			3	
Autism/Sensory-processing diversity			3	
Developmental Impairment	5		11	5
Total	**17**	**0**	**44**	**21**

** This score means most people in this segment would be excluded by the street characteristic in the selected configuration.*

*** This score means some people in this segment may be able to negotiate the street characteristic in the selected configuration, but it would significantly deplete their levels of confidence and energy, and they would be likely to give up on the journey if they had to negotiate it more than once or twice.*

Wider Programme Update

Cheapside

The experimental traffic order to allow taxis through the traffic restriction east of Bread Street continues and will end by May 2025. A committee report will be submitted by Officers with their recommendation on whether to make it permanent or not before it expires. In parallel with this, public realm improvements are in the design stage in conjunction with other local nearby schemes to ensure a consistent look and feel across them all.

Chancery Lane

The experimental traffic order which started in February 2023 will expire in August 2024. A committee report is to be submitted in May 2024 with the Officers' recommendation on whether to make it permanent. Generally, the experiment is operating as predicted, with good compliance and an overall reduction in traffic volumes.

	Old Jewry A separate report covering the potential opening of Old Jewry in a southbound direction is on the agenda for this meeting of the Streets & Walkways Sub Committee. Old Broad Street/ Threadneedle Street Officers are currently exploring the options for both streets. There are also several private developments planned along Old Broad Street which also need to be accommodated within this programme's design. Any large-scale improvements are likely to take place in 2026 at the earliest, once King William Street is substantially complete. King Street The scheme is substantially complete and has done so underbudget by approx. £117,000. The underspend is a result of various value engineering exercises by the City's Engineers throughout construction, such as a drainage redesign, minimising of the carriageway breakout and revisions to the traffic management.
5. Delivery team	The Delivery team remains unchanged from the previous report and includes: • Project management by the Transport and Public Realm Projects team in Policy and Projects. • Construction Engineering/Design and Construction Supervision to be managed by the Highways team. • Contractor – FM Conway under the highways term contract.
6. Programme and key dates	Subject to the on-going construction planning, committee approval and budgetary updates being activated, the following is a summary of the 18-month programme for the work on King William Street: • Late March 2024 – orders placed with contractors and 12-week lead-in time begins. Required temporary traffic orders and work permits sought. • June/ July 2024 – Construction work to start on site, most likely at the southern end of the scheme. • Early 2025 – Construction would move to the central section of the street. • Mid 2025 – Construction work moves to the northern end of the street, integrating with Bank Junction. • Late 2025/ early 2026 – Construction completion. Tree planting is expected to take place towards the end of the construction period. However, as construction progresses, officers will assess whether some trees can be planted earlier

	to coincide with optimum planting weather conditions in the completed sections. **Construction phasing and traffic management** When constructing the scheme, traffic will only be permitted to travel northbound on King William Street to enable a safe working area for the City's contractors and maintain access to Lombard Street. Southbound traffic, including buses and people cycling, will be diverted. Due to the duration of the construction works, planning with TfL commenced in February 2024 for the long-term bus diversions. It is not possible to maintain a safe contraflow southbound cycle lane and so a diversion for people cycling will be necessary. There will be a need for short duration full road and side road closures. This will be required when resurfacing the carriageway or working across junctions. Officers will therefore undertake communications via letter and visits to the affected buildings & businesses nearer the time of these closures once the dates are confirmed so that stakeholders can make alternative arrangements. Access into properties will be maintained as best as possible throughout the construction programme, as well as an accessible route for people walking and wheeling along the street. It has been determined that it will not be possible to fully construct the scheme outside the Oversight Development site at 10 King William Street due to the planned construction activity there. As part of this scheme's construction, the drainage changes, permanent kerb line and tree planting infrastructure will be installed with a temporary footway surface behind. Once the development has completed, the footway would be renewed, and trees planted. **Stakeholder Engagement** Engagement on King William Street begun with local stakeholders in February 2023 via a mail-out, asking whether there were any construction activities planned in 2024 which officers needed to accommodate in their construction planning. Subject to this committee approval, Engagement activities will increase with further direct mail-outs (physical and electronic), social media posts, Ward and BID (Business Improvement District) newsletters and site meetings as necessary. Local Ward Member briefings were held at the end of February 2024, prior to this report being finalised. Before this, there have been meetings with Ward Members on King William Street during its development, where Members expressed their desire for more greening and trees.

7. Risk & Legal	**Risk** The overall risk level of this programme remains at a medium level due to the complexity of the different concurrent workstreams involved. The amended Costed Risk Register which covers King William Street and the rest of the programme that is being submitted for approval can be seen in **Appendix 5**. This has been updated to reflect the completion of the work on King Street, the proposed works on King William Street and the continuation of work on the rest of the programme. Tree Planting in proximity to third-party Utility Apparatus There is an opportunity to create a much-improved street environment and plant many Street Trees in this redesign. However, the proposed tree planting requires the trees to be placed closer to some third-party utility apparatus than the owner's guidance on this matter would prefer. If Officers were to follow the guidance on distances required, there would only be a single tree on the street. It is considered that not planting along King William Street would be a missed opportunity that would not easily be rectified later on and so an alternative solution to standard practices has been investigated. To overcome these issues, Officers, including the City Gardens Manager and the Assistant Directors of Highways and Policy & Projects departments, have held internal design workshops to solve these problems. Furthermore, discussions were had with the City's legal teams. The conclusion was that measures such as root deflector barriers and avoiding planting near bends and joins in certain pipes, respond to the owners' concerns. Those affected have been informed of these proposals and, to date, no substantive responses have been received despite Officers being in on-going contact with them on other parts of the scheme, not related to the proposed trees. However, it is possible that more-formal responses could come once construction on King William Street starts which would need to be considered. It is important to note that statutory undertakers do not have the right to stop to these proposals being implemented, especially as their concerns have been noted and mitigated in what officers believe to be a reasonable manner. **Legal** There are no further direct legal implications resulting from this report's proposals. Consequential implications are included in this report where applicable, with some specific aspects listed over page:

	Traffic Implications In exercising its traffic authority functions, the City is under a duty to "*secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)*" as far as practicable (S.122 Road Traffic Regulation Act 1984). Temporary and revised permanent traffic orders will be required for King William Street, and regard will be had to this duty in making them. The scheme proposals will slightly alter the current on-street waiting & loading bay positions for vehicles and will deliver improvements for people walking, wheeling and cycling. Vehicular access to off-street premises will remain unchanged. Equalities As a Public Authority, the City must have due regard to equality considerations when exercising its functions (section 149 Equality Act 2010). Therefore, an independent Equalities Impact Assessment (EqIA) has been undertaken as detailed earlier in this report and included in **Appendix 8**.
8. Success criteria	The programme wide success criteria set out below was established at the initiation of the programme: 1. Number of kilometres of new pedestrian priority streets and total length of pedestrian priority streets (Climate Action Strategy and Transport Strategy targets) 2. Length of street with pedestrian comfort level of A+, length of street with pedestrian comfort level of at least B+ (Climate Action Strategy and Transport Strategy targets) 3. Percentage of people rating the experience of walking in the City as pleasant (Transport Strategy target and measured through the City Streets Survey) The proposed scheme on King William Street would: • Add approx. 250m of new pedestrian prioritisation to the Square Mile by virtue of the wider more comfortable footways and reduced carriageway; • Pedestrian Comfort Levels achieving an average of 'A' scores; • Improved informal crossing facilities; and • At least 15+ trees and provision of new seating for people to be able to stop and rest if they need to. The King William Street project, including the already-approved traffic restrictions, contributes to the Transport Strategy proposals to: • Prioritise the needs of people walking, make streets more accessible and deliver world-class public realm;

	• Make the most efficient and effective use of street space by significantly reducing motor traffic, including the number of delivery and servicing vehicles in the Square Mile; • Eliminate death and serious injuries from our streets through measures to deliver safer streets and reduce speeds; and • Enable more people to choose to cycle by making conditions for cycling in the Square Mile safer and more pleasant.
9. Progress reporting	Officers will report via monthly Project Vision updates. A report to committee on Chancery Lane's Experimental Traffic Order is due in May 2024. Programme wide update reports will follow and will include progress of the King William Street project. Should it be required, issues requiring further decisions by Members will be brought back as an Issue Report. Any delegated decisions taken will be reported back to Committee.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Scheme Design
Appendix 3	Scheme Visualisations
Appendix 4	Scheme Technical Drawing
Appendix 5	Risk Register
Appendix 6	Paragraph 45 from Project Procedures
Appendix 7	Financial Information
Appendix 8	Equalities Impact Assessment
Appendix 9	Healthy Streets
Appendix 10	CoLSAT Assessments

Contact

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Project Coversheet

[1] Ownership & Status

Unique Project Identifier: 12269
Core Project Name: Pedestrian Priority Streets Phase 1
Programme Affiliation (if applicable): Pedestrian Priority Programme
Project Manager: Kristian Turner
Definition of need: Climate Action

Key measures of success:

1) Increase the number of kilometres of new pedestrian priority streets and total length of pedestrian priority streets (Climate Action Strategy and Transport Strategy targets)
2) Increase the length of City streets with pedestrian comfort level of A+, and lengths of street with pedestrian comfort level of at least B+ (Climate Action Strategy and Transport Strategy targets)
3) Increase the percentage of people rating the experience of walking in the City as pleasant (Transport Strategy target and measured through the City Streets survey)

Expected timeframe for the project delivery:
Original timelines:
Gateway 5 – Authority to Start Work – October 2019
Completion of interim measures – summer 2022

Amended Timelines
Completion of Phase 1 Permanent measures – end of 2024/25

Key Milestones:
G345 – October 2019
ETO's commence – January 2022
Experiment end – July 2023
Public consultation – ~~Sept/Oct 2022~~ Oct/Dec 2022
Decision report – ~~Nov 2022~~ on 3 of the locations (King Street, Old Jewry and King William Street) Jan 2023
Following locations (Cheapside and Threadneedle Street/Old Broad Street) May 2023.

Construction of Phase 1 schemes: March 2023 through to the end of 2024/25

Are we on track for completing the project against the expected timeframe for project delivery? Y

Has this project generated public or media impact and response which the City of London has needed to manage or is managing?
No.

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

Since G1/2 report:

- Total Estimated Cost (excluding risk) of whole programme: £8M
- Resources to reach next Gateway (excluding risk) £199,000
- Spend to date: £0
- Costed Risk Against the Project: 0

- CRP Drawn Down: None
- Estimated Programme Dates: March 2020 – end of 2022 (for Phase 1)

'Options Appraisal and Design and Authority to Start work' G3-4-5 report (as approved by PSC 20/10/2021):

- Total Estimated Cost (excluding risk): Phase 1 budget £2,601,628
- Overall project estimate £6-8M
- Resources to reach next Gateway (excluding risk) £2,402,628
- Spend to date: £43,419
- Costed Risk Against the Project: £473,000
- CRP Drawn Down: None
- Estimated Programme Dates: March 2020 – end of 2022 (for Phase 1)

Scope/Design Change and Impact: Authority to proceed design and implementation of interim measures

Issues report – (as approved (For Information) by OPPS 26/09/2022):

- Total Estimated Cost (excluding risk): Phase 1 budget £2,601,628
- Overall project estimate £6-8M
- Resources to reach next Gateway (excluding risk) no new funding request
- Spend to date: £545,118
- Costed Risk Against the Project: £473,000
- CRP Drawn Down: None
- Estimated Programme Dates: March 2020 – end of 2022 (for Phase 1 decision on experiments)

Gateway 5 Authority to Start Work (as by Streets and Walkways February and May 2023)

- Total Estimated Cost (excluding risk): Phase 1 budget £2,601,628
- Overall project estimate £8M (adjusted following Capital Bid of £2M for King William Street)
- Resources to reach next Gateway (excluding risk) no new funding request
- Spend to date: £1,445,656
- Costed Risk Against the Project: £473,000
- CRP Drawn Down: £56k
- Estimated Programme Dates: March 2020 – end of 2024/25 (for Phase 1)

Gateway 5 Issues Report (for Old Jewry - as by Streets and Walkways January 2024)

- Total Estimated Cost (excluding risk): Phase 1 budget £2,601,628
- Overall project estimate £8.55M
- Resources to reach next Gateway (excluding risk) no new funding request
- Spend to date: £1,792,127 (of £2.6m approved budget)
- Costed Risk Against the Project: £473,000
- CRP Drawn Down: £56k
- Estimated Programme Dates: March 2020 – end of 2024/25 (for Phase 1)

The Gateway 5 Reports were for making the traffic orders permanent. To date, works on King Street have been implemented.

Total anticipated on-going commitment post-delivery [£]: N/A
Programme Affiliation [£]: N/A

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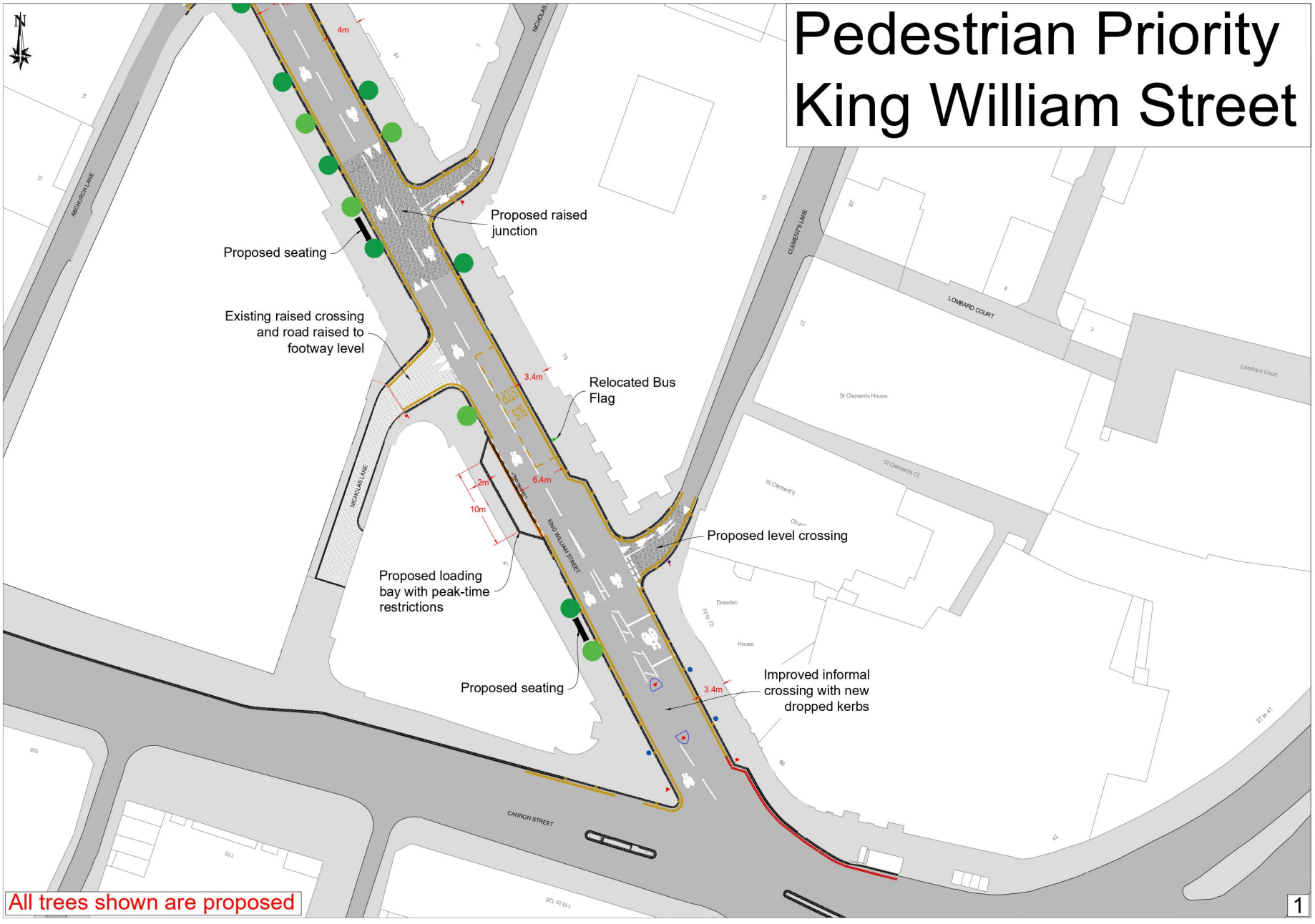
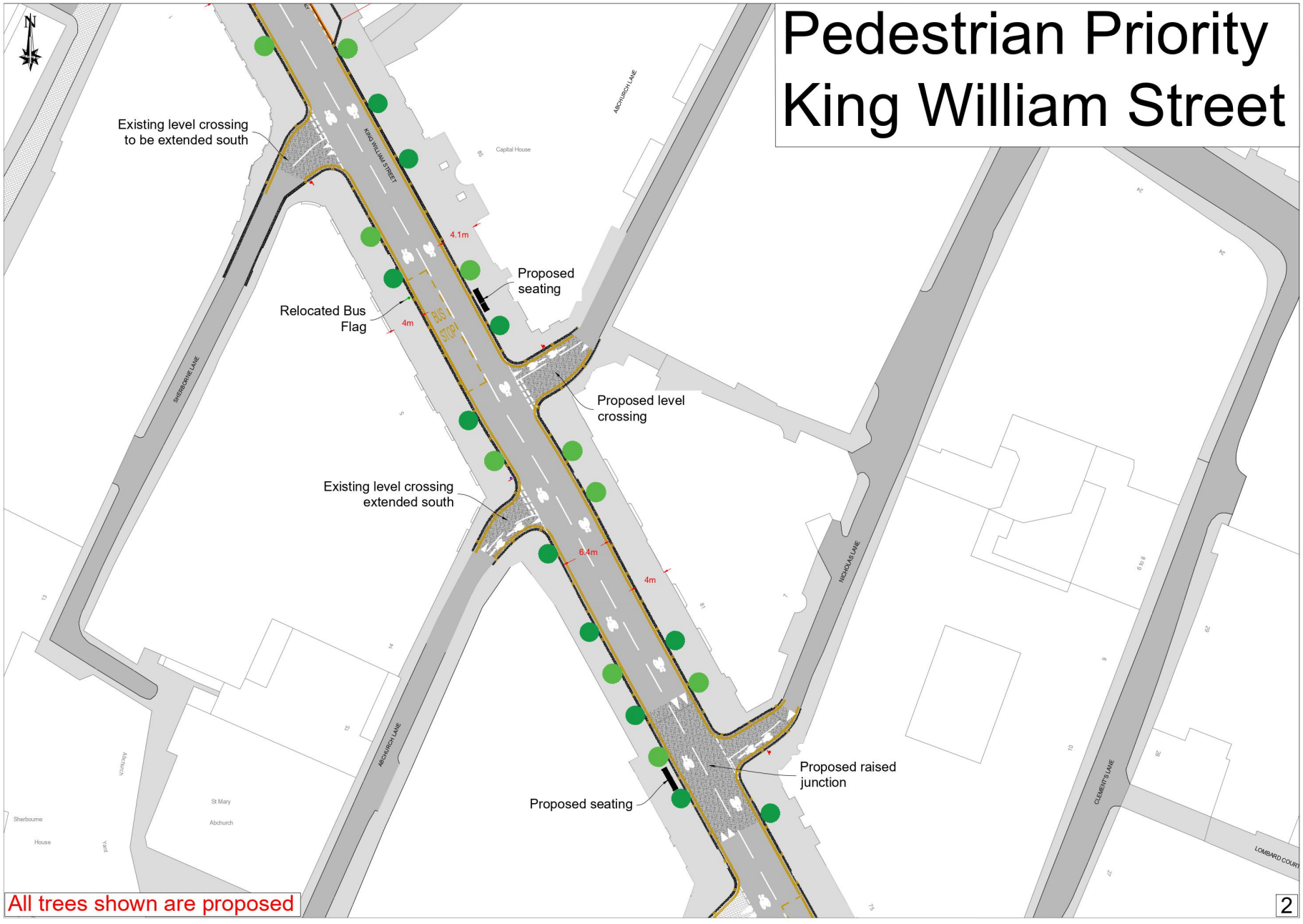

Pedestrian Priority
King William Street
Proposed raised junction
Proposed seating
Existing raised crossing and road raised to footway level
Relocated Bus Flag
Proposed level crossing
Proposed loading bay with peak-time restrictions
Proposed seating
Improved informal crossing with new dropped kerbs
4m
3.4m
2m
10m
6.4m
3.4m
ARCHURCH LANE
NICHOLAS LANE
CLEMENTS LANE
LOMBARD COURT
KING WILLIAM STREET
CANNON STREET
All trees shown are proposed
1


Pedestrian Priority
King William Street
Existing level crossing to be extended south
Relocated Bus Flag
Proposed seating
Proposed level crossing
Existing level crossing extended south
Proposed raised junction
Proposed seating
4.1m
4m
6.4m
4m
BUS STOP
KING WILLIAM STREET
ABCHURCH LANE
SHERBORNE LANE
NICHOLAS LANE
CLEMENT'S LANE
LOMBARD COURT
Capital House
St Mary Abchurch
Sherbourne House
All trees shown are proposed
2

Pedestrian Priority King William Street

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Appendix 3 – Scheme Visualisations

(Before & After)

68 KING WILL
68 KING WILLIAM STREET

Proposed raised junction

Street trees to be incorporated within a Rootspace system

Proposed 'Montseny' bench or similar approved

Existing Granite raised entry treatment to be extended

Works limits in relation to the recently completed Bank Station scheme

Relocated Bus Flag

Proposed 'timed' loading bay

Proposed HRA raised entry treatment

Proposed Lamp Column and Wi-Fi Position

Street trees to be determined through trial holes as part of the scheme works

Proposed 'Montseny' bench or similar approved

Relocated crossing location as part of the Monument 'Safer Junctions' Scheme

1.50m
For Continuation See Sheet 2
6.40m
10.00m
2.30m
1.60m
7.90m
3.20m
6.30m
3.20m
7.90m

ABCHURCH LANE
NICHOLAS LANE
KING WILLIAM STREET
LOMBARD COURT
CLEMENT'S LANE
St Clements House
St Clement's Ct
St Clement's Church
Dresden House
BUS STOP
LOOK RIGHT
LOOK LEFT

Notes:

1. No information to be scaled from this drawing.

2. Works shall comply with the current City of London Specification for Highway works.

3. This drawing is to be read in conjunction with all relevant drawings

4. The Contractor will be held responsible for any damage caused to private highways and privately owned street furniture.

KEY

- 300 x 200 flame textured silver grey granite kerb
- 300 x 200 flame textured silver grey granite kerb (filleted)
- 150 x 300 flame textured silver grey granite kerb
- Proposed 63mm thick (600mm x 300mm) Scoutmoor Yorkstone Channel
- Proposed 63mm thick (600mm x varied) Scoutmoor Yorkstone paving
- Proposed 63mm thick (300mm x 200mm) Scoutmoor Yorkstone setts
- Proposed 150mm thick (150mm x 300mm) two-colour mix Granite setts
- Proposed 25mm thick mastic surfacing (footway specification)
- Proposed HRA carriageway surfacing
- Proposed 63mm thick (400mm x 400mm) Scoutmoor tactile paving
- Proposed 63mm thick (400mm x 400mm) Scoutmoor corduroy paving
- Proposed 1.5m x 1.5m removable island from Rosehill Highways
- Proposed cycle stand
- Proposed sign / sign & post
- Proposed CoL C3 bollard & RS140 NAL socket
- Proposed TfL traffic signal pole
- Proposed 450 x 450mm cycle friendly gully
- Proposed KS150 drainage channel
- Proposed street tree

TITLE:

King William Street Pedestrian Priority Scheme

TITLE:

General Arrangement Plan

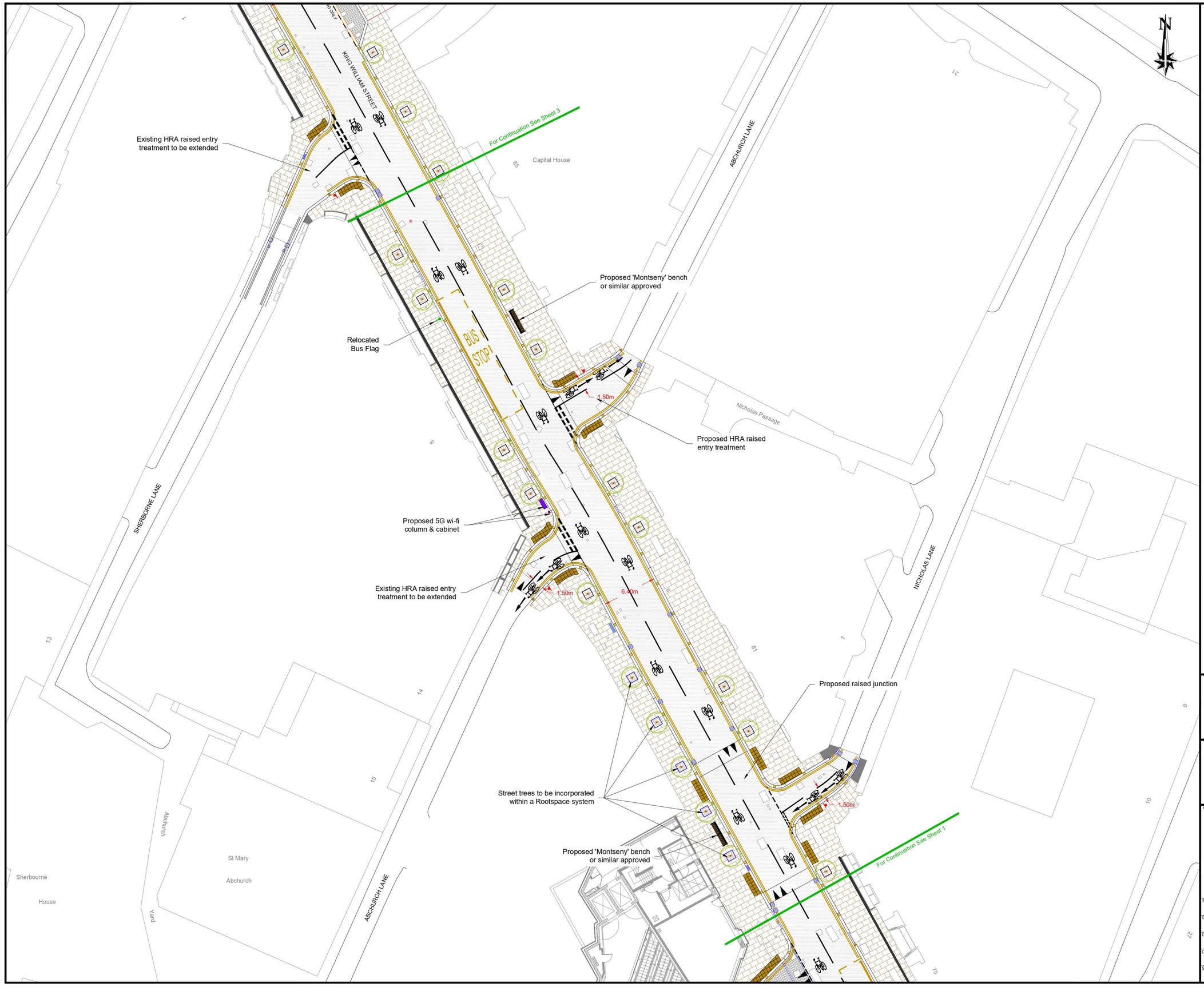
CLIENT:

HIGHWAY DESIGN AND CONSTRUCTION

DEPARTMENT OF THE BUILT ENVIRONMENT
PO BOX 270
GUILDHALL
LONDON
EC2P 2EJ
TEL: 020 7606 3030

CITY OF LONDON

Sheet: SHEET 1 of 3	
Date: Feb 2024	
Designed by: SR	
Checked by: BM / DL	
Scale & Drawing Size: 1:200@A1	Revision:
Drawing No: 100/16800457/KW/GA	



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EC2P 2EJ

TEL: 020 7606 3030

CITY OF LONDON

Sheet: SHEET 2 of 3	
Date: Feb 2024	
Designed by: SR	
Checked by: BM / DL	
Scale & Drawing Size: 1:200@A1	Revision:
Drawing No: 100/16800457/KW/GA	

Works limits in relation to the recently completed 'All Change at Bank' scheme

Proposed 'Montseny' seats or similar approved

Street tree to be determined through trial holes as part of the scheme works

Proposed 'Montseny' bench or similar approved

6.40m

3.25m

1.67m

Proposed relocation of Royal Mail post boxes

Proposed raised junction

Street trees to be determined through trial holes as part of the scheme works

Existing Granite raised entry treatment to be extended

Relocated ANPR column

2.30m

6.40m

10.00m

Proposed 'timed' loading bay

Existing HRA raised entry treatment to be extended

For Continuation See Sheet 2

Bank

Pope's Head Alley

LOMBARD STREET

Guild Church

of St Mary

Post Office Court

Capital House

New Court

ABCHURCH LANE

KING WILLIAM STREET

LOMBARD WAY

ON HOUSE PLACE

1

14

15 to 22

82

77

73

71

68 to 70

10 to 15

8 to 10

87

85

Page 49

Notes:

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King William Street Pedestrian Priority Scheme

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Sheet: SHEET 3 of 3	
Date: Feb 2024	
Designed by: SR	
Checked by: BM / DL	
Scale & Drawing Size: 1:200@A1	Revision:
	Drawing No: 100/16800457/KW/GA

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City of London: Projects Procedure Corporate Risks Register

Project Name:	Pedestrian Priority Streets	**PM's overall risk rating:**	Medium	**CRP requested this gateway**	£ 518,000	**Average unmitigated risk**	5.2	**Open Risks**	18
Unique project identifier:	12269	**Total estimated cost (exec risk):**	£ 8,132,000	**Total CRP used to date**	£ 56,000	**Average mitigated risk score**	1.4	**Closed Risks**	0

General risk classification										Mitigation actions								Ownership & Action				
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to Issues	Comment(s)
R1	5	(1) Compliance/Regulatory	Issues or delays in any required consents such as third party consents, TTOs, Section 8s, TMAN, Permits, etc which cause delays to the implementation of the schemes.	If there was to be any delay in the approval of any required consents, such as TTOs, Permits, EqIA, TMAN etc; its likely delivery of the interventions could suffer from some form of unplanned delay or additional work.	Possible	Serious	6	£40,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Map out the required consents for each intervention / experimental scheme and continually monitor & update the consents if required throughout the trial period and delivery of the permanent measures. * Schedule regular meetings with consent approvers, especially those with long lead in times or complex approval procedures.	£0.00	Unlikely	Serious	£15,000.00	4		Use of CRP could include but is not limited to additional staff time, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Transport & Public Realm Projects	Kristian Turner, Transport & Public Realm Projects		15/2/24 - Although the schemes are being delivered under well-used and understood regulations, there is a possibility that some delays may occur due to unforeseen technicalities.
R2	5	(1) Compliance/Regulatory	Legal challenges or query upon any of the interventions / experimental schemes (excluding judicial review) that leads to delays or extra costs	Should an intervention / experimental scheme fall under some form of legal or challenge or investigation, its likely additional time and resource will be required to undertake associated work. External additional legal assistance could also be required. On the other hand, a project may need to look at legally resolving an unforeseen issue to proceed. It's also possible that a challenge to one measure then means that all are affected.	Possible	Serious	6	£60,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Consult early on with the legal, planning and network performance teams as required to identify potential issues, then monitor these individual issues and mitigate if possible. * Ensure TRO making process is followed to the letter of the law to mitigate against any statutory challenges (lesson learnt form Beech St)	£0.00	Possible	Minor	£30,000.00	3		Use of CRP could include but is not limited to additional staff time, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Transport & Public Realm Projects	Kristian Turner, Transport & Public Realm Projects		15/2/24 - financial figures reduced. It is unlikely that any form of meaningful legal challenge will take place against the remaining ETOs and proposed TMOs, and standard project management processes will help mitigate against the possibility.
R3		(3) Reputation	Issue(s) with external engagement and buy-in, potentially at the consultation stage, including any perceived or actual negative impacts, lead to additional resources being required to compensate	Further time and therefore resource may be required if the interventions / experimental schemes delivered don't meet the stakeholder's expectations. Its possible that as a result of this, changes to the interventions / experimental schemes may also be required.	Possible	Serious	6	£30,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Early-as-possible identification and engagement with key stakeholders where possible. * Proactive external comms to inform stakeholders as early as possible.	£0.00	Possible	Minor	£12,000.00	3		Use of CRP could include but is not limited to additional staff time and increased external consultants costs	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		15/2/24 - Engagement with businesses, occupiers, residents, street users and other actively interested stakeholders (refer to PPS comms strategy) explaining what's happening and why is best placed to mitigate against negative reactions to the interventions / experimental schemes.
R4	5	(4) Contractual/Partnership	Issue(s) with internal engagement and buy-in, including any perceived or actual negative impacts, lead to additional resources being required to compensate	Further time and therefore resource may be required if the interventions / experimental schemes delivered either don't meet the stakeholder's expectations. Its possible that as a result of this, changes to the interventions / experimental schemes may also be required.	Unlikely	Minor	2	£15,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Early-as-possible identification and engagement with key stakeholders where possible. * Proactive internal comms to inform stakeholders as early as possible.	£0.00	Unlikely	Minor	£5,000.00	2		Use of CRP could include but is not limited to additional staff time and increased external consultants costs	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		(as above)
R5	5	(2) Financial	Procurement procedures impact negatively on project delivery	Additional resource may be required if there is a delay or issue with the procurement of goods or services from external suppliers.	Unlikely	Minor	2	£15,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Undertake early engagement with City's term contractor, FM Conway where required and map out the required resources & materials.	£0.00	Unlikely	Minor	£5,000.00	2		Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		15/2/24 - Early engagement and early ordering where possible.
R6	5	(10) Physical	Supplier delays, productivity or resource issues impact on project delivery	Referring both to internal and external suppliers to projects, alternative arrangements which require additional resource may be required if a potential or existing supplier is unable to deliver as agreed for whatever reason. This may involve retendering work if an existing supplier is unable to deliver.	Unlikely	Minor	2	£15,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Utilise existing framework agreements where possible * Investigate any likely 'bottlenecks', such as TfL's ability to deliver at this time, as early as possible to help plan possible mitigations	£0.00	Unlikely	Minor	£5,000.00	2		Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		15/2/24 - The interventions are being installed are to be delivered by the City's term contractor, FM Conway, with the issue of resourcing having already been discussed. However, with the economic climate, inflation and labour shortages in some industries its possible it could also negatively impact on resources available.
R7	5	(4) Contractual/Partnership	Accessibility, equalities and/ or security concerns or simmilar lead to changes being required to either designs or implemented interventions that in-turn results in additional resources being required to compensate.	Further changes may be required if accessibility, equalities and/ or security concerns are raised.	Possible	Minor	3	£30,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Include the City's Accessibility and Security Officers (if required) in design reviews. * Consider involving accessibility groups in an advisory role.	£0.00	Unlikely	Minor	£15,000.00	2		Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		15/2/24 - The interventions schemes will account for accessibility, equalities and security concerns but its possible that when implemented or further design reviews are undertaken that changes are deemed necessary to remove identified shortcomings.

R8	5	(10) Physical	Inaccurate or incomplete project estimates, including baxters/ inflationary issues leads to budget increases	If an estimate is found at a later date to be inaccurate or incomplete, more funding and/or time resource would be needed to rectify the issue or fund/ underwrite the shortfall. More specifically, inflationary (Baxters, RPI, etc) amounts predetermined earlier in a project may be found to be insufficient and require extra funding to cover any shortfall.	Possible	Major	**12**	£350,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Undertake regular cost reviews via interim submissions from the main contractor. * Track spending closely so future costs can be estimated more accurately.	£0.00	Possible	Serious	£250,000.00	**6**		Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		15/2/24 - financial figures updated. The works required are using well-established rates and costs through the City's existing highways term contractor but the current financial climate means contract uplifts and increases in other costs are very likely. This will include any upcoming rate/ baxters/RPI changes. Officers will continually monitor this and mitigate as best as possible. Also, its possible an estimate could be wrong for whatever reason and this risk also covers this possibility.
R9	5	(10) Physical	Network accessibility before and during construction which cause project delay and/ or increased costs	Should parts of the road network not be available or become unavailable during implementation, expect delivery delays.	Possible	Serious	**6**	£30,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Regular engagement with City and TfL network management teams	£0.00	Possible	Minor	£20,000.00	**3**		Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		15/2/24 - It is possible that should other works be required in a given street or road that it could impact on the City's ability to delivery the schemes. For example, if urgent utility works are required on a street where interventions have been installed, it could result in alternative routes being required to comfortably divert pedestrians and cyclists around the emergency works. Delays could cause cost increases with material prices and some utility serivces.
R10	5	(3) Reputation	Unforeseen technical and/ or engineering issues identified which leads to delays and additional costs to rectify.	Late identification of any engineering or technical issues that disrupt delivery, especially those involving utilities could result in further costs whether they be time, funding or resources.	Possible	Serious	**6**	£50,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Work with design engineers to review each site at the appropriate time.	£0.00	Unlikely	Serious	£25,000.00	**4**	£1,000.00	Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		15/2/24 - engineering difficulties occurred with the interim measures leading to a change in aproach to the project, but increased costs had been realised in determining this and changing direction. Increased the provision available as this risk still exists and drawing down part of the revised revision. (jan 23)
R11	5	(4) Contractual/Partnership	TfL buses engagement and their requirements on a project.	Further time and therefore resource may be required if planned engagement work with TfL buses didn't go as planned. Also, they may change their requirements for a project.	Unlikely	Serious	**4**	£25,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Ensure early engagement with TfL buses in the design phases so they can consult internally * Design the interventions to help minimise impacts on the bus network	£0.00	Unlikely	Minor	£15,000.00	**2**		Use of CRP could include but is not limited to additional staff time, external consultants, labour and works costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		15/2/24 - Bus routes and stops are likely to be affected by at least some of the interventions so these effects will need to be discussed with TfL and monitored, and changes made to the interventions if required.
R12		(3) Reputation	Accident during construction/ operation impacts on project delivery and/ or costs	Regardless of whether it be a member of public or a contractor on site, should an accident occur in or around any of the interventions / experimental schemes, delays are likely to occur whilst its investigated.	Rare	Major	**4**	£40,000.00	Y - for costed impact post-mitigation	A – Very Confident	* Consider regular site visits with the Principal Designer both to monitor the construction of the interventions / experimental schemes and user behaviour once installed.	£0.00	Rare	Minor	£15,000.00	**1**		Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		15/2/24 - Should an accident occur within any of the schemes, the safety of all may be called into question. Therefore, the planned monitoring is to include an overview of any accidents that occur. However, any identified changes will require resourcing in terms of design and contractor time.
R13	5	(10) Physical	Unexpected Uitlities diversions or alterations impact on project delivery and/ or costs	Unforeseen delay and costs from SU companies	Possible	Serious	**6**	£50,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	Ensure due NSWRA process is followed	£0.00	Rare	Minor	£35,000.00	**1**	£30,000.00	Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		15/2/24 - Whilst all efforts are made to idenitfy the required utility works fo a scheme, its possible extra diversions or changes could be required once a site is exposed.
~~R14~~	~~4~~	~~(2) Financial~~	Gateway 345 cost estimates are based on schematic and preliminary design plans. Subsequent changes /costs may be identified during the detailed design phase.	~~Unforeseen design & works costs~~	~~Possible~~	~~Serious~~	**6**	~~£50,000.00~~	~~Y - for costed impact post-mitigation~~	~~B – Fairly Confident~~	~~Highways (who will undertake detailed design) to undertake a review of the preliminary design cost estimates prior to gateway 345 submission.~~	~~£0.00~~	~~Rare~~	~~Minor~~		**1**	~~£25,000.00~~		~~13/09/2021~~	~~Gillian Howard, Policy and Projects~~	~~Kristian Turner, Policy and Projects~~		15/2/24 - risk closed having been used previously. However, the risk is still live and is covered by R8.
R15	5	(10) Physical	Additional investigations, surveys, data and/ or monitoring may be required by internal/ external parties to further validate the design or due to another unforeseen event.	Delays could occur to the programme if validation ofthe design is delayed. Also, should the interventions / experimental schemes cause any type of unforeseen impacts (changes in traffic patterns, pedestrian behaviour, pollution levels, etc), the monitoring strategy may need changing and therefore extra resource may be need to account for this.	Possible	Serious	**6**	£30,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	undertake trial holes and basement surveys where needed to minimise the risk, but if it occurs there will be additioanl costs	£0.00	Possible	Serious	£20,000.00	**6**		Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	01/10/2022	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		15/2/24 - schemes may require additioanl surveys, data and/ or monitoring than those already planned for whatever reason(s), particulalry concerning basements and possibly the underground infrastructure.
R16	6	(10) Physical	Network performance issues following the schemes result in changes being required	There could be unforeseen implications on the city's network performance, both positive and negative.	Unlikely	Major	**8**	£20,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Create a monitoring strategy that includes the ability to react quickly to changes and unforeseen events. * Ensure that all relevant departments are consulted as early as possible to input into design options.	£0.00	Rare	Minor	£15,000.00	**1**		Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		15/2/24 - No traffic modelling is being undertaken for the interventions and this therefore means that the risk is higher. This risk will reduce as more schemes complete.
R17	6	(1) Compliance/Regulatory	Scheme monitoring and/ or Road Safety Audits identify required changes	Scheme monitoring or Road Safety Audits may identify that the interventions / experimental schemes require changes. This could result in rework costs or further monitoring to assess whether what's built is safe and suitable.	Unlikely	Serious	**4**	£15,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Informally monitor on street as work begins to complete to identify any potential changes whilst the contractor is on-site * Ensure the planned monitoring feeds directly into design reviews	£0.00	Rare	Minor	£12,000.00	**1**		Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		15/2/24 - If issues are identified by monitoring and/ or any future road safety audits, these may require extra resource to fix.

R18	5	(10) Physical	Unexpected or unplanned user behaviour results in the City requiring marshalling and/ or enforcement in and around the schemes before, during or after construction/ implementation.	Extra costs would be incurred if additional resource was required to marshall and enforce the interventions / experimental schemes	Unlikely	Serious	**4**	£30,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Ensure that the comms related to the interventions / experimental schemes is strong and clear in its message to all stakeholders * Assess whether city occupiers can also promote the City's work and message through their comms channels.	£0.00	Rare	Minor	£24,000.00	**1**		Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		15/2/24 - With the post COVID-19 return to work, it's very difficult at this point in time to assess how users will react to the interventions / experimental schemes, and its likely that there will be many contributing factors to this. Many of these will also be outside of the City's control. Therefore, should it be required, approx. £8k per month has been estimated for providing marshalling and enforcement services should they be necessary.

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Appendix 6 - Paragraph 45 of the 'City of London Project Procedure – Nov 2023' (Changes to Projects: General)

Changes to Projects: General

45. In cases where:

- *the financial implications will be higher or lower than the agreed confidence range (capital or revenue expenditure or income/returns/savings);*
- *the overall programme needs to be accelerated or delayed +/- 10% of time against the last numbered Gateway report;*
- *the specification will be significantly different to that agreed, i.e. there will be a shortfall against one of more of the key objectives/ SMART targets, or the inclusion or reduction in the parameters of the project, which may include changing operational performance criteria and business benefits;*

Officers will report to the Committee(s) or Chief Officer who approved the last Gateway report on the circumstances, the options available and a recommended course of action. For example, if circumstances change on the Light and Regular routes where Authority to start work is delegated to Chief Officer, they would need to return to Committee to progress to the next gateway.

If additional unallocated City Corporation resources are required (i.e. from Central resources, not local risk budgets), the approval of the Policy and Resources Committee must also be obtained as Service Committees cannot approve Central resources.

In such cases the Policy and Resources Committee must be advised of the impact of the proposed increase in the City's overall Programme and any agree increase must be reported to the next meeting of the Resource Allocation Sub-Committee for appropriate adjustments to be made to the City Corporation's Programme.

Note that Chamberlains have prepared guidance on the preparation of Whole Life Costing (available on the corporate intranet).

These will not apply to the costed risk provision drawdown increases to budgets as they have already been considered and delegated [See 49]:

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Appendix 7 – Financial Information

Table 1: Expenditure to Date			
Description	**Approved Budget (£)**	**Expenditure (£)**	**Balance (£)**
16800457: Pedestrian Priority Programme (SRP)			
Env Servs Staff Costs	42,000	4,325	37,675
P&T Staff Costs	61,510	60,947	563
P&T Fees	86,000	85,328	672
Enabling Works	10,000	-	10,000
Total 16800457	**199,510**	**150,601**	**48,909**
16100457: Pedestrian Priority Programme (CAP)			
Env Servs Staff Costs	247,584	216,650	30,934
Legal Staff Costs	20,000	108	19,892
P&T Staff Costs	260,802	211,628	49,174
P&T Fees	461,533	405,602	55,931
ANPR Cameras	70,000	28,325	41,675
Env Servs Works	925,000	816,866	108,134
Costed Risk Provision	417,200	-	417,200
Total 16100457	**2,402,119**	**1,679,179**	**722,940**
GRAND TOTAL	**2,601,629**	**1,829,780**	**771,849**

Table 2: Resources Required to reach the next Gateway			
Description	**Approved Budget (£)**	**Additional Resources Required (£)**	**Revised Budget (£)**
16800457: Pedestrian Priority Programme (SRP)			
Env Servs Staff Costs	42,000	-	42,000
P&T Staff Costs	61,510	-	61,510
P&T Fees	86,000	-	86,000
Enabling Works	10,000	-	10,000
Total 16800457	**199,510**	**-**	**199,510**
16100457: Pedestrian Priority Programme (CAP)			
Env Servs Staff Costs	247,584	76,000	323,584
Legal Staff Costs	20,000	-	20,000
P&T Staff Costs	260,802	75,000	335,802
P&T Fees	461,533	158,000	619,533
ANPR Cameras	70,000	-	70,000
Env Servs Works	925,000	17,000	942,000
Costed Risk Provision	417,200	100,800	518,000
Total 16100457	**2,402,119**	**426,800**	**2,828,919**
Pedestrian Priority Programme - King William Street			
Env Servs Staff Costs	-	100,000	100,000
P&T Staff Costs	-	45,000	45,000
Open Spaces Staff Costs	-	3,900	3,900
P&T Fees	-	60,000	60,000
Env Servs Works	-	2,925,761	2,925,761
Open Spaces Works	-	111,600	111,600
Open Spaces Maintenance	-	87,000	87,000
Total King William Street	**-**	**3,333,261**	**3,333,261**
GRAND TOTAL	**2,601,629**	**3,760,061**	**6,361,690**

Table 3: Revised Funding Allocation			
Funding Source	**Current Funding Allocation (£)**	**Funding Adjustments (£)**	**Revised Funding Allocation (£)**
16800457: Pedestrian Priority Programme (SRP)			
S106 - 02-4962Y - Cheapside 150 - LCEIW	6,330	-	6,330
S106 - 03-5027C - New Street Square - LCEIW	8,208	-	8,208
S106 - 04/01005/FULEIA - Old Stock Exchange - LCEIW	895	-	895
S106 - 05/00653/FULEIA - Mondial House - Transportation	510	-	510
S106 - 05/00864/FULL - Bartholomew Lane 1 - LCEIW	8,279	-	8,279
S106 - 05/00864/FULL - Bartholomew Lane 1 - Transportation	11	-	11
S106 - 06/00240/FULL - Dashwood House - LCEIW	9,158	-	9,158
S106 - 06/00240/FULL - Dashwood House - Transportation	16,720	-	16,720
S106 - 06/00500/FULL - Lothbury 1 - Transportation	314	-	314
S106 - 06/00613/FULL - Fleetway House - LCEIW	125	-	125
S106 - 06/00903/FULL - New Court - LCEIW	4,168	-	4,168
S106 - 09/00450/FULMAJ - Bevis Marks 6 - LCEIW	1,087	-	1,087
S106 - 10/00889/FULMAJ - Angel Court & 33 Throgmorton Street - LCEIW	1,533	-	1,533
S106 - 10/00889/FULMAJ - Angel Court & 33 Throgmorton Street - Transportation	35,234	-	35,234
S106 - 12/00256/FULEIA - Bartholomew Close - Transportation	12,916	-	12,916
S106 - 12/00474/FULMAJ - Moorgate 8-10 - LCEIW	151	-	151
S106 - 12/00474/FULMAJ - Moorgate 8-10 - Transportation	10,814	-	10,814
S106 - 13/00049/FULMAJ - Monument Street - LCEIW	49	-	49
S106 - 13/00049/FULMAJ - Monument Street - Transportation	208	-	208
S106 - 13/00339/FULMAJ - Cannon Street 39-53, 11-14 Bow Lane And Watling Court - Transportation	15,000	-	15,000
S106 - 14/00322/FULMAJ - Fann Street 2 - LCEIW	1,182	-	1,182
S106 - 14/00860/FULMAJ - King William Street 33 - LCEIW	15,563	-	15,563
CAS: On Street Parking Reserve	51,057	-	51,057
Total 16800457	**199,510**	**-**	**199,510**
16100457: Pedestrian Priority Programme (CAP)			
CAS: On Street Parking Reserve	2,402,119	417,284	2,819,403
S106 - 04/00633/FULEIA - Cannon Street Station - Transport	-	2,458	2,458
S106 - 08/00940/FULL - Drapers Gardens - Transport	-	4,379	4,379
S106 - 12/00256/FULEIA - Bartholomew Close - LCE	-	2,679	2,679
Total 16100457	**2,402,119**	**426,800**	**2,828,919**
Pedestrian Priority Programme - King William Street			
On Street Parking Reserve	-	2,000,000	2,000,000
CAS: Cool Streets and Greening Programme (OSPR)	-	202,500	202,500
CAS: On Street Parking Reserve	-	1,130,761	1,130,761
Total King William Street	**-**	**3,333,261**	**3,333,261**
Total Funding Drawdown	**2,601,629**	**3,760,061**	**6,361,690**

Table 4: Funding Strategy	
Funding Source	**Amount (£)**
Section 106	157,969
On Street Parking Reserve	2,000,000
CAS: On Street Parking Reserve	6,000,000
CAS: Cool Streets and Greening Programme (OSPR)	202,500
TOTAL	**8,360,469**

King William Street Pedestrian Priority EqIA responses

16th October 2023 (updated on 28th February 2024)

(Responses in italics)

Level Access: In line with DfT's Inclusive Mobility Guide 2021[1], it is recommended that level access is provided at each of the informal crossing locations within King William Street to enable easy access for elderly people, those with limited mobility and those using mobility aids and pushchairs.

All informal crossings are level. Furthermore, there are level raised tables near to the LUL entrances to complement their step-free access.

In line with Department for Transport's Inclusive Mobility Guide 2021 guidance1, it is recommended that all of the proposed tactile paving throughout King William Street adheres to guidance to aid users with visual impairments. This is particularly important to consider given that the Royal National Institute of Blind People (RNIB) report that walking is the main mode of travel for blind and partially sighted people, many of whom will have fewer transport options available to them than others2.

Compliant blister tactile paving has been included at all informal crossing points. Consideration was given to the use of corduroy guidance/ warning paving at the proposed raised tables but based on a risk-based assessment of the design and third party reviews such as the EqIA itself and Road Safety Audit, it was not considered necessary or appropriate. Furthermore, a response to a direct question put to the Road Safety Auditor supported this conclusion.

Utilities: Where possible, tactile paving should be installed away from utility covers so as to avoid disrupting the layout of the tactile paving which can be confusing for visually impaired pedestrians. Furthermore, utility companies could be encouraged to provide covers which can take a tactile paving slab inlay[3].

There are utility covers within the proposed tactile areas in the design. These are the type which can take a tactile paving slab inlay.

Footway Widths: Given the populous of the area, particularly around the station entrances and exits, it is advised that the renewed footways are the appropriate width to accommodate the footfall. This will prevent vulnerable road users, which includes people with disabilities, as well as elderly people and young people, from having to cross the road unnecessarily and/or utilise the carriageway, improving road safety for users. It is recommended that the footway widths are designed in conjunction with TfL's Pedestrian Comfort Guidance Technical guide (See Appendix B4).

All PCLs have been calculated and the scheme scores well across the board. A minimum of a 2m wide footway throughout is a key part of the design.

Bollards: With regards to the bollards, it is presumed these are included to act as a Vehicle Security Barrier (VSB) particularly around the entrance and exit to Bank Station. If so, these should be placed at a maximum of 1.2 metres apart to enable passage of wheelchair and mobility scooter users, many of whom are more likely to be elderly whilst providing adequate protection for pedestrians. This recommendation also aligns with DfT guidance[1].

The design already aligns with this recommendation.

Maintenance of Setts: The setts that are proposed to be extended within the Sherborne Lane and Nicholas Lane carriageway, and those within the loading bays will need to be regularly maintained. This is because uneven and/or gaps between setts, can cause issues for some users, including those who are vision impaired, wheelchair users, and those using crutches and sticks[1]. This is particularly important given that Sherborne Lane and Nicholas Lane could be used by large vehicles, including HGV's and refuse vehicles, which are more likely to cause damage to the carriageway.

City Engineers and their contractors are used to this problem and are able to build a running surface resistant to these problems.

Loading bays: The design proposals include 2 new loading that are flush and inset within the footway. These bays could be an accessibility issue for visually impaired users as there isn't a detectable kerb upstand which allows them to differentiate between footway and carriageway. This is of particular consideration given that the timings of the loading bay vary throughout the day which could be confusing for someone with visual impairments and could be further exaggerated at certain times of the day such as in darkness or at the busiest times. It is also important for visually impaired users to have a colour contrast between the footway and carriageway materials. Furthermore, the associated signposts create pinch points of approximately 1.6m for the footway.

Signs are to be building mounted. CoL have used such loading bays elsewhere in the City, Aldgate High Street and Cheapside for example, without issue. Inset loading bays aren't without their drawbacks but as loading is required, the proposed design accommodates these in what's considered to be the most appropriate manner.

Lighting: Sufficient levels of lighting should be included in the design along King William Street, particularly around the station entrances and exits to improve the safety of users and account for any blind spots. This is particularly important given that some groups are more at risk of hate crimes and feeling unsafe in public space than others, therefore such measures could help to deter anti-social behaviour such as hate crimes. CCTV can also be considered to improve safety. In addition, the proposal includes over 30 new trees. Consideration should be taken to ensure that the location of the trees is a suitable distance from lighting columns so as not to cause shadows and dark spots on the street.

Lighting has already been discussed with CoL M&E engineers and no wholesale change is said to be required. Once the number of trees has been confirmed, it was agreed that we would review lux levels at these locations.

Construction: A Construction Environmental Management Plan (CEMP) or Construction Logistics Plan (CLP) should be implemented to minimise construction impacts. It should include measures such as suitable diversion routes with appropriate signage for any required footway closures, noise and pollution mitigation, and an appropriate CLP to avoid sensitive receptors such as schools. Continued liaison with stakeholders, including emergency services, should also be undertaken to inform them of the diversion routes. Places of worship located near to the site should be included in the stakeholder list and be informed of any out of hours works, allowing consideration of service times and religious holidays during the construction phase. On completion of the works, the develop could also offer a guide to familiarise the changes to those who are visually impaired.

These recommendations are standard practice for CoL highways projects so will be undertaken as normal.

Cycle contraflows: The proposals to introduce contraflow cycling in Lombard Street, Abchurch Lane, Nicholas Lane and Clement's Lane should align with LTN 120 guidelines[5] to ensure cyclists, particularly those that are at higher risk of road danger which includes the elderly, young, and those with disabilities, can use the facility safely. Although the speed limit is 20mph and motor traffic is likely to be 1,000 PCU per day or less, it is likely that these streets may be used by large vehicles including HGVs and refuse vehicles for deliveries and waste collection, which could pose a threat to more vulnerable road users, including cyclists. In addition, it is anticipated that due to the limited width of the road that there is insufficient space for both vehicle access and contraflow cycling. This is likely to put cyclists in significant danger if they encounter vehicles. Subsequently, it is highly recommended that the suitability of contraflow cycling is reconsidered.

Contraflow cycling already exists on these side roads. The proposed design only shows renewed road markings. The question of contraflow cycling on these streets has been raised and the project team have been advised by the City's Network Performance Team that contraflow cycling is considered suitable on these streets given low traffic volumes, speeds and no recorded incidents.

Cycle symbols and road markings: It is recommended that road markings / cycle symbols are located away from the likely path of pedestrians to avoid slips and falls during, particularly during wet/wintering conditions.

Rejected/ not an issue recognised by CoL. The use of thermoplastic markings is already prevalent in the City of London and the implications of its use well understood. It's use is also without incident.

Greening: The landscaping proposals include planting over 30 new trees. Consideration should be given to the location of the trees to ensure visibility and to avoid pinch points, as well as the tree species, selecting those with minimal leaf shedding to avoid a slippery footway. Street maintenance could also be procured to carry out appropriate clearing during the Autumn to mitigate against this. Tree species that boost the sensory experience for those with impairments of autism (e.g., scented) could also be explored.

Following trial holes and review of their findings, the amount of trees has reduced to approximately 17-18 which are still dependant on the outcome of negotiations with nearby utility company owners. Should these proceed, they have already been found not to negatively impact on PCLs and

maintenance has already been considered. The comment on scented trees will be passed to open spaces colleagues as its not something I believe is considered currently.

Road Safety Audit: A Stage 3 Road Safety Audit should also be completed on completion of the works to ensure that the improvements are accessible i.e., ensuring sufficient dropped kerbs and flush surfaces.

The scheme will be reviewed once its complete to check that it matches the design.

EQUALITY ANALYSIS (EA) TEMPLATE

Decision Click or tap here to enter text. Date *Click or tap here to enter text.*

What is the Public Sector Equality Duty (PSED)?

The Public Sector Equality Duty (PSED) is set out in the Equality Act 2010 (s.149). This requires public authorities, in the exercise of their functions, to have 'due regard' to the need to:

- Eliminate discrimination, harassment and victimisation
- Advance equality of opportunity between people who share a protected characteristic and those who do not, and
- Foster good relations between people who share a protected characteristic and those who do not

The characteristics protected by the Equality Act 2010 are:

- Age
- Disability
- Gender reassignment
- Marriage and civil partnership
- Pregnancy and maternity
- Race
- Religion or belief
- Sex (gender)
- Sexual orientation

What is due regard?

- It involves considering the aims of the duty in a way that is proportionate to the issue at hand

The general equality duty does not specify how public authorities should analyse the effect of their business activities on different groups of people. However, case law has established that equality analysis is an important way public authorities can demonstrate that they are meeting the requirements.

Case law has established the following principles apply to the PSED:

- **Knowledge** – the need to be aware of the requirements of the Equality Duty with a conscious approach and state of mind.
- **Sufficient Information** – must be made available to the decision maker.
- **Timeliness** – the Duty must be complied with before and at the time that a particular policy is under consideration or decision is taken not after it has been taken.
- **Real consideration** – consideration must form an integral part of the decision-making process. It is not a matter of box-ticking; it must be exercised in substance, with rigour and with an open mind in such a way that it influences the final decision.
- **Sufficient information** – the decision maker must consider what information he or she has and what further information may be needed in order to give proper consideration to the Equality Duty.
- **No delegation** – public bodies are responsible for ensuring that any third parties which exercise functions on their behalf are capable of complying with the Equality Duty, are required to comply with it, and that they do so in practice. It is a duty that cannot be delegated.
- **Review** – the duty is not only applied when a policy is developed and decided upon, but also when it is implemented and reviewed.

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Author: Phoebe Wood / Marie Gallagher
Last updated: 6 October 2023
Date of next review:

• Ensuring real consideration is given to the aims and the impact of policies with rigour and with an open mind in such a way that influences the final decision • Due regard should be given before and during policy formation and when a decision is taken including cross cutting ones as the impact can be cumulative.	

What is an Equality Analysis (EA)?

An equality analysis is a risk assessment tool that examines whether different groups of people are, or could be, disadvantaged by service provision and decisions made. It involves using quality information, and the results of any engagement or consultation with particular reference to the protected characteristics to understand the actual effect or the potential impact of policy and decision making decisions taken. **The equality analysis should be conducted at the outset of a project and should inform policy formulation/proposals. It cannot be left until the end of the process.** **The purpose of the equality analysis process is to:** • Identify unintended consequences and mitigate against them as far as possible, and • Actively consider ways to advance equality and foster good relations. **The objectives of the equality analysis are to:** • Identify opportunities for action to be taken to advance quality of opportunity in the widest sense; • Try and anticipate the requirements of all service users potentially impacted; • Find out whether or not proposals can or do have any negative impact on any particular group or community and to find ways to avoid or minimise them;	**However, there is no requirement to:** • Produce an equality analysis or an equality impact assessment • Indiscriminately collect diversity data where equalities issues are not significant • Publish lengthy documents to show compliance • Treat everyone the same. Rather, it requires public bodies to think about people's different needs and how these can be met • Make service homogenous or to try to remove or ignore differences between people. An equality analysis should indicate improvements in the way policy and services are formulated. Even modest changed that lead to service improvements are important. In it is not possible to mitigate against any identified negative impact, then clear justification should be provided for this. By undertaking an equality analysis, officers will be able to: • Explore the potential impact of proposals before implementation and improve them by eliminating any adverse effects and increasing the positive effects for equality groups • Contribute to community cohesion by identifying opportunities to foster good relations between different groups • Target resource more effectively • Identify direct or indirect discrimination in current policies and services and improve them by removing or reducing barriers to equality

• Integrate equality, diversity and inclusion considerations into the everyday business and enhance service planning; • Improve the reputation of the City Corporation as an organisation that listens to all of its communities; • Encourage greater openness and public involvement.	

How to demonstrate compliance

The Key point about demonstrating compliance with the duty are to:

- Collate sufficient evidence to determine whether changes being considered will have a potential impact on different groups.
- Ensure decision makers are aware of the analysis that has been undertaken and what conclusions have been reached on the possible implications.
- Keep adequate records of the full decision making process.

In addition to the protected groups, it may be relevant to consider the impact of a policy, decision or service on other disadvantaged groups that do not readily fall within the protected characteristics, such as children in care, people who are affected by socio-economic disadvantage or who experience significant exclusion or isolation because of poverty or income, education, locality, social class or poor health, ex-offenders, asylum seekers, people who are unemployed, homeless or on a low income.

Complying with the Equality Duty may involve treating some people better than others, as far as this is allowed by discrimination law. For example, it may involve making use of an exception or the positive action provisions in order to provide a service in a way which is appropriate for people who share a protected characteristic – such as providing computer training to older people to help them access information and services.

Taking account of disabled people's disabilities

The Equality Duty also explicitly recognises that disabled people's needs may be different from those of non-disabled people. Public bodies should therefore take account of disabled people's impairments when making decisions about policies or services. This might mean making reasonable adjustments or treating disabled people better than non-disabled people in order to meet their needs.

Deciding what needs to be assessed

The following questions can help determine relevance to equality:

- Does the policy affect service users, employees or the wider community, including City businesses?

- How many people are affected and how significant is the impact on them?
- Is it likely to affect people with particular protected characteristics differently?
- Is it a major policy, significantly affecting how functions are delivered?
- Will the policy have a significant impact on how other organisations operate in terms of equality?
- Does the policy relate to functions that engagement has identified as being important to people with particular protected characteristics?
- Does the policy relate to an area with known inequalities?
- Does the policy relate to any equality objectives that have been set?

Consider:

- How the aims of the policy relate to equality.
- Which aspects of the policy are most relevant to equality?
- Aims of the general equality duty and which protected characteristics the policy is most relevant to.

If it is not clear if a policy or decision needs to be assessed through an equality analysis, a Test of Relevance screening tool has been designed to assist officers in determining whether or not a policy or decision will benefit from a full equality analysis.

Completing the Test of Relevance screening also provides a formal record of decision making and reasoning. It should be noted that the PSED continues up to and after the final decision is taken and so any Test of Relevance and/or full Equality Analysis should be reviewed and evidenced again if there is a change in strategy or decision.

Role of the assessor

An assessor's role is to make sure that an appropriate analysis is undertaken. This can be achieved by making sure that the analysis is documented by focussing on identifying the real impact of the decision and set out any mitigation or improvements that can be delivered where necessary. **Who else is involved?** Chief Officers are responsible for overseeing the equality analysis proves within departments to ensure that equality analysis exercises are conducted according to	Depending on the subject it may be helpful and easier to involve others. Input from another service area or from a related area might bring a fresh perspective and challenge aspects differently. In addition, those working in the customer facing roles will have a particularly helpful perspective. Some proposals will be cross-departmental and need a joint approach to the equality analysis.

the agreed format and to a consistent standard. Departmental equality representatives are key people to consult when undertaking an equality analysis.	

How to carry out an Equality Analysis (EA)

There are five stages to completing an Equality Analysis, which are outlined in detail in the Equality Analysis toolkit and flowchart: **2.1 Completing the information gathering and research stage** – gather as much relevant equality-related information, data or research as possible in relation to the policy or proposal, including any engagement or consultation with those affected; **2.2 Analyse the evidence** – make and assessment of the impact or effect on different equality groups;	**2.3 – Developing an action plan** – set out the action you will take to improve the positive impact and / or the mitigation action needed to eliminate or reduce any adverse impact that you have identified; **2.4 Director approval and sign off of the equality analysis** – include the findings from the EA in your report or add as an appendix including the action plan; **2.5 Monitor and review** – monitor the delivery of the action plan and ensure that changes arising from the assessment are implemented.

The Proposal

Assessor Name:	Phoebe Wood/Marie Gallagher	Contact Details:	Click or tap here to enter text.

1. What is the Proposal

The City of London is proposing to introduce improvements to King William Street and surrounding junctions, including the King William Street junctions with Lombard Street, Sherborne Lane, Abchurch Lane, Nicholas Lane and Clement's Lane. The proposals in King William Street focus on pedestrian priority by providing improvements that will enhance and promote the walking and cycling experience and ensure this is safer and more accessible. The public realm improvements include footway widening, landscaping and speed reduction measures. The works will upgrade the existing surface materials to the City's standard palette to ensure quality and consistency of the City's streetscape.

King William Street is a key walking route, connecting Bank Station at the northern end of the street and Monument Station at the southern end. It is also a bus route with 2 bus stops accommodating 4 bus routes.

The proposed works currently consist of:
King William Street Pedestrian Priority:

- Footway widening and repaving on King William Street and in the surrounding junctions with Lombard Street, Sherborne Lane, Abchurch Lane, Nicholas Lane and Clement's Lane
- Raised tables at the junctions with Lombard Street and Nicholas Lane to compliment the step free access from the tube
- Raised entry treatments on all side roads
- Inclusion of tactile paving at informal crossing locations
- Improved drainage and carriageway resurfacing including addition of cycle markings throughout
- Installation of City of London bollards surrounding Bank Station entrance/exit
- Two new timed loading bays to be flush with the footway and paved in setts, to be restricted Mon-Fri 7-10am, 12-2pm and 4-7pm
- Planting of over 30 trees (subject to trial holes)
- Relocation of the informal crossing point near Monument Station as part of the Monument 'Safer Junctions' scheme
- Upgrades to existing lighting provisions
- Cycle contraflow lane to be implemented in Lombard Street, Abchurch Lane, Nicholas Lane and Clement's Lane
- Existing granite setts in Sherborne Lane and Nicholas Lane to be extended to suit new kerbline

These measures are shown on the *'100-16800457-KWS-GA KING WILLIAM STREET'.*

2. What are the recommendations?

Given that the proposals are at the preliminary design stage (See General Arrangement drawing for more details), it is highly recommended that the following are considered to mitigate any negative impact on protected characteristic groups when developing the detailed design:

- Level Access: In line with DfT's Inclusive Mobility Guide 2021[1], it is recommended that level access is provided at each of the informal crossing locations within King William Street to enable easy access for elderly people, those with limited mobility and those using mobility aids and pushchairs.

- Tactile paving: In line with Department for Transport's Inclusive Mobility Guide 2021 guidance[1], it is recommended that all of the proposed tactile paving throughout King William Street adheres to guidance to aid users with visual impairments. This is particularly important to consider given that the Royal National Institute of Blind People (RNIB) report that walking is the main mode of travel for blind and partially sighted people, many of whom will have fewer transport options available to them than others[2].

- Utilities: Where possible, tactile paving should be installed away from utility covers so as to avoid disrupting the layout of the tactile paving which can be confusing for visually impaired pedestrians. Furthermore, utility companies could be encouraged to provide covers which can take a tactile paving slab inlay[3].

- Footway Widths: Given the populous of the area, particularly around the station entrances and exits, it is advised that the renewed footways are the appropriate width to accommodate the footfall. This will prevent vulnerable road users, which includes people with disabilities, as well as elderly people and young people, from having to cross the road unnecessarily and/or utilise the carriageway, improving road safety for users. It is recommended that the footway widths are designed in conjunction with TfL's Pedestrian Comfort Guidance Technical guide (See Appendix B[4]).

- Bollards: With regards to the bollards, it is presumed these are included to act as a Vehicle Security Barrier (VSB) particularly around the entrance and exit to Bank Station. If so, these should be placed at a maximum of 1.2 metres apart to enable passage of wheelchair and mobility scooter users, many of whom are more likely to be elderly whilst providing adequate protection for pedestrians. This recommendation also aligns with DfT guidance[1].

- Maintenance of Setts: The setts that are proposed to be extended within the Sherborne Lane and Nicholas Lane carriageway, and those within the loading bays will need to be regularly maintained. This is because uneven and/or gaps between setts, can cause issues for some users, including those who are vision impaired, wheelchair users, and those using crutches and sticks[1]. This is particularly important given that Sherborne Lane and Nicholas Lane could be used by large vehicles, including HGV's and refuse vehicles, which are more likely to cause damage to the carriageway.

- Loading bays: The design proposals include 2 new loading that are flush and inset within the footway. These bays could be an accessibility issue for visually impaired users as there isn't a detectable kerb upstand which allows them to differentiate between footway and carriageway. This is of particular consideration given that the timings of the loading bay vary throughout the day which could be confusing for someone with visual impairments and could be further

[1] Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (publishing.service.gov.uk)
[2] Travel, transport and mobility | RNIB
[3] https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1046126/guidance-on-the-use-of-tactile-paving-surfaces.pdf
[4] Pedestrian Comfort Guidance for London (tfl.gov.uk)

exaggerated at certain times of the day such as in darkness or at the busiest times. It is also important for visually impaired users to have a colour contrast between the footway and carriageway materials. Furthermore, the associated signposts create pinch points of approximately 1.6m for the footway.

- Lighting: Sufficient levels of lighting should be included in the design along King William Street, particularly around the station entrances and exits to improve the safety of users and account for any blind spots. This is particularly important given that some groups are more at risk of hate crimes and feeling unsafe in public space than others, therefore such measures could help to deter anti-social behaviour such as hate crimes. CCTV can also be considered to improve safety. In addition, the proposal includes over 30 new trees. Consideration should be taken to ensure that the location of the trees is a suitable distance from lighting columns so as not to cause shadows and dark spots on the street.

- Construction: A Construction Environmental Management Plan (CEMP) or Construction Logistics Plan (CLP) should be implemented to minimise construction impacts. It should include measures such as suitable diversion routes with appropriate signage for any required footway closures, noise and pollution mitigation, and an appropriate CLP to avoid sensitive receptors such as schools. Continued liaison with stakeholders, including emergency services, should also be undertaken to inform them of the diversion routes. Places of worship located near to the site should be included in the stakeholder list and be informed of any out of hours works, allowing consideration of service times and religious holidays during the construction phase. On completion of the works, the develop could also offer a guide to familiarise the changes to those who are visually impaired.

- Cycle contraflows: The proposals to introduce contraflow cycling in Lombard Street, Abchurch Lane, Nicholas Lane and Clement's Lane should align with LTN 120 guidelines[5] to ensure cyclists, particularly those that are at higher risk of road danger which includes the elderly, young, and those with disabilities, can use the facility safely. Although the speed limit is 20mph and motor traffic is likely to be 1,000 PCU per day or less, it is likely that these streets may be used by large vehicles including HGVs and refuse vehicles for deliveries and waste collection, which could pose a threat to more vulnerable road users, including cyclists. In addition, it is anticipated that due to the limited width of the road that there is insufficient space for both vehicle access and contraflow cycling. This is likely to put cyclists in significant danger if they encounter vehicles. Subsequently, it is highly recommended that the suitability of contraflow cycling is reconsidered.

- Cycle symbols and road markings: It is recommended that road markings / cycle symbols are located away from the likely path of pedestrians to avoid slips and falls during, particularly during wet/wintering conditions.

- Greening: The landscaping proposals include planting over 30 new trees. Consideration should be given to the location of the trees to ensure visibility and to avoid pinch points, as well as the tree species, selecting those with minimal leaf shedding to avoid a slippery footway. Street maintenance could also be procured to carry out appropriate clearing during the Autumn to mitigate against this. Tree species that boost the sensory experience for those with impairments of autism (e.g., scented) could also be explored.

- Road Safety Audit: A Stage 3 Road Safety Audit should also be completed on completion of the works to ensure that the improvements are accessible i.e., ensuring sufficient dropped kerbs and flush surfaces.

[5] Cycle infrastructure design (LTN 1/20) - GOV.UK (www.gov.uk)

3. Who is affected by the Proposal? *Identify the main groups most likely to be directly or indirectly affected by the recommendations.*

The proposed scheme is located in the City of London, within the Walbrook and Candlewick ward. The City of London is a key commercial district, hosting the primary business district for the capital. The area around the proposed scheme also comprises of retail space, as well as restaurants, cafes, and bars. Bank Station is located at the northern end of King William Street and Monument Station is located at the southern end of the street.

Given the proposed works are located within a key commercial district and the area boasts a high Public Transport Accessibility Level (PTAL) rating of 6b[6], those that are likely to be affected by the proposals are pedestrians, cyclists, and other non-motorised users. These users are more likely to be of the working population commuting to their places of work. The City of London estimates approximately 513,000 daily commuters[7] and given the proximity of Bank and Monument Stations it is expected that there are significant numbers of commuter trips to the area. Currently, works to improve Bank Station are underway to increase the capacity of the station by 40%[8]. This includes improving the entrances such as the one on King William Street. Improvements to the overall capacity and the entrance will likely mean that King William Street will see an increase in footfall. It is also important to note that although the population of the City of London is comparatively small compared to other London boroughs, residents living in the borough have the highest overall active, efficient, and sustainable mode share (93%)[9], suggesting that residents are also likely to benefit from the improvements.

Although a predominantly business district, several other trip generators are located within close proximity of King William Street, which will attract users to the area who may also be affected by the proposed works and construction. These include places of worship, schools, and health facilities which have been detailed in the full assessment below. The site is easily accessible by sustainable modes therefore users are most likely to travel to these trip generators on foot, by bike or public transport.

Both Bank Station and Monument Station are located on King William Street. Bank Station provides access to the Northern Line, Central Line, Waterloo & City and DLR. Bank Station provides step free access to the Northern Line, DLR and Waterloo & City from street level. Monument Station serves the District Line and Circle Line but does not have step free access from street level. Cannon Street Station is also located within the vicinity at a 4-minute walk provides step free access Westbound. There are also 2 bus stops located on King William Street, serving bus routes 21, 43, 133 and 141.

During the construction phase, some protected characteristic groups, particularly disabled and elderly/younger groups, may be adversely impacted if the appropriate pedestrian diversions, noise and pollution mitigation, and CLPs are not in place. Further to this, although the resurfacing will require a short term/temporary closure, with one-way working and temporary traffic lights, it is not considered that this will lead to access issues for those with protected characteristics. This is because King William Street will still be open and vehicle access will be maintained throughout construction where possible. A full assessment of the potential impacts on each of the protected characteristic groups with regards to construction is provided below.

[6] https://tfl.gov.uk/info-for/urban-planning-and-construction/planning-with-webcat/webcat?Input=1%20Leadenhall%20Street%2C%20London%2C%20UK&locationId=ChIJ7VGP61IDdkgR9w0Pu16EIoI&scenario=Base%20Year&type=Ptal

[7] https://www.cityoflondon.gov.uk/about-us/about-the-city-of-london-corporation/our-role-in-london#:~:text=In%20just%201.12%20square%20miles,commuters%20and%2010m%20annual%20visitors

[8] https://tfl.gov.uk/travel-information/improvements-and-projects/bank-and-monument

[9] https://content.tfl.gov.uk/travel-in-london-report-13.pdf

Age

Check this box if NOT applicable ☐

Age - Additional Equalities Data (Service Level or Corporate) *Include data analysis of the impact of the proposals*

The Office for National Statistics (ONS) 2021[10] population estimates for the City of London states a total population of 8,580 for the borough. The age breakdowns for the City of London and Greater London are detailed in Table 1 below:

Table 1: Age Breakdown for City of London and London (Source: ONS Census Data 2021)

Age	City of London %	Greater London %
Under 5 years	2.5%	6%
5 to 15 years	4.3%	12.1%
16 to 24 years	13.4%	12.3%
25 to 64 years	65.8%	57.8%
65 years and over	14%	11.9%
Total	100%	100%

The table above illustrates that the City of London has significantly fewer people under the age of 15 (6.8%) compared to Greater London (18.1%). Conversely, the City of London has a slightly higher percentage of people aged 16 to 24 years and 65 years and over, when compared to Greater London. The percentage of people aged 25 to 64 years is similar between the City of London and Greater London region.

It should be noted however that this data is not considered representative of the majority of the people likely to be affected by the proposed scheme given the large percentage of commuters regularly travelling to the area, rather than residents.

Table 2: Workforce Age Structure, City of London and Greater London 2011 (Source: City of London Workforce CENSUS 2011- Analysis by Age and Occupation)

Age Band	City of London		Greater London	
	Actual	%	Actual	%
16 - 19	2,521	1%	81,959	2%
20 - 24	26,806	8%	387,569	9%
25 - 29	67,481	19%	685,431	15%
30 - 34	70,450	20%	697,643	16%
35 - 39	56,574	16%	591,814	13%
40 - 44	45,902	13%	548,352	12%

[10] https://www.nomisweb.co.uk/sources/census_2021_bulk

45 - 49	35,964	10%	507,549	11%
50 - 54	24,541	7%	405,451	9%
55 - 59	14,941	4%	295,937	7%
60 - 64	8,293	2%	196,176	4%
65 - 69	2,370	1%	73,115	2%
70 - 74	863	0%	29,485	1%
Total	**356,706**	**100%**	**4,500,481**	**100**

Table 2 shows the age breakdown of the workforce of the City of London compared to Greater London. The figures show that the ages of 25-34 contribute a substantial proportion of the workforce at 39%. The same age range for Greater London comprises 31% of the workforce. This shows that the City of London has a greater proportion of young professionals compared to Greater London. Similarly, the 35-49 age group comprises 39% of the workforce in the City of London, compared to 36% of the Greater London workforce. The percentage of the workforce in the City of London aged 50 years and above (14%) is lower than the percentage for Greater London (21%), showing that the City of London has a smaller proportion of older professionals. Further to this, the most recent census data (2021) shows that the City of London has a workforce much younger than the rest of the country, with 61% of workers aged between 22 and 39[11].

Sensitive receptors

With regards to sensitive receptors relevant to age, there are some schools and colleges located within 500 metres of the proposed works where higher proportions of children and young people are likely to be concentrated. These include:

- Royal National Children's Springboard Foundation – 470 metres east of the proposed scheme
- Lgt Vestra School – 110 metres north of the proposed scheme
- Ipswich High School – 325 metres northwest of the proposed scheme
- Victoria College – 440 metres west of the proposed scheme
- BUPA Dental Care – 225 metres north of the proposed scheme
- Ultrasound Guided Injections Medical Centre – 410 metres east of the proposed scheme
- HCA UK City of London Hospital – 370 metres northeast of the proposed scheme
- Capital Orthopedics – 390 metres northwest of the proposed scheme
- Keith Cohen Surgery – 370 metres north of the proposed scheme
- Japan Green Medical Centre - 450 metres northeast of the proposed scheme

There are also Boots stores in close proximity to the proposed scheme which provide pharmacy facilities. There are no nurseries within 500 metres of the proposed works.

[11] https://www.cityoflondon.gov.uk/assets/Business/city-stats-factsheet-2023.pdf

What is the proposal's impact on the equalities aim? *Look for **direct impact** but also evidence of **disproportionate impact** i.e., where a decision affects a protected group more than the general population, including **indirect impact***

The proposed improvements surrounding the development are likely to positively benefit people of all ages, including elderly and younger people.

Research by TfL has found that walking is the most frequently used mode of transport by older Londoners aged 65 and over[12], with 87% walking at least once a week. Looking at the census data above, a large proportion of the City of London's population (14.1%) would therefore benefit from the proposals to improve the pedestrian environment in King William Street.

Clear, high-quality footways are particularly important for elderly people, who are more likely to be living with a long-term health condition and may have more limited mobility and stamina. Research undertaken by Age UK underlines this intersectionality between age and disability further, with figures showing that 52% of those aged 65 and over are disabled compared with only 9% under 64[13].

With this in mind, the proposals to renew the footways along King William Street, would benefit both elderly and younger users and help to address some of the key barriers to active travel for the elderly population. It should be acknowledged however that there are some potential pinch points along King William Street in relation to the positioning of the proposed trees which could negatively affect some elderly users who are reliant on mobility aids as well as adults travelling with young children in pushchairs. There are also some potential pinch points around the bollards near Bank Station which could negatively affect those using mobility aids or travelling with pushchairs.

The use of setts in the carriageway in Sherborne Lane and Nicholas Lane and those within the loading bays could negatively affect elderly people, those who rely on mobility aids or canes and those with young children and pushchairs. Setts that are not properly maintained can become loose, uneven and/or have gaps between paving. This is of particular importance in consideration of the type of vehicle that

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

Given that the proposals are at the preliminary design stage (See General Arrangement drawing for more details), it is highly recommended that the following is considered to mitigate any negative impact on elderly and younger people when developing the detailed design:

- Level Access: In line with the DfT's Inclusive Mobility Guide 2021[1], it is recommended that level access, including dropped kerbs, is provided at each of the informal crossing points indicated by the tactile paving, and at the proposed raised junctions to enable easy access for elderly people, particularly those using mobility aids, as well as those travelling with young children in pushchairs.

- Footway Widths: Given the populous of the area, particularly around the station entrances and exits, it is advised that the renewed footways are the appropriate width to accommodate the footfall. This will help to prevent vulnerable road users, particularly elderly and younger people[12], as well as those using mobility aids, from having to cross the road to avoid congestion and/or step in the carriageway to pass other pedestrians. It is recommended that the footway widths are designed in conjunction with TfL's Pedestrian Comfort Guidance Technical guide (See Appendix B[4]). This is particularly important in consideration of the apparent pinch points that are created with the addition of new trees, and the signposts for the loading bays.

- Maintenance of Setts: The proposed setts in Sherborne Lane and Nicholas Lane and those within the loading bays will need to be will need to be regularly maintained. This is because uneven, loose and/or gaps between setts, can cause issues for some users, including those who are elderly, wheelchair users, those using crutches and canes[1] and those traveling with young children and pushchairs. This is particularly important given that Sherborne Lane and Nicholas Lane will be used by large vehicles, including

[12] Travel in London: Understanding our diverse communities 2019 (tfl.gov.uk)
[13] https://www.ageuk.org.uk/london/about-us/media-centre/facts-and-figures/

will be using Sherborne Lane and Nicholas Lane such as HGVs and LGVs that will be more likely to damage the paving.

The current design shows several cycle contraflows are proposed to be implemented along King William Street at the junctions with Lombard Street, Abchurch Lane, Nicholas Lane and Clement's Lane. It is anticipated that due to the limited width of the road that there is insufficient space for both vehicles and cyclists to pass each other without one having to give way. LTN 1/20 recommends an absolute minimum road width of 2.6m or implementation of an unmarked contraflow, i.e use of cycle markings but no lane[5]. It is likely that cyclists would be in significant danger if they encounter vehicles, particularly large vehicles such as HGVs and refuse vehicles. Subsequently, it is highly recommended that the suitability of contraflow cycling is reconsidered.

Cycle symbols and road markings are proposed for cycle facilities and some of these are proposed at pedestrian crossings/dropped kerbs where pedestrians are likely to walk, posing a potential slip hazard in wet/wintery conditions.

Although the City of London has a smaller population under the age of 15 compared to London as a whole, 6.8% compared to 18.1% respectively, children and young people attending the educational establishments located within 500 metres of the proposed works, are likely to benefit from the improved pedestrian environment on their journeys to school / college. This could deliver a particular benefit to pupils attending the establishments located in the area.

It should be acknowledged however that the majority of users are likely to be those commuting to or visiting the area. As illustrated in Table 2, those commuting to the City of London are most likely to be between the ages of 25-49 (78% of the workforce) and are therefore not considered vulnerable to the factors listed above due to their age.

Construction:
It is assumed that the footway works on King William Street and adjoining junctions will require a closure of the footway and pedestrian diversions will need to be put in place to divert users away from the closed footways. This could have a negative impact on pedestrians, particularly more vulnerable road users including those who are elderly or young. Further to this, the resurfacing is likely to require short term road/lane closures with one-way working and temporary traffic lights. It is likely HGV's and refuse vehicles, which are more likely to cause damage to the carriageway.

- Bollards: With regards to the bollards located around Bank Station, as well as those on the footway, it is understood that these are included to act as a Vehicle Security Barrier (VSB). All bollards should be placed at a maximum of 1.2 metres apart to enable passage of wheelchair and mobility scooter users, many of whom are more likely to be elderly whilst providing adequate protection for pedestrians.

- Greening: The landscaping proposals include planting over 30 new trees. Consideration should be given to the location of the trees to ensure visibility and to avoid pinch points, as well as the tree species, selecting those with minimal leaf shedding to avoid a slippery footway. Street maintenance could also be procured to carry out appropriate clearing during the Autumn to mitigate against this.

- Contraflow cycling: The proposals include introducing contraflow cycling in Lombard Street, Abchurch Lane, Nicholas Lane and Clement's Lane. Conflict between one-way traffic and the contraflow cycling facilities needs to be considered to minimise risk of road danger to all users including the elderly and young. This is particularly important given that it is likely that these streets may be used by large vehicles including HGVs and refuse vehicles for deliveries and waste collection, which could pose a threat to more vulnerable road users, including cyclists. In addition, it is anticipated that due to the limited width of the road that there is insufficient space for both vehicles and cyclists to pass each other without one having to give way. This is likely to put cyclists in significant danger if they encounter vehicles.

- Cycle symbols and road markings: It is recommended that road markings / cycle symbols are located away from the likely path of pedestrians to avoid slips and falls during, particularly during wet/wintering conditions.

- Construction: A CEMP or CLP should be implemented to minimise construction impacts[15]. It should include measures such as suitable diversion routes with appropriate signage for any required footway closures as well as noise mitigation. The CLP should consider any educational

that some aspects of the works will affect the bus stops located in King William Street and these may need to be closed/relocated and bus routes diverted. This could affect the journey times and accessibility of those using public transport. It is important to consider that sufficient bus diversions are put in place and if necessary, relocated bus stops are accessible to all users. Building on this, several potential negative impacts on elderly and younger people have been identified if the appropriate measures are not in place during the construction phase[14]. These include: • Wheelchair and mobility aid users and those travelling with pushchairs may find it difficult to utilise the temporary ramps • Construction noise can negatively affect elderly and young people • Construction can also generate additional dust and pollutants which negatively impact people with respiratory or long-term illnesses Young people travelling to schools in the area may also be affected on their journeys if the appropriate footway diversions are not in place during construction[15]. Further to this, construction traffic to the site may increase traffic risk to vulnerable road users, which includes both elderly and young people. **Summary:** In summary, the positive impacts associated with the improved pedestrian environment and public realm, are likely to be felt by all users, including residents, visitors, and commuters to the area, regardless of age. With regards to construction, it is recommended that any negative impact on access for elderly and younger people is offset by ensuring that suitable, clear diversions with ramps, temporary crossings and appropriate signage are provided. See adjacent section for further details.	establishment located near the site, ensuring the construction routes avoid key routes to and from nearby schools and access / deliveries are arranged outside of school operating times. Continued liaison with stakeholders should also be undertaken to inform the plans. • Road Safety Audit: A Stage 3 Road Safety Audit should also be completed on completion of the works to ensure that the improvements are accessible i.e., ensuring sufficient dropped kerbs and flush surfaces.
Key borough statistics: • The City of London is dominated by businesses and the residential population is significantly lower compared to other London boroughs.	• There is a smaller percentage of younger people (under 25) working in the City of London in comparison to Greater London, as well as a smaller

[14] Transport, health and wellbeing (publishing.service.gov.uk)
[15] Code of Practice for Deconstruction and Construction Sites (cityoflondon.gov.uk)

- The City has proportionately more people aged between 25 and 69 living in the Square Mile than in Greater London. Conversely, there are fewer younger people. Approximately 762 children and young people under the age of 19 years live in the City. This is 9% of the total population in the area.

percentage of over 45s. There is a larger percentage working in the City in the 25-44 age bands in comparison to Greater London.

- Summaries of the City of London age profiles from the 2011 Census can be found on our website

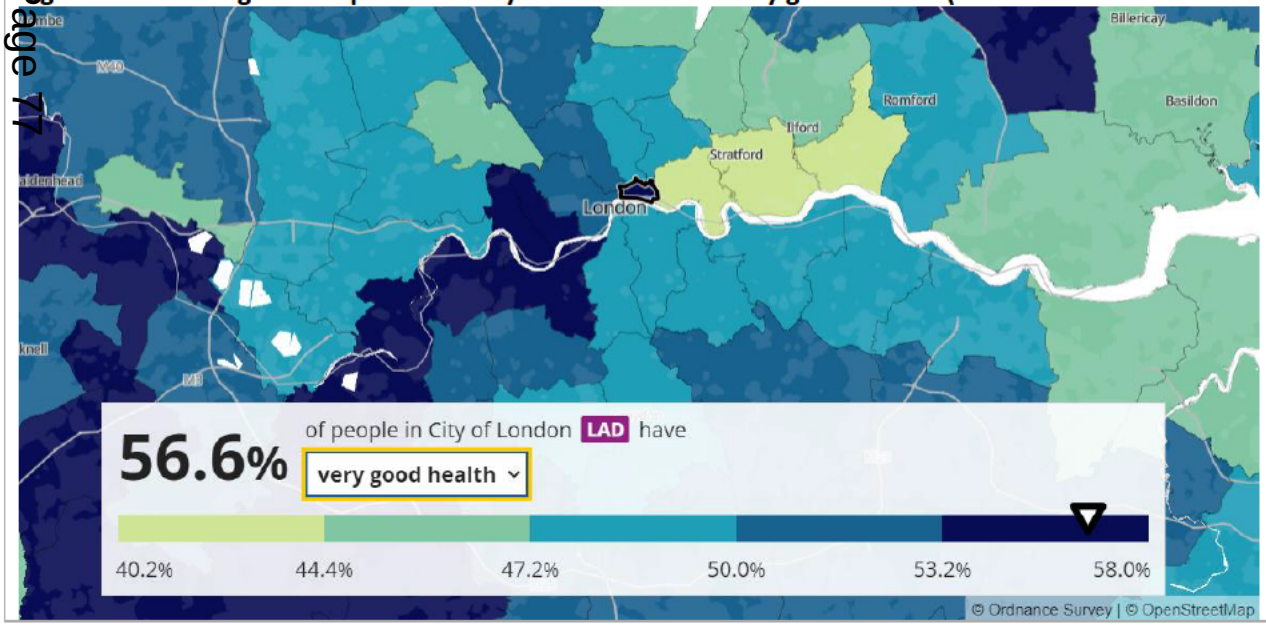
Disability

Check this box if NOT applicable ☐

Disability - Additional Equalities Data (Service Level or Corporate) *Include data analysis of the impact of the proposals*

ONS disability and well-being 2021 analysis shows that disability can negatively affect wellbeing. For example, the average well-being ratings for people aged 16 to 64 with a self-reported long-standing illness, condition or impairment which causes difficulty with day-to-day activities between July 2013 to June 2021 showed lower scores for life satisfaction each year[16]. Looking at the City of London more specifically, 56.6% of people in the City of London described themselves as having 'very good health' (see Figure 2 below) and just 0.7% reported as having 'very bad health' (Figure 3) and 2.4% as having 'bad health' (Figure 4)[17]. As shown in the Figures below, compared to other London boroughs, the City of London has one of the highest proportions of people reporting to have 'very good health' and one of the lowest proportions of people reporting to have 'bad' and 'very bad health'.

Figure 2: Percentage of People in the City of London with 'Very good health' (Source: ONS Census data 2021)



[16] https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/disability/datasets/disabilityandwellbeing
[17] https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/healthandwellbeing/bulletins/disabilityenglandandwales/census2021

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Figure 3: Percentage of People in the City of London with 'Very bad health' (Source: ONS Census data 2021)

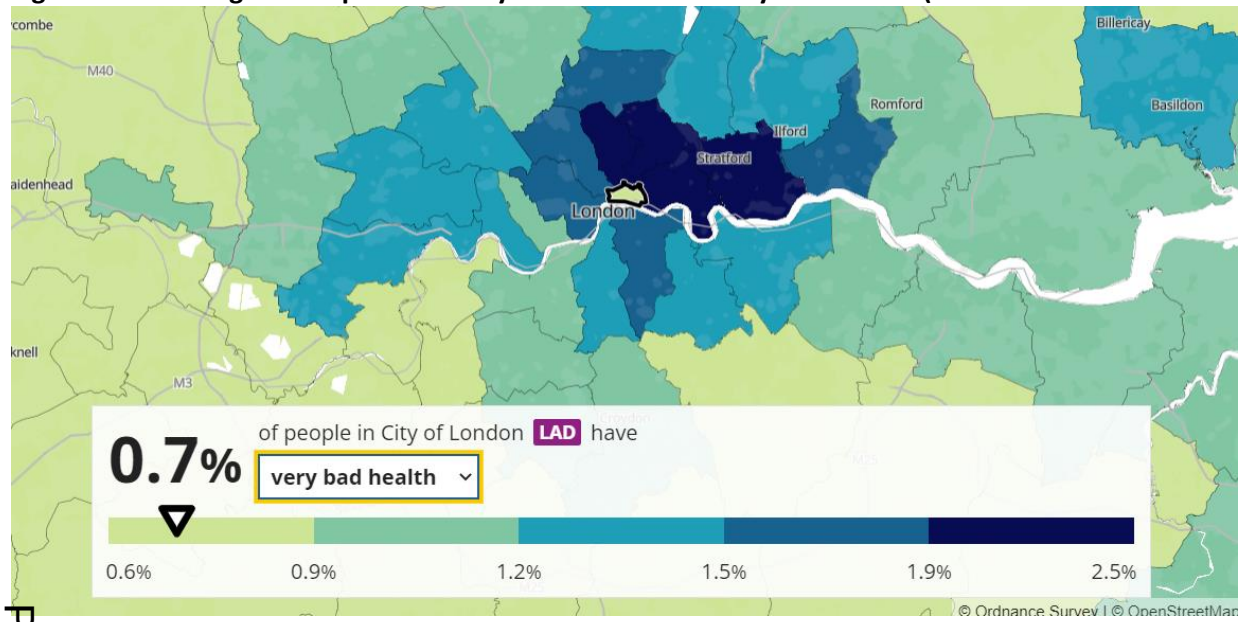
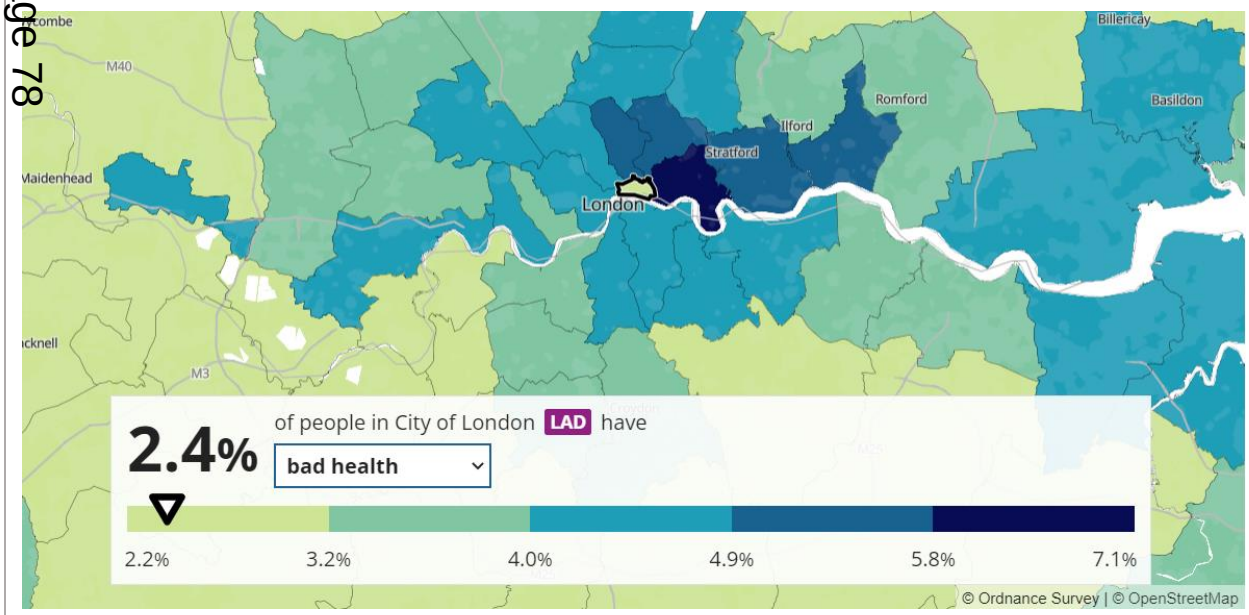
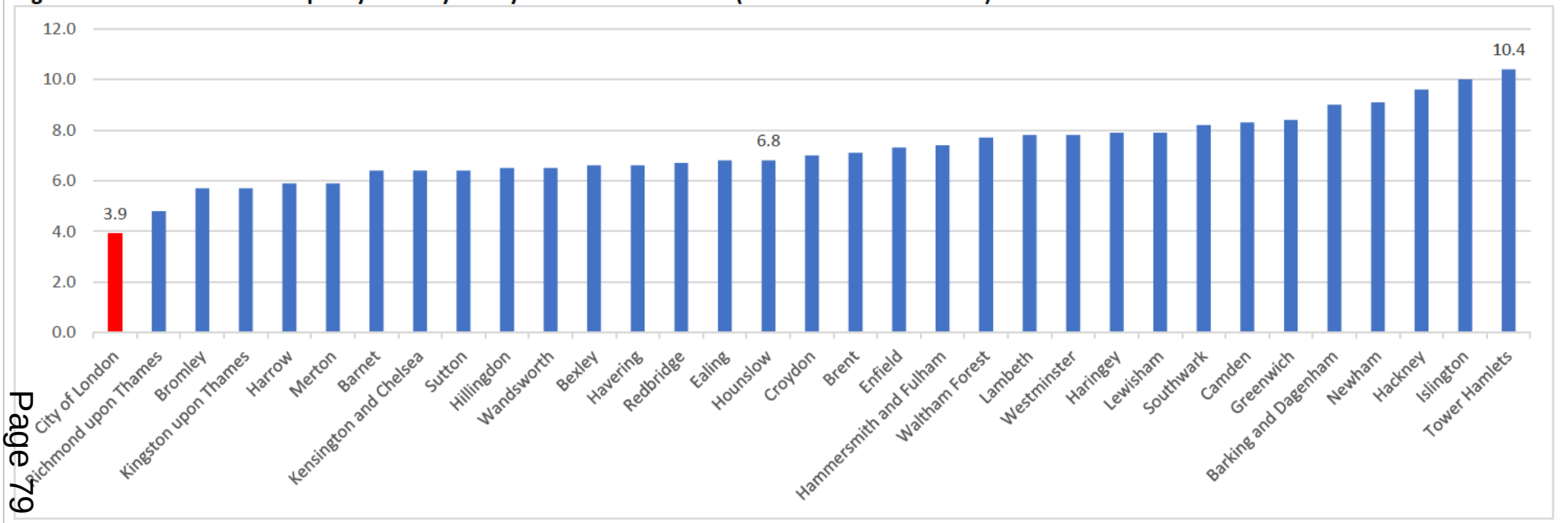


Figure 4: Percentage of People in the City of London with 'Bad health' (Source: ONS Census Data 2021)



Furthermore, Figure 5 shows the percentage of the City of London residents who considered their day-to-day activities limited a lot due to disability or long-term illness compared with other London boroughs. The City of London compares favourably as it has the lowest percentage at 3.9%.

Figure 5: Disabled under the Equality Act: Day-to-day activities limited a lot (Source: ONS Census 2021)



Public Health England statistics support the above trend, as they report the percentage of people with a limiting long-term illness or disability in the City of London is 11.8% compared to 17.7% for England. This is considered significantly better than the national average[18].

As mentioned above, it should be noted that this data is not considered representative of the majority of the people likely to be affected by the proposed scheme given the large percentage of commuters regularly travelling to the area, rather than residents. Given that the area is likely to be visited by individuals living outside of the City, it is important to note that approximately one in ten individuals are estimated to be neurodivergent in Greater London (equating to approximately 900,000), and one-tenth of those are possibly autistic[19]. Further to this, there are over 2 million people in the UK living with sight loss[20]. With these statistics in mind, it is therefore paramount that the construction of and design of the proposed works considers all users.

[18] https://www.localhealth.org.uk/#c=report&chapter=c05&report=r01&selgeo1=lalt_2021.E09000001&selgeo2=eng.E92000001

[19] https://www.london.gov.uk/questions/2022/1716#:~:text=Andrew%20Boff%20AM%3A%20With%20approximately,900%2C000%20Londoners%20with%20neurodivergent%20conditions

[20] https://www.rnib.org.uk/professionals/health-social-care-education-professionals/knowledge-and-research-hub/key-information-and-statistics-on-sight-loss-in-the-uk/ (data is not available at a local scale)

Sensitive receptors

There are several medical facilities in proximity to the proposed scheme which offer services more likely to be used by members of this protected characteristic group. These include:

- Ultrasound Guided Injections Medical Centre – 410 metres east of the proposed scheme
- HCA UK City of London Hospital – 370 metres northeast of the proposed scheme
- Capital Orthopaedics – 390 metres northwest of the proposed scheme
- Keith Cohen Surgery – 370 metres north of the proposed scheme
- Japan Green Medical Centre - 450 metres northeast of the proposed scheme

There are also Boots stores in close proximity to the proposed scheme which provide pharmacy facilities.

What is the proposal's impact on the equalities aim? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***

The proposed improvements surrounding the development are likely to positively benefit all users, including those with disabilities.

The baseline data shows that there is a low comparative percentage of people with disabilities in the City of London. As illustrated in the section above however, the majority of people likely to be affected by the proposed works are less likely to be residents, therefore it is acknowledged that there may be a larger number of disabled people using the area than the data suggests. This is likely to be facilitated by the accessibility of the area by public transport, specifically Bank and Monument Stations, enabling those with limited mobility to access the area given bus and step-free tube/train station provision.

Statistics show that 14% of Londoners currently consider themselves to have a disability that impacts their day-to-day activities 'a little' or 'a lot', and this is expected to rise to 17% by 2030[21]. Further to this, walking is the main mode of travel for disabled Londoners, with 78% reporting they walk at least once a week. However, 65% of disabled Londoners consider the condition of the pavements to be a barrier to walking more frequently[22]. It is therefore important that the design considers these requirements, which aligns with the City of London's Transport

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

Given that the proposals are at the preliminary design stage (See General Arrangement drawing for more details), it is highly recommended that the following is considered to mitigate any negative impact on people with disabilities, when developing the detailed design:

- Tactile paving: In line with Department for Transport's Inclusive Mobility Guide 2021 guidance[1], it is recommended that the proposed tactile paving throughout King William Street and the adjoining junctions adheres to guidance to aid users with visual impairments. This is particularly important to consider given that the Royal National Institute of Blind People (RNIB) report that walking is the main mode of travel for blind and partially sighted people, many of whom will have fewer transport options available to them than others[24]. Furthermore, the design shows several instances where tactile paving is to be installed over utility covers. Where possible, tactile paving should be installed away from utility covers so as to avoid disrupting the layout of the tactile paving which can be confusing for visually impaired pedestrians. Furthermore, utility companies could be encouraged to provide covers which can take a tactile paving slab inlay[3].

[21] https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/disability/articles/outcomesfordisabledpeopleintheuk/2021
[22] https://www.cityoflondon.gov.uk/assets/Services-Environment/city-of-london-transport-strategy.pdf
[24] Travel, transport and mobility | RNIB

Strategy proposal to develop and apply the City of London Street Accessibility Standard (see page 52 of the strategy for more information[Error! Bookmark not defined.]).

Research by Transport for All[23] has identified some of the key barriers to active travel for those with disabilities, including:

- Pavements cluttered by obstacles are difficult for those with mobility impairments to navigate and can pose a hazard to those with visual impairments. They are also confusing and overwhelming for those who are neurodivergent.
- Pavements that are steep, uneven, or bumpy are difficult to traverse in a wheelchair and can be trip-hazards. Tree roots, cobblestones, and poorly laid or maintained paving stones all contribute to this.

Similarly, these findings are echoed by DfT's Inclusive Mobility[1] guide, whereby a number of barriers to navigating the pedestrian environment were identified, including obstacles, uneven surfaces, crossing the road, navigating slopes and ramps, and lack of confidence to travel. The guidance also underlines that good, inclusive design benefits all users, including those who have non-visible disabilities.

The proposed footway and public realm improvements should help to tackle some of these key barriers; however, it should be acknowledged that there may be some accessibility issues resulting from the proposals. These include:

- Potential pinch points on King William Street can cause accessibility issues for those who use mobility aids. In line with the DfT's Inclusive Mobility Guide 2021[1], it is recommended that a minimum footway width of 2m is provided to allow two wheelchair or mobility scooter users to pass each other. If this is not feasible then 1.5m could be regarded as the minimum acceptable. The proposed tree locations on King William Street restrict the footway width in several places, creating apparent pinch points. In addition, the signposts for the loading bays create pinch points of approximately 1.6m.
- The use of setts in within the Sherborne Lane and Nicholas Lane carriageway, and those within the loading bays could be an accessibility issue as loose/uneven setts or gaps between setts can cause issues for
- Level Access: In line with the DfT's Inclusive Mobility Guide 2021[1], it is recommended that level access, including dropped kerbs, is provided at each of the informal crossing points indicated by the tactile paving, and at the proposed raised junctions to enable easy access for those with limited mobility and mobility aids.

- Footway Widths: Given the populous of the area, particularly around the station entrances and exits, it is advised that the renewed footways are the appropriate width to accommodate the footfall. This will prevent vulnerable road users, which includes people with disabilities[12], from having to cross the road unnecessarily and/or utilise the carriageway, improving road safety for the users. Appropriate widths will improve the overall user experience and help to support independent travel. It is recommended that the footway widths are designed in conjunction with TfL's Pedestrian Comfort Guidance Technical guide (See Appendix B[4]). This is particularly important in consideration of the apparent pinch points that are created with the addition of new trees, and the signposts for the loading bays.

- Bollards: With regards to the bollards located around Bank Station, as well as those on the footway, it is understood that these are included to act as a Vehicle Security Barrier (VSB). All bollards should be placed at a maximum of 1.2 metres apart to enable passage of wheelchair and mobility scooter users, whilst providing adequate protection for pedestrians. Bollards should also be a minimum of 1m in height to ensure they are not a trip hazard for visually impaired pedestrians. This recommendation also aligns with DfT guidance[1].

- Maintenance of Setts: The proposed setts in Sherborne Lane and Nicholas Lane and those within the loading bays will need to be will need to be regularly maintained. This is because uneven, loose and/or gaps between setts, can cause issues for some users, including those who are vision impaired, wheelchair users and those using crutches and sticks[1]. This is particularly important given that Sherborne Lane and Nicholas Lane will be used by large vehicles, including HGV's and refuse vehicles, which are more likely to cause damage to the carriageway. The colour mix of setts should

[23] https://www.transportforall.org.uk/campaigns-and-research/pave-the-way/

some users, including those who are vision impaired, wheelchair users, and those using crutches and sticks[1]. This is particularly likely given the type of vehicle that is expected to use these roads and bays. It is also important for visually impaired users to have a colour contrast between the footway and carriageway materials.

- The current design shows several trees positioned within a close proximity to informal crossing points which could pose an obstacle to those with visual impairments. Most notably is the tree at the junction of King William Street and Lombard Street, which is particularly close to the crossing point.
- There are a few areas containing high numbers of street clutter which can be a trip hazard especially for those with visual impairments and can be confusing or overwhelming for those who are neurodivergent and should be reduced where possible.
- The overall increase in the inclusion of tactile paving, such as those surrounding the junction with Lombard Street and those surrounding the junction with Nicholas Lane, will provide a considerable benefit to visually impaired pedestrians. However, the design shows several instances where tactile paving is to be installed over utility covers, which disrupts the layout of the tactile paving and can be confusing for visually impaired pedestrians.
- Cycle contraflows have been proposed in several of the adjoining junctions. Whilst this improves access and priority for cyclists, there is concern that the road widths may not be sufficient to accommodate cyclists, as well as one-way traffic passing each other. Furthermore, cycle contraflows located near to a road bend can be a particular danger to those with visual impairments or those who may take longer to cross as there is no forward visibility for the cyclist and reduced visibility for those waiting to cross. This is of particular concern at the junction of King William Street with Lombard Street as there is also a proposed tree close to the crossing which could further obstruct visibility to those crossing or to cyclists approaching the crossing from within the cycle lane.
- Cycle symbols and road markings are proposed for cycle facilities and some of these are proposed at pedestrian crossings/dropped kerbs where pedestrians are likely to walk, posing a potential slip hazard in wet/wintery conditions.
- The flush loading bays inset within the footways could be an accessibility issue for visually impaired users as there isn't a detectable kerb upstand which allows them to differentiate between footway and carriageway. This is of particular consideration given that the timings of the loading bay vary also be considered as it is of particular importance to visibly impaired pedestrians that there is a colour contrast between the footway and carriageway.

- Greening: The landscaping proposals include planting over 30 new trees. Consideration should be given to the location of the trees to ensure visibility and to avoid pinch points, as well as the tree species, selecting those with minimal leaf shedding to avoid a slippery footway. Street maintenance could also be procured to carry out appropriate clearing during the Autumn to mitigate against this. Tree species that boost the sensory experience for those with impairments of autism (e.g scented) could also be explored.

- Contraflow cycling: The proposals include introducing contraflow cycling in Lombard Street, Abchurch Lane, Nicholas Lane and Clement's Lane. Conflict between one-way traffic and the contraflow cycling facilities needs to be considered to minimise risk of road danger to all users including those who are disabled or have limited mobility. This is particularly important given that it is likely that these streets may be used by large vehicles including HGVs and refuse vehicles for deliveries and waste collection, which could pose a threat to more vulnerable road users, including cyclists. In addition, it is anticipated that due to the limited width of the road that there is insufficient space for both vehicles and cyclists to pass each other without one having to give way. This is likely to put cyclists in significant danger if they encounter vehicles.

- Cycle symbols and road markings: It is recommended that road markings / cycle symbols are located away from the likely path of pedestrians to avoid slips and falls during, particularly during wet/wintering conditions.

- Loading bays: The design proposals include two new loading that are flush and inset within the footway. Parking that is set within the footway can be an issue for visually impaired pedestrians as there is no clear indication where the footway turns to parking areas. This is of particular consideration given that the timings of the loading bay vary throughout the day which could be confusing for someone with visual impairments and could be further exaggerated at certain times of the day such as in darkness or at the

throughout the day which could be confusing for someone with visual impairments and could be further exaggerated at certain times of the day such as in darkness or at the busiest times.

(Recommendations have been provided to address each of these elements in the adjacent section).

In terms of sensitive receptors, there are medical facilities within 500 metres of the proposed works which may be used by disabled people. Following construction, users of the local medical centres are likely to benefit from the improved pedestrian environment on their journey's to and from these facilities.

Construction:
During the construction stage, people with disabilities travelling to health centres or pharmacies in the area may also be affected on their journeys if the appropriate footway diversions are not in place during construction.

It is assumed that the footway works on King William Street and adjoining junctions will require a closure of the footway and pedestrian diversions will need to be put in place to divert users away from the closed footways. This could have a negative impact on pedestrians, particularly more vulnerable road users including those who are visually impaired, wheelchair users or those travelling with a cane or stick. Further to this, the resurfacing is likely to require short term road/lane closures with one-way working and temporary traffic lights. It is likely that some aspects of the works will affect the bus stops located in King William Street and these may need to be closed/relocated and bus routes diverted. This could affect the journey times and accessibility of those using public transport. It is important to consider that sufficient bus diversions are put in place and if necessary, relocated bus stops are accessible to all users.

Building on this, several potential negative impacts on people with disabilities have been identified if the appropriate measures are not in place during the construction phase[14]. These include:

- Wheelchair and mobility aid users may find it difficult to utilise the temporary ramps
- Those who are considered sensitive to changes in visual stimuli may find the diversions difficult to navigate

busiest times. In order to increase safety and accessibility for those with visual impairments, it is recommended that a detectable feature of some sort is provided to clearly differentiate the bay from the footway.

- Construction: A CEMP or CLP should be implemented to minimise construction impacts[15]. It should include measures such as suitable diversion routes with appropriate signage for any required footway closures, as well as noise mitigation. Continued liaison with stakeholders should also be undertaken to inform the plans. On completion of the works, the developer could also offer a guide to familiarise the changes to those who are visually impaired.

- Road Safety Audit: A Stage 3 Road Safety Audit should also be completed on completion of the works to ensure that the improvements are accessible i.e., ensuring sufficient dropped kerbs and flush surfaces.

• Construction noise can negatively affect people with autism • Altered public realm and footway/carriageway closures can be confusing to those with visual impairments who are familiar with the area • Construction can also generate additional dust and pollutants which negatively impact people with respiratory or long-term illnesses **Summary:** It is likely that disability would be the protected characteristic group most affected by the proposals. Once construction is complete, the improved pedestrian environment and public realm would provide substantial benefits to disabled people. With regards to construction, it is recommended that any negative impact on access for those with disabilities is offset by ensuring that suitable, clear diversions with ramps, temporary crossings and appropriate signage are provided. See adjacent section for further details.	
Key borough statistics: Day-to-day activities can be limited by disability or long-term illness. In the City of London as a whole, 88% of the residents feel they have no limitations in their activities – this is higher than both in England and Wales (82%) and Greater London (86%). Measures on self-reported health were also collected during the 2021 census for the City of London borough. The responses were categorised into Very Bad, Bad, Fair, Good and Very Good health. • 0.7% of the population of The City self-reported as having Very Bad health – a 0.1% decrease from the 2011 census • 56.6% of the population self-reported as having Very Good health – a rise from 55% in the 2011 census	The 2021 Census identified that for the City of London's population: • 3.9% had a disability that limited their day-to-day activities a lot • 7.9% had a disability that limited their day-to-day activities a little Source: 2021 Census: Disability, England and Wales - Office for National Statistics (ons.gov.uk)

Pregnancy and Maternity

Check this box if NOT applicable ☐

Pregnancy and Maternity – Additional Equalities Data (Service Level or Corporate) *Include data analysis of the impact of the proposals*

The ONS Conception Statistics, England and Wales, 2020 show the conception numbers for the City of London. Note these numbers have been combined with the Hackney borough to preserve confidentiality. There were 5,659 conceptions in Hackney and the City of London in 2020. This equates to a conception rate per 1,000 women aged 15 to 44 years of 74.6%. This is slightly higher than the average for Inner London (66.1%) and lower than the average for London as a whole (76.2%). [25]

There were 60 live births in the City of London in 2021. The Total Fertility Rate (TFR) in the City was 1.74. This is the average number of live children that women in the group could bare if they experienced age specific fertility rate of the calendar year throughout their childbearing lifespan. This is higher than the average for Inner London (1.28) and also for London as a whole (1.52)[26].

As mentioned above, it should be noted that this data is not considered representative of the majority of the people likely to be affected by the proposed scheme given the large percentage of commuters regularly travelling to the area, rather than residents.

Sensitive receptors

Facilities providing services for sensitive receptors in proximity to the proposed scheme which are most relevant to pregnancy and maternity are the same as those for disability.

What is the proposal's impact on the equalities aim? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***

Pregnant women are known to have restricted mobility due to their pregnancy. The proposed works will provide safety and accessibility benefits to this group in a similar way to those mentioned for the above protected characteristics. Parents with younger children and push chairs could also benefit from the improvements to the public realm during maternity, as the proposed works would improve the overall pedestrian environment and accessibility.

In terms of sensitive receptors, there are medical facilities within 500 metres of the proposed works which may be used by pregnant women. Users of these facilities

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

Given that the proposals are at the preliminary design stage (See General Arrangement drawing for more details), it is highly recommended that the following is considered to mitigate any negative impact on pregnant women and women with young children when developing the detailed design:

- Level Access: In line with the DfT's Inclusive Mobility Guide 2021[1], it is recommended that sufficient dropped kerbs are provided to enable easy access for those travelling with young children in pushchairs.
- Footway Widths: Given the populous of the area, particularly around the station entrances and exits, it is advised that the renewed footways are the

[25] https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/conceptionandfertilityrates/datasets/conceptionstatisticsenglandandwalesreferencetables).
[26] Births in England and Wales: summary tables – Office for National Statistics (ons.gov.uk)

will benefit from the improved pedestrian environment on their journey's to and from these facilities.

Construction:
During the construction stage, pregnant women travelling to health centres or pharmacies in the area may also be affected on their journeys if the appropriate footway diversions and temporary crossings are not in place during construction. During construction, they may need to use a different route. This should be clearly outlined.

It is assumed that the footway works on King William Street and adjoining junctions will require a closure of the footway and pedestrian diversions will need to be put in place to divert users away from the closed footways. This could have a negative impact on pedestrians, particularly more vulnerable road users including those who are pregnant or travelling with pushchairs. Further to this, the resurfacing is likely to require short term road/lane closures with one-way working and temporary traffic lights. It is likely that some aspects of the works will affect the bus stops located in King William Street and these may need to be closed/relocated and bus routes diverted. This could affect the journey times and accessibility of those using public transport. It is important to consider that sufficient bus diversions are put in place and if necessary, relocated bus stops are accessible to all users.

Building on this, several potential negative impacts on pregnant women and those using pushchairs have been identified if the appropriate measures are not in place during the construction phase. These include:

- Pushchair users may find it difficult to utilise the temporary ramps.
- Construction can also generate additional dust and pollutants which negatively impact pregnant women.

Summary:
Pregnant women may be negatively affected during the construction phase and without sufficient lighting incorporated into the design, however, the potential adverse impacts would be sufficiently managed through implementation of suitable design measures discussed in the adjacent actions section.

appropriate width to accommodate the footfall. This will prevent vulnerable road users, which includes pregnant women and those travelling with children and pushchairs[12], from having to cross the road unnecessarily and/or utilise the carriageway, improving road safety for the users. Appropriate widths will improve the overall user experience and help to support independent travel. It is recommended that the footway widths are designed in conjunction with TfL's Pedestrian Comfort Guidance Technical guide (See Appendix B[4]). This is particularly important in consideration of the apparent pinch points that are created with the addition of new trees, and the signposts for the loading bays.

- Bollards: With regards to the bollards located around Bank Station, as well as those on the footway, it is understood that these are included to act as a Vehicle Security Barrier (VSB). All bollards should be placed at a maximum of 1.2 metres apart to enable passage of wheelchair and mobility scooter users but also those traveling with pushchairs and young children, whilst providing adequate protection for pedestrians.

- Maintenance of Setts: The proposed setts in Sherborne Lane and Nicholas Lane and those within the loading bays will need to be will need to be regularly maintained. This is because uneven, loose and/or gaps between setts, can cause issues for some users, including those who are pregnant or travelling with young children or pushchairs. This is particularly important given that Sherborne Lane and Nicholas Lane will be used by large vehicles, including HGV's and refuse vehicles, which are more likely to cause damage to the carriageway.

- Greening: The landscaping proposals include planting over 30 new trees. Consideration should be given to the location of the trees to ensure visibility and to avoid pinch points, as well as the tree species, selecting those with minimal leaf shedding to avoid a slippery footway. Street maintenance could also be procured to carry out appropriate clearing during the Autumn to mitigate against this.

- Lighting: Pregnant women and those with pushchairs can feel especially vulnerable in places with limited surveillance and low lighting. It is therefore recommended that sufficient levels of lighting should be included in the design along King William Street and the adjoining junctions, to

	account for any blind spots. In addition, the proposal includes over 30 new trees. Consideration should be taken to ensure that the location of the trees is a suitable distance from lighting columns so as not to cause shadows and dark spots on the street. • Construction: A CEMP or CLP should be implemented to minimise construction impacts[15]. It should include measures such as suitable diversion routes with appropriate signage for any required footway closures. Continued liaison with stakeholders should also be undertaken to inform the plans. • Road Safety Audit: A Stage 3 Road Safety Audit should also be completed on completion of the works to ensure that the improvements are accessible i.e., ensuring sufficient dropped kerbs and flush surfaces.
Key borough statistics: • There were 5,659 conceptions in Hackney and The City in 2020. This equates to a conception rate per 1,000 women aged 15 to 44 years of 74.6%. This is slightly higher than the average for Inner London (66.1%) and lower than the average for London as a whole (76.2%)[25].	• There were 60 live births in The City of London in 2021. The Total Fertility Rate (TFR) in the City was 1.74. This is higher than the average for Inner London (1.28) and also for London as a whole (1.52)[26].

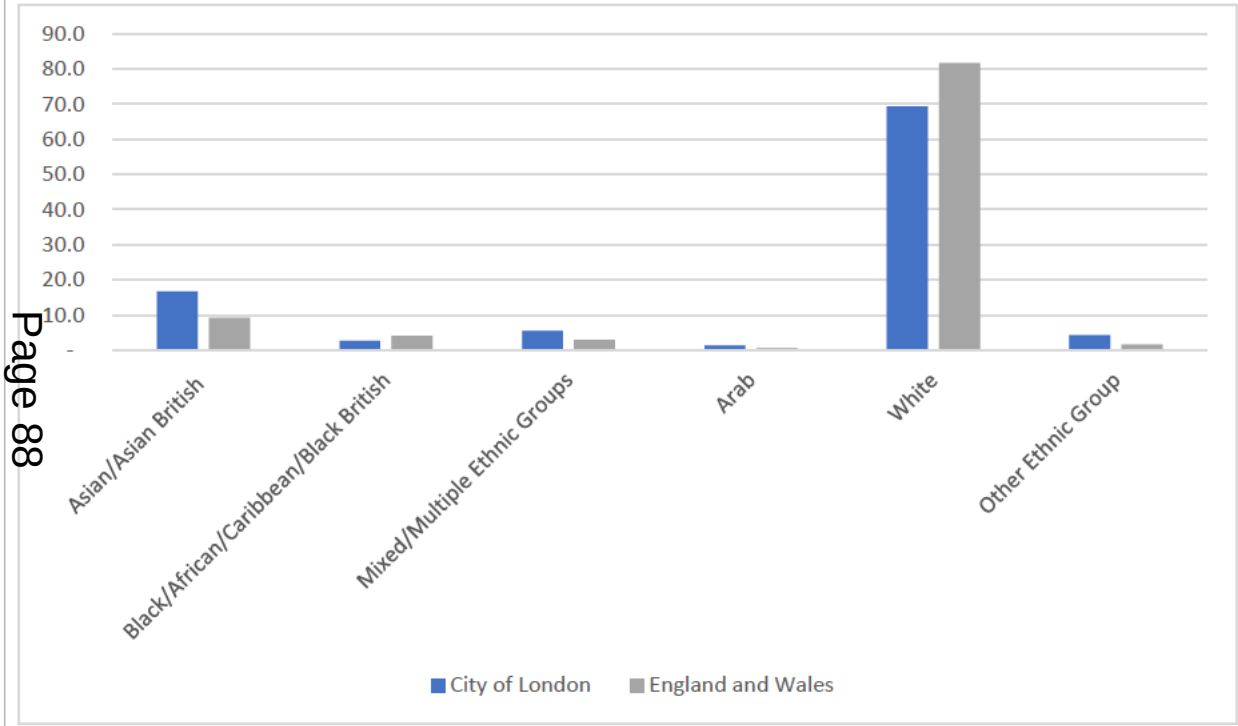
Race

Check this box if NOT applicable ☐

Race - Additional Equalities Data (Service Level or Corporate) *Include data analysis of the impact of the proposals*

Figure 6 shows the ethnic group breakdown for the City of London as per the 2021 Census. It clearly shows that the majority of the population is White (69.4%), with the second largest ethnic group classed as Asian/Asian British (16.7%). The proportion of the population from Mixed/multiple ethnic groups, Black/African/Caribbean/Black British and Other ethnic groups and Arab are similar (5.5%, 2.7%, 4.3% and 1.3% respectively).

Figure 6: City of London Population by Ethnic Group (Source: Census 2021)



The White and Black populations are lower than the national averages for England, with differences of 12.4% and 1.3% respectively. The other ethnic group categories are higher than the national averages, with the greatest difference occurring for the Asian population which is 7.5% higher[27].

It should be noted that this data is not considered entirely representative of all of the people likely to be affected by the proposed scheme given that users are likely to be a combination of residents, commuters and visitors.

[27] https://www.nomisweb.co.uk/sources/census_2011_ks/report?compare=E09000001

Sensitive receptors

There are no sensitive receptors in proximity to the proposed scheme which are of specific relevance to race.

What is the proposal's impact on the equalities aim? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***	**What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?**
There is no clear evidence, data, or rationale that the proposed works would have a disproportionate effect on groups based on race as a protected characteristic. It is acknowledged however that some groups are more at risk of hate crimes than others if the security measures associated with the proposed works are insufficient. **Summary:** The potential adverse impact would be sufficiently managed through implementation of suitable design measures discussed in the adjacent actions section.	Given that the proposals are at the preliminary design stage (See General Arrangement drawing for more details), it is highly recommended that the following is considered to mitigate any negative impact on different racial groups, when developing the detailed design: • Lighting and CCTV: Sufficient levels of lighting should be included in the design along King William Street and at the adjoining junctions to improve the safety of users and account for any blind spots. This is particularly important given that some groups are more at risk of hate crimes than others, therefore such measures could help to deter anti-social behaviour such as hate crimes. CCTV can also be considered to improve safety. In addition, the proposal includes over 30 new trees. Consideration should be taken to ensure that the location of the trees is a suitable distance from lighting columns so as not to cause shadows and dark spots on the street.
Key borough statistics: Our resident population is predominantly white. The largest minority ethnic groups of children and young people in the area are Asian/Bangladeshi and Mixed – Asian and White. The City has a relatively small Black population, less than London and England and Wales. Children and young people from minority ethnic groups account for 41.71% of all children living in the area, compared with 21.11% nationally.	The second largest ethnic group in the resident population is Asian, which totals 16.7% - this group is fairly evenly divided between Asian/Indian at 3.7%; Asian/Bangladeshi at 3.3%; Asian/Chinese at 6.3% and Asian/Other at 3%. Asian / Pakistani only accounts for 0.4%. The City of London has the highest percentage of Chinese people of any local authority in London and the second highest in England and Wales. The City of London has a relatively small Black population comprising 2.7% of residents. This is

	considerably lower than the Greater London wide percentage of 13.3% and also smaller than the percentage for England and Wales of 3.3%. See ONS Census information.

Religion or Belief

Check this box if NOT applicable ☐

Religion or Belief - Additional Equalities Data (Service Level or Corporate) *Include data analysis of the impact of the proposals*

Census 2021 data shows the percentages of the population in the City of London who identify as a particular religion. They are as follows:

- No religion: 43.8%
- Christian: 34.7%;
- Religion not stated: 8.9%;
- Muslim: 6.3%
- Jewish: 2.1%;
- Hindu: 2.6%;
- Buddhist: 1.1%;
- Other religion: 0.4%; and
- Sikh: 0.1%.

The majority of the population identify as non-religious. The second highest proportion of the population identify as being Christian, and the third highest proportion of the population have not stated a religion. This differs with the averages for England and Wales (Christian: 46.2%, No religion: 37.2% and Religion not stated: 6%). As determined by the Annual Population Survey, the employment rate by religion estimates for 2018 show the percentage of the population in England identifying as having no religion to have the highest employment rate at 77.3%, followed by those who identify as Hindu at 76.2% and then those identifying as Christian at 76%.[28]

It should be noted that this data is not considered entirely representative of all of the people likely to be affected by the proposed scheme given that the users are likely to be a combination of residents, commuters and visitors.

Sensitive receptors

There are several places of worship in the surrounding area of the proposed scheme servicing members of this protected characteristic group. Those in closest proximity are as follows:

- St Mary Abchurch – 60 metres southwest of the proposed scheme

[28] https://www.ons.gov.uk/peoplepopulationandcommunity/culturalidentity/religion/datasets/religioneducationandworkinenglandandwales

- Imprint Church St Mary – 100 metres of the proposed scheme
- Imprint Church St Edmund – 110 metres east of the proposed scheme
- St Margaret's – 285 metres north of the proposed scheme
- Church of Saint Magnus-the-Martyr – 340 metres southeast of the proposed scheme
- St Mary-At-Hill Church – 400 metres southeast of the proposed scheme
- St Margaret Pattens Church of England – 370 metres east of the proposed scheme
- St Michael's Church Cornhill – 200 metres northeast of the proposed scheme
- Dutch Church – 360 metres east of the proposed scheme
- St Mary Aldermary Church – 370 metres west of the proposed scheme
- St Stephen Wallbrook – 150 metres west of the proposed scheme
- St Lawrence Jewry – 480 metres northwest of the proposed scheme
- St Olave's Jewry – 360 metres northwest of the proposed scheme
- St James Garlickhythe – 410 metres southwest of the proposed scheme
- St Mary-Le-Bow Church – 425 metres northwest of the proposed scheme
- St Michael's Church Paternoster – 320 metres southwest of the proposed scheme
- St John the Baptist upon Walbrook – 240 metres west of the proposed scheme

What is the proposal's impact on the equalities aim? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***

There is no clear evidence, data, or rationale that the proposed works would have a disproportionate effect on groups based on religion or belief as a protected characteristic. It is acknowledged however that some groups are more at risk of hate crimes than others if the security measures associated with the proposed works are insufficient.

Construction:
Noise associated with the construction of the works could have a negative impact on places of worship during services and religious holidays.

Summary:
The potential adverse operational impact would be sufficiently managed through implementation of suitable design measures discussed in the adjacent actions section.

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

Given that the proposals are at the preliminary design stage (see General Arrangement drawing for more details), it is highly recommended that the following is considered to mitigate any negative impact on religion or belief as a protected characteristic, when developing the detailed design:

- Lighting and CCTV: Sufficient levels of lighting should be included in the design along King William Street and at the adjoining junctions to improve the safety of users and account for any blind spots. This is particularly important given that some groups are more at risk of hate crimes than others, therefore such measures could help to deter anti-social behaviour such as hate crimes. CCTV can also be considered to improve safety. In addition, the proposal includes over 30 new trees. Consideration should be taken to ensure that the location of the trees is a suitable distance from lighting columns so as not to cause shadows and dark spots on the street.

	In addition to this, places of worship located near to the site should be included in the stakeholder list and be informed of any out of hours works, allowing consideration of service times and religious holiday's during the construction phase.
Key borough statistics – sources include: The ONS website has a number of data collections on religion and belief, grouped under the theme of religion and identity. Religion in England and Wales provides a summary of the Census 2011 by ward level	

Sex

Check this box if NOT applicable ☐

Sex – Additional Equalities Data (Service Level or Corporate) *Include data analysis of the impact of the proposals*

The Census 2021 reported that males comprised 55.5% of the population in the City of London, whereas females comprised 44.5%. This contrasts with the national average which shows males comprising 49% of the population and females 51%, as well as the London average which shows males comprising 49.3% of the population and females 50% For the same year, the gender split for the London region was estimated at 50.1% for males and 49.9% for females.

It should be noted that this data is not considered entirely representative of all the people likely to be affected by the proposed scheme given that users are likely to be a combination of residents, commuters, and visitors.

What is the proposal's impact on the equalities aim? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***

There is the potential that insufficient lighting could disproportionately affect women in terms of their personal safety. Improving lighting is particularly important given that one in two women feel unsafe walking alone after dark in a busy public space, compared to one in five men[29].

Summary:
The potential adverse impact would be sufficiently managed through implementation of suitable design measures discussed in the adjacent actions section.

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

Given that the proposals are at the preliminary design stage (See General Arrangement drawing for more details), it is highly recommended that the following is considered to mitigate any negative impact on women when developing the detailed design:

- Lighting and CCTV: Sufficient levels of lighting should be included in the design along King William Street and at the adjoining junctions to improve the safety of users and account for any blind spots. This is particularly important given that some groups are more at risk of hate crimes than others, therefore such measures could help to deter anti-social behaviour such as hate crimes. CCTV can also be considered to improve safety. In addition, the proposal includes over 30 new trees. Consideration should be taken to ensure that the location of the trees is a suitable distance from lighting columns so as not to cause shadows and dark spots on the street.

[29] https://www.endviolenceagainstwomen.org.uk/new-data-women-feel-unsafe-at-night/

Key borough statistics: At the time of the 2021 Census (Sex - Office for National Statistics (ons.gov.uk) population of the City of London could be broken into could be broken up into: • 4722 males (55.5%) • 3,816 females (44.5%)	A number of demographics and projections for demographics can be found on the Greater London Authority website in the London DataStore. The site details statistics for the City of London and other London authorities at a ward level: • Population projections NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposal.

Sexual Orientation and Gender Reassignment

Check this box if NOT applicable ☐

Sexual Orientation and Gender Reassignment - Additional Equalities Data (Service Level or Corporate) *Include data analysis of the impact of the proposals*

ONS 2021 survey data displays a self-perceived sexual identity overview for London's population and more specifically the City of London's population, as follows:

London:

- Heterosexual: 86.2%
- Gay or Lesbian: 2.2%
- Bisexual: 1.5%
- Pansexual: 0.4%
- Asexual: 0%
- Queer: 0.1%
- All other sexual orientations: 0%
- Not answered: 9.5%

City of London:

- Heterosexual: 79.3%
- Gay or Lesbian: 7.6%
- Bisexual: 2.3%
- Pansexual: 0.3%
- Asexual: 0.1%
- Queer: 0.1%
- All other sexual orientations: 0%
- Not answered: 10.4%

The data shows that the City of London has a slightly lower percentage of people who identify as heterosexual than London as a whole, 79.3% compared to 85.2% respectively. Conversely, the City of London has a higher percentage of people who identify as Gay or Lesbian, at 7.6% compared to 2.2% for London. This is a similar trend for those identifying as Bisexual; 1.5% for London, compared to 2.3% for the City of London.

Sensitive receptors

There are no facilities providing services to sensitive receptors in proximity to the proposed scheme which are of specific relevance to sexual orientation.

What is the proposal's impact on the equalities aim? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***	**What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?**
There is the potential that insufficient lighting, could disproportionately affect people based on their sexual orientation and gender reassignment, in terms of their personal safety. **Summary:** The potential adverse impact would be sufficiently managed through implementation of suitable design measures discussed in the adjacent actions section.	Given that the proposals are at the preliminary design stage (See General Arrangement drawing for more details), it is highly recommended that the following is considered to mitigate any negative impact on individuals based on their sexual orientation and/or gender reassignment when developing the detailed design: • Lighting and CCTV: Sufficient levels of lighting should be included in the design along King William Street and at the adjoining junctions to improve the safety of users and account for any blind spots. This is particularly important given that some groups are more at risk of hate crimes than others, therefore such measures could help to deter anti-social behaviour such as hate crimes. CCTV can also be considered to improve safety. In addition, the proposal includes over 30 new trees. Consideration should be taken to ensure that the location of the trees is a suitable distance from lighting columns so as not to cause shadows and dark spots on the street.
Key borough statistics: • Sexual orientation, England and Wales - Office for National Statistics (ons.gov.uk) • Measuring Sexual Identity - ONS	

Marriage and Civil Partnership

Check this box if NOT applicable ☐

Marriage and Civil Partnership - Additional Equalities Data (Service Level or Corporate) *Include data analysis of the impact of the proposals*

The marriage and civil partnership profile for the City of London borough as reported in the 2021 Census is as follows:

- Single: 48.33%;
- Married: 35.1%;
- Divorced or formerly in a same-sex civil partnership which is now legally dissolved: 7.8%;
- Widowed or surviving partner from a same-sex civil partnership: 4.69%;
- Separated: 2.38%; and
- In a registered same-sex civil partnership: 1.7%.

The percentage of the population who fall within the Single and Married categories differ from the averages for England, where 37.9% are single and 46.9% are married. This shows the City of London to have a significantly higher number of single people, which aligns with the lower number of people who are married. The other four categories follow the national averages closer, with the differences between the City of London and England being much smaller as follows:

- Divorced or formerly in a same-sex civil partnership which is now legally dissolved: 0.4% lower;
- Widowed or surviving partner from a same-sex civil partnership: 1.4% lower;
- Separated: 0.1% lower; and
- In a registered same-sex civil partnership: 1.5% higher.

It should be noted that this data is not considered entirely representative of all the people likely to be affected by the proposed scheme given that users are likely to be a combination of residents, commuters, and visitors.

What is the proposal's impact on the equalities aim? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***	**What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?**
There is no clear evidence, data, or rationale that the proposed works would have a disproportionate effect on marriage and civil partnership.	No actions or measures proposed.

Key borough statistics – sources include: • The 2021 Census contain data broken up by local authority on marital and civil partnership status	

Additional Impacts on Advancing Equality and Fostering Good Relations

Check this box if NOT applicable ☒

Additional Equalities Data (Service Level or Corporate)

Click or tap here to enter text.

Are there any additional benefits or risks of the proposals on advancing equality and fostering good relations not considered above?

Click or tap here to enter text.

What actions can be taken to avoid or mitigate any negative impact on advancing equality or fostering good relations not considered above? Provide details of how effective the mitigation will be and how it will be monitored.

Click or tap here to enter text.

This section seeks to identify what additional steps can be taken to promote these aims or to mitigate any adverse impact. Analysis should be based on the data you have collected above for the protected characteristics covered by these aims.

In addition to the sources of the information highlighted above – you may also want to consider using:

- Equality monitoring data in relation to take-up and satisfaction of the service
- Equality related employment data where relevant
- Generic or targeted consultation results or research that is available locally, London-wide or nationally
- Complaints and feedback from different groups.

Additional Impacts on Social Mobility

Check this box if NOT applicable ☒

Additional Social Mobility Data (Service level or Corporate)

Click or tap here to enter text.

Are there any additional benefits or risks of the proposals on advancing Social Mobility?

Click or tap here to enter text.

What actions can be taken to avoid or mitigate any negative impact on advancing Social Mobility not considered above?

Provide details of how effective the mitigation will be and how it will be monitored.

Click or tap here to enter text.

This section seeks to identify what additional steps can be taken to promote the aims or to mitigate any adverse impact on social mobility. This is a voluntary requirement (agreed as policy by the Corporation) and does not have the statutory obligation relating to protected characteristics contained in the Equalities Act 2010. Analysis should be based on the data you have available on social mobility and the access of all groups to employment and other opportunities. In addition to the sources of information highlighted above – you may also want to consider using:

- Social Mobility employment data
- Generic or targeted social mobility consultation results or research that is available locally, London-wide or nationally
- Information arising from the Social Mobility Strategy/Action Plan and the Corporation's annual submissions to the Social Mobility Ind

Conclusion and Reporting Guidance

Set out your conclusions below using the EA of the protected characteristics and submit to your Director for approval. If you have identified any negative impacts, please attach your action plan to the EA which addresses any negative impacts identified when submitting for approval. If you have identified any positive impacts for any equality groups, please explain how these are in line with the equality aims.	Review your EA and action plan as necessary through the development and at the end of your proposal/project and beyond. Retain your EA as it may be requested by Members or as an FOI request. As a minimum, refer to any completed EA in background papers on reports, but also include any appropriate references to the EA in the body of the report or as an appendix.

This analysis has concluded that …

It is anticipated that the once complete, the proposed works will provide benefits for protected characteristics including improved accessibility and comfort levels. These improvements would be enjoyed by all users and are likely to particularly benefit groups with protected characteristics related to age and disability.

As detailed throughout the assessment, there are opportunities for enhancement and impact mitigation during the construction phase, which are discussed in Section 2: Recommendations. Further to this, the designs are assessed using the City of London Street Accessibility Tool which has been developed in consultation with key accessibility groups, and our team continues to engage with the developer on a bi-weekly basis to share and address any accessibility concerns. In line with the City of London's existing practices, it is advised that the final detailed design is assessed by the borough's in-house accessibility expert. Given the level of intervention, it is advised that this level of consultation is sufficient.

Outcome of analysis – check the one that applies

☐ **Outcome 1**

No change required where the assessment has not identified any potential for discrimination or adverse impact and all opportunities to advance equality have been taken.

☒ **Outcome 2**

Adjustments to remove barriers identified by the assessment or to better advance equality. Are you satisfied that the proposed adjustment will remove the barriers identified.

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Author: Phoebe Wood / Marie Gallagher
Last updated: 6 October 2023
Date of next review:

☐ **Outcome 3**

Continue despite having identified some potential adverse impacts or missed opportunities to advance equality. In this case, the justification should be included in the assessment and should be in line with the duty to have 'due regard'. For the most important relevant policies, compelling reasons will be needed. You should consider whether there are sufficient plans to reduce the negative impact and/or plans to monitor the actual impact.

☐ **Outcome 4**

Stop and rethink when an assessment shows actual or potential unlawful discrimination.

Signed off by Director:	C [Redacted]	Name:	Ian Hughes	Date	11/01/2023

Appendix 9 – Healthy Streets

Healthy Streets Score

Name of street

King William St

Name of street at start junction

Monument Junction

Name of street at end junction

Bank Junction

	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	21	63
Everyone feels welcome	19	65
Easy to cross	25	63
Shade and shelter	0	50
Places to stop and rest	13	60
Not too noisy	40	67
People choose to walk and cycle	19	65
People feel safe	28	69
Things to see and do	0	67
People feel relaxed	19	65
Clean air	50	58

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Step 1
Set each of the drop downs below to best describe the street characteristics for the section being analysed

Step 2
Review the results for each needs segment

Step 3
Hover the cursor over the box next to each score to read quotes explaining how participants in the segment are affected by the feature

		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments
Crossing Point														
Crossing Type	Uncontrolled crossing > 8m road width	3	2	3	1	2	0	2	2	3	1	2	1	Crossing over KWS
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	4	
Edge Marking	No tactile edge marking	3	3	2	3	4	0	1	1	3	4	2	0	
Tactile Paving Back Edge	Straight back edge	2	3	3	3	1	4	3	3	2	2	4	4	
Tactile Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	3	2	3	3	3	
Tactile Paving Tonal Contrast	Tactile has significant contrast with surrounding paving	3	3	4	3	4	3	4	4	3	3	3	3	
Tactile Paving Stem Length	No tactile stem	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	4	4	3	3	
Island Type	No island	2	3	2	2	2	2	2	3	2	2	2	3	
Island Depth	Island depth < 1.2 m	2	2	3	3	3	3	2	3	2	3	3	3	
Kerb Drop Slope	Kerb drop 1/6, 9.5 deg, 17% to 1/12, 4.7deg, 8% incline	3	3		3	2	3	3	3	3	2	3	3	
Kerb Drop Tactile	Kerb drop without tactile paving	3	4	3	2	3	2	2	3	3	4	3	1	
Signal (red/green man)	No Signal (zebra)	2	3	4	2	3	3	3	3	3	3	3	2	
Audible (beeping)	Audible	3	3	4	4	3	4	4	4	4	4	4	4	
Count Down	Count down	4	3	3	4	4	3	3	3	4	4	4	4	
Tactile Rotating Cone	Rotating cone right + left side	3	3	3	3	3	4	4	4	3	3	3	3	
Surface Material														
Surface Type	York Stone with gaps/bumps	2	2	2	2	1	2	2	2	1	2	3	3	
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	4	3	
Contrast with Road	Lower tonal contrast between paving and road	3	3	3	3	3	3	2	3	2	3	3	3	
Lines	yellow/red/white lines at road edge	3	3	4	3	3	3	3	4	3	4	4	4	
Kerb														
Kerb Type (crossing over)	Crossing kerb 50 mm to 100 mm	0	0	0	2	3	2	3	1	2	2	3	0	Crossing over KWS
Kerb Type (moving alongside)	Deliniating kerb 50 mm to 100 mm	3	3	3	3	3	3	3	3	3	3	4	3	
Footway Width														
Width	Footway width 2 m to 5 m	4	4	4	4	3	3	3	4	3	3	4	4	
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	4	3	3	4	3	3	3	
Street Furniture														
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	2	3	4	4	3	3	
Cafe Tables	No cafe tables	4	4	4	3	3	4	3	3	3	4	3	4	
Temporary Items	No temporary obstructions	4	4	4	4	4	4	4	4	4	4	4	4	
Street Furniture Height	Street furniture > 0.9 m height	3	3	3	3	4	3	3	3	3	3	3	3	
Contrast	High tonal contrast with paving	3	3	4	3	3	3	4	4	3	3	3	3	
Bench Spacing	Bench within 150 m	3	3	3	4	4	3	3	3	3	4	4	3	Outside Mansion House
Bench Design	Benches with backrests without arms	3	3	3	3	3	3	3	3	4	3	3	3	
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	3	3	3	3	4	3	3	3	
Bench Sensory Experience	Bad sensory experience (adjacent busy road, cold surface)	3	3	3	3	2	3	3	3	2	3	1	3	
Slopes														
Gradient (in direction of travel)	Gradient 1/20 to 1/50	3	3	3	3	3	3	3	3	3	3	3	3	
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	4	3	4	
Vehicle Access														
Vehicle Crossover	No crossover	3	3	3	3	3	3	3	3	3	3	3	3	
Blue Badge Parking	Blue badge parking 100 m to 500 m away	3	3	3	2	2	3	3	3	3	3	2	1	
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	3	4	4	4	4	4	4	4	4	4	
Taxi Drop Off Kerb	Taxi drop off kerb 100 mm to 150 mm	3	3	3	3	3	3	3	3	3	3	3	2	
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	
Bus Stop Location	Within 100 m	3	4	4	4	3	4	3	4	3	4	3	3	
Bus Stop Kerb Height	< 125 mm	2	2	3	3	2	3	3	3	3	3	3	3	
Bus Stop Type	Flag only	3	3	2	3	1	3	3	3	1	3	2	2	
Toilets														
Accessible Toilets	100 m to 500 m away	3	3	3	3	2	3	3	4	3	3	3	4	Cannon St station
Changing Places Toilets	More than 500 m away	3	3	3	3	3	3	3	3	3	3	3	1	

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Step 1
Set each of the drop downs below to best describe the street characteristics for the section being analysed

Step 2
Review the results for each needs segment

Step 3
Hover the cursor over the box next to each score to read quotes explaining how participants in the segment are affected by the feature

		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments
Crossing Point														
Crossing Type	Uncontrolled crossing > 8m road width	3	2	3	1	2	0	2	2	3	1	2	1	
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	4	
Edge Marking	No tactile edge marking	3	3	2	3	4	0	1	1	3	4	2	0	
Tactile Paving Back Edge	Straight back edge	2	3	3	3	1	4	3	3	2	2	4	4	
Tactile Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	3	2	3	3	3	
Tactile Paving Tonal Contrast	Tactile has significant contrast with surrounding paving	3	3	4	3	4	3	4	4	3	3	3	3	
Tactile Paving Stem Length	Tactile stem > 0.5 m from building line	3	3	3	3	4	2	3	3	3	3	4	3	
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	4	4	3	3	
Island Type	Island without tactile	4	4	4	3	4	2	2	4	3	4	3	1	
Island Depth	Island depth < 1.2 m	2	2	3	3	3	3	2	3	2	3	3	3	
Kerb Drop Slope	Kerb drop > 1/6, 9.5 deg, 17% incline	1	1		2	1	3	3	2	3	1	3	2	No drop kerb on eastern side because of basements
Kerb Drop Tactile	Kerb drop without tactile paving	3	4	3	2	3	2	2	3	3	4	3	1	
Signal (red/green man)	Far side signal	3	4	2	4	3	4	4	4	4	4	4	3	
Audible (beeping)	Audible	3	3	4	4	3	4	4	4	4	4	4	4	
Count Down	Count down	4	3	3	4	4	3	3	3	4	4	4	4	
Tactile Rotating Cone	Rotating cone right + left side	3	3	3	3	3	4	4	4	3	3	3	3	
Surface Material														
Surface Type	York Stone with gaps/bumps	2	2	2	2	1	2	2	2	1	2	3	3	
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	4	3	
Contrast with Road	Lower tonal contrast between paving and road	3	3	3	3	3	3	2	3	2	3	3	3	
Lines	yellow/red/white lines at road edge	3	3	4	3	3	3	3	4	3	4	4	4	
Kerb														
Kerb Type (crossing over)	Crossing kerb 100 mm to 150 mm	0	0	0	2	2	2	3	1	2	2	3	0	No drop kerb on eastern side because of basements
Kerb Type (moving alongside)	Deliniating kerb 50 mm to 100 mm	3	3	3	3	3	3	3	3	3	3	4	3	
Footway Width														
Width	Footway width 2 m to 5 m	4	4	4	4	3	3	3	4	3	3	4	4	
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	4	3	3	4	3	3	3	
Street Furniture														
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	2	3	4	4	3	3	
Cafe Tables	No cafe tables	4	4	4	3	3	4	3	3	3	4	3	4	
Temporary Items	No temporary obstructions	4	4	4	4	4	4	4	4	4	4	4	4	
Street Furniture Height	Street furniture > 0.9 m height	3	3	3	3	4	3	3	3	3	3	3	3	
Contrast	High tonal contrast with paving	3	3	4	3	3	3	4	4	3	3	3	3	
Bench Spacing	Bench within 150 m	3	3	3	4	4	3	3	3	3	4	4	3	Ouside Mansion House
Bench Design	Benches with backrests without arms	3	3	3	3	3	3	3	3	4	3	3	3	
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	3	3	3	3	4	3	3	3	
Bench Sensory Experience	Bad sensory experience (adjacent busy road, cold surface)	3	3	3	3	2	3	3	3	2	3	1	3	
Slopes														
Gradient (in direction of travel)	Gradient 1/20 to 1/50	3	3	3	3	3	3	3	3	3	3	3	3	
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	4	3	4	
Vehicle Access														
Vehicle Crossover	No crossover	3	3	3	3	3	3	3	3	3	3	3	3	
Blue Badge Parking	Blue badge parking Within 100 m	4	3	3	3	3	3	3	3	3	3	3	3	
Taxi Drop Off Location	Taxi drop off 10 m to 100 m away	3	3	2	3	3	3	1	3	4	3	3	3	
Taxi Drop Off Kerb	Taxi drop off kerb 100 mm to 150 mm	3	3	3	3	3	3	3	3	3	3	3	2	
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	
Bus Stop Location	Within 100 m	3	4	4	4	3	4	3	4	3	4	3	3	
Bus Stop Kerb Height	< 125 mm	2	2	3	3	2	3	3	3	3	3	3	3	
Bus Stop Type	Flag only	3	3	2	3	1	3	3	3	1	3	2	2	
Toilets														
Accessible Toilets	100 m to 500 m away	3	3	3	3	2	3	3	4	3	3	3	4	Cannon St station
Changing Places Toilets	More than 500 m away	3	3	3	3	3	3	3	3	3	3	3	1	

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Step 1

Set each of the drop downs below to best describe the street characteristics for the section being analysed

Step 2

Review the results for each needs segment b

Step 3

Hover the cursor over the box next to each score to read quotes explaining how participants in the segment are affected by the feature

		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments
Crossing Point														
Crossing Type	Uncontrolled crossing 6 m to 8 m road width	3	3	3	3	3	2	2	2	3	2	3	2	Crossing existing side roads
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	4	
Edge Marking	No tactile edge marking	3	3	2	3	4	0	1	1	3	4	2	0	Some have tactile, some don't
Tactie Paving Back Edge	Straight back edge	2	3	3	3	1	4	3	3	2	2	4	4	
Tactie Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	3	2	3	3	3	
Tactile Paving Tonal Contrast	Tactile has significant contrast with surrounding paving	3	3	4	3	4	3	4	4	3	3	3	3	
Tactile Paving Stem Length	No tactile stem	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	4	4	3	3	
Island Type	No island	2	3	2	2	2	2	2	3	2	2	2	3	
Island Depth	Island depth < 1.2 m	2	2	3	3	3	3	2	3	2	3	3	3	
Kerb Drop Slope	Kerb drop 1/6, 9.5 deg, 17% to 1/12, 4.7deg, 8% incline	3	3		3	2	3	3	3	3	2	3	3	A mixture of gradients present. None are too steep though.
Kerb Drop Tactile	Kerb drop without tactile paving	3	4	3	2	3	2	2	3	3	4	3	1	
Signal (red/green man)	No Signal (zebra)	2	3	4	2	3	3	3	3	3	3	3	2	
Audible (beeping)	Audible	3	3	4	4	3	4	4	4	4	4	4	4	
Count Down	Count down	4	3	3	4	4	3	3	3	4	4	4	4	
Tactile Rotating Cone	Rotating cone right + left side	3	3	3	3	3	4	4	4	3	3	3	3	
Surface Material														
Surface Type	York Stone with gaps/bumps	2	2	2	2	1	2	2	2	1	2	3	3	
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	4	3	
Contrast with Road	Lower tonal contrast between paving and road	3	3	3	3	3	3	2	3	2	3	3	3	
Lines	yellow/red/white lines at road edge	3	3	4	3	3	3	3	4	3	4	4	4	
Kerb														
Kerb Type (crossing over)	Crossing upstand 3 to 50 mm	0	2	2	3	2	1	2	2	3	3	3	2	
Kerb Type (moving alongside)	Deliniating kerb 50 mm to 100 mm	3	3	3	3	3	3	3	3	3	3	4	3	
Footway Width														
Width	Footway width 2 m to 5 m	4	4	4	4	3	3	3	4	3	3	4	4	
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	4	3	3	4	3	3	3	
Street Furniture														
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	2	3	4	4	3	3	
Cafe Tables	No cafe tables	4	4	4	3	3	4	3	3	3	4	3	4	
Temporary Items	No temporary obstructions	4	4	4	4	4	4	4	4	4	4	4	4	
Street Furniture Height	Street furniture > 0.9 m height	3	3	3	3	4	3	3	3	3	3	3	3	
Contrast	High tonal contrast with paving	3	3	4	3	3	3	4	4	3	3	3	3	
Bench Spacing	Bench within 150 m	3	3	3	4	4	3	3	3	3	4	4	3	Outside Mansion House
Bench Design	Benches with arms + Backrests	3	3	4	4	4	3	3	4	4	4	3	3	
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	3	3	3	3	4	3	3	3	
Bench Sensory Experience	Bad sensory experience (adjacent busy road, cold surface)	3	3	3	3	2	3	3	3	2	3	1	3	
Slopes														
Gradient (in direction of travel)	Gradient 1/20 to 1/50	3	3	3	3	3	3	3	3	3	3	3	3	
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	4	3	4	
Vehicle Access														
Vehicle Crossover	No crossover	3	3	3	3	3	3	3	3	3	3	3	3	
Blue Badge Parking	Blue badge parking 100 m to 500 m away	3	3	3	2	2	3	3	3	3	3	2	1	
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	3	4	4	4	4	4	4	4	4	4	
Taxi Drop Off Kerb	Taxi drop off kerb 100 mm to 150 mm	3	3	3	3	3	3	3	3	3	3	3	2	
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	
Bus Stop Location	Within 100 m	3	4	4	4	3	4	3	4	3	4	3	3	
Bus Stop Kerb Height	< 125 mm	2	2	3	3	2	3	3	3	3	3	3	3	
Bus Stop Type	Flag only	3	3	2	3	1	3	3	3	1	3	2	2	
Toilets														
Accessible Toilets	100 m to 500 m away	3	3	3	3	2	3	3	4	3	3	3	4	Cannon St station
Changing Places Toilets	More than 500 m away	3	3	3	3	3	3	3	3	3	3	3	1	

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Step 2
Review the results for each needs segment

Step 3
Hover the cursor over the box next to each score to read quotes explaining how participants in the segment are affected by the feature

		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments
Crossing Point														
Crossing Type	Uncontrolled crossing 6 m to 8 m road width	3	3	3	3	3	2	2	2	3	2	3	2	Crossing over KWS using the raised tables.
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	4	
Edge Marking	800 mm deep tactile paving edge marking (partial width)	3	3	3	3	3	1	2	3	3	3	3	4	
Tactie Paving Back Edge	Straight back edge	2	3	3	3	1	4	3	3	2	2	4	4	
Tactie Paving Colour	Tactile colour as per guidance (red at contr. buff at uncontr.)	3	3	3	3	3	3	3	3	3	3	3	3	
Tactile Paving Tonal Contrast	Tactile has significant contrast with surrounding paving	3	3	4	3	4	3	4	4	3	3	3	3	
Tactile Paving Stem Length	No tactile stem	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	4	4	3	3	
Island Type	No island	2	3	2	2	2	2	2	3	2	2	2	3	
Island Depth	Island depth < 1.2 m	2	2	3	3	3	3	2	3	2	3	3	3	
Kerb Drop Slope	Kerb drop 1/6, 9.5 deg, 17% to 1/12, 4.7deg, 8% incline	3	3		3	2	3	3	3	3	2	3	3	
Kerb Drop Tactile	Kerb drop with tactile paving	3	2	3	4	1	3	3	3	3	3	4	3	
Signal (red/green man)	No Signal (zebra)	2	3	4	2	3	3	3	3	3	3	3	2	
Audible (beeping)	Audible	3	3	4	4	3	4	4	4	4	4	4	4	
Count Down	Count down	4	3	3	4	4	3	3	3	4	4	4	4	
Tactile Rotating Cone	Rotating cone right + left side	3	3	3	3	3	4	4	4	3	3	3	3	
Surface Material														
Surface Type	Smooth York Stone	3	3	3	3	4	4	4	3	3	4	3	3	
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	4	3	
Contrast with Road	Higher tonal contrast between paving and road	3	3	3	4	3	3	3	4	3	4	3	4	
Lines	yellow/red/white lines at road edge	3	3	4	3	3	3	3	4	3	4	4	4	
Kerb														
Kerb Type (crossing over)	Crossing upstand 0 mm to 3 mm + 800 tactile paving	4	3	4	4	2	3	4	3	3	4	3	3	Crossing over KWS at the raised tables.
Kerb Type (moving alongside)	Deliniating kerb 50 mm to 100 mm	3	3	3	3	3	3	3	3	3	3	4	3	
Footway Width														
Width	Footway width 2 m to 5 m	4	4	4	4	3	3	3	4	3	3	4	4	
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	4	3	3	4	3	3	3	
Street Furniture														
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	2	3	4	4	3	3	
Cafe Tables	No cafe tables	4	4	4	3	3	4	3	3	3	4	3	4	
Temporary Items	No temporary obstructions	4	4	4	4	4	4	4	4	4	4	4	4	
Street Furniture Height	Street furniture > 0.9 m height	3	3	3	3	4	3	3	3	3	3	3	3	
Contrast	High tonal contrast with paving	3	3	4	3	3	3	4	4	3	3	3	3	
Bench Spacing	Bench within 150 m	3	3	3	4	4	3	3	3	3	4	4	3	
Bench Design	Benches with arms + Backrests	3	3	4	4	4	3	3	4	4	4	3	3	
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	3	3	3	3	4	3	3	3	
Bench Sensory Experience	No sensory experience	3	3	3	3	3	3	3	3	3	3	3	3	
Slopes														
Gradient (in direction of travel)	Gradient 1/20 to 1/50	3	3	3	3	3	3	3	3	3	3	3	3	
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	4	3	4	
Vehicle Access														
Vehicle Crossover	No crossover	3	3	3	3	3	3	3	3	3	3	3	3	
Blue Badge Parking	Blue badge parking 100 m to 500 m away	3	3	3	2	2	3	3	3	3	3	2	1	
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	3	4	4	4	4	4	4	4	4	4	
Taxi Drop Off Kerb	Taxi drop off kerb 100 mm to 150 mm	3	3	3	3	3	3	3	3	3	3	3	2	
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	
Bus Stop Location	Within 100 m	3	4	4	4	3	4	3	4	3	4	3	3	
Bus Stop Kerb Height	< 125 mm	2	2	3	3	2	3	3	3	3	3	3	3	
Bus Stop Type	Flag only	3	3	2	3	1	3	3	3	1	3	2	2	
Toilets														
Accessible Toilets	100 m to 500 m away	3	3	3	3	2	3	3	4	3	3	3	4	Cannon St station
Changing Places Toilets	More than 500 m away	3	3	3	3	3	3	3	3	3	3	3	1	

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v 1.2

Step 1

Set each of the drop downs below to best describe the street characteristics for the section being analysed

Step 2

Review the results for each needs segment b

Step 3

Hover the cursor over the box next to each score to read quotes explaining how participants in the segment are affected by the feature

		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments
Crossing Point														
Crossing Type	Uncontrolled crossing 6 m to 8 m road width	3	3	3	3	3	2	2	2	3	2	3	2	Southern crossing would not be marked as a formal crossing despite looking like one.
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	4	
Edge Marking	800 mm deep tactile paving edge marking (full width of flush area)	3	3	4	3	1	3	3	4	3	3	4	3	
Tactie Paving Back Edge	Straight back edge	2	3	3	3	1	4	3	3	2	2	4	4	All crossings are informal at this stage so tails aren't appropriate.
Tactie Paving Colour	Tactile colour as per guidance (red at contr. buff at uncontr.)	3	3	3	3	3	3	3	3	3	3	3	3	
Tactile Paving Tonal Contrast	Tactile has significant contrast with surrounding paving	3	3	4	3	4	3	4	4	3	3	3	3	
Tactile Paving Stem Length	No tactile stem	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	4	4	3	3	N/A
Island Type	Island without tactile	4	4	4	3	4	2	2	4	3	4	3	1	
Island Depth	Island depth < 1.2 m	2	2	3	3	3	3	2	3	2	3	3	3	
Kerb Drop Slope	Kerb drop 1/6, 9.5 deg, 17% to 1/12, 4.7deg, 8% incline	3	3		3	2	3	3	3	3	2	3	3	
Kerb Drop Tactile	Kerb drop with tactile paving	3	2	3	4	1	3	3	3	3	3	4	3	(see above)
Signal (red/green man)	No Signal (zebra)	2	3	4	2	3	3	3	3	3	3	3	2	
Audible (beeping)	Audible	3	3	4	4	3	4	4	4	4	4	4	4	
Count Down	Count down	4	3	3	4	4	3	3	3	4	4	4	4	
Tactile Rotating Cone	Rotating cone right + left side	3	3	3	3	3	4	4	4	3	3	3	3	
Surface Material														
Surface Type	Smooth York Stone	3	3	3	3	4	4	4	3	3	4	3	3	
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	4	3	
Contrast with Road	Higher tonal contrast between paving and road	3	3	3	4	3	3	3	4	3	4	3	4	
Lines	yellow/red/white lines at road edge	3	3	4	3	3	3	3	4	3	4	4	4	
Kerb														
Kerb Type (crossing over)	Crossing upstand 0 mm to 3 mm + 800 tactile paving	4	3	4	4	2	3	4	3	3	4	3	3	
Kerb Type (moving alongside)	Deliniating kerb 50 mm to 100 mm	3	3	3	3	3	3	3	3	3	3	4	3	
Footway Width														
Width	Footway width 2 m to 5 m	4	4	4	4	3	3	3	4	3	3	4	4	
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	4	3	3	4	3	3	3	
Street Furniture														
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	2	3	4	4	3	3	
Cafe Tables	No cafe tables	4	4	4	3	3	4	3	3	3	4	3	4	
Temporary Items	No temporary obstructions	4	4	4	4	4	4	4	4	4	4	4	4	
Street Furniture Height	Street furniture > 0.9 m height	3	3	3	3	4	3	3	3	3	3	3	3	
Contrast	High tonal contrast with paving	3	3	4	3	3	3	4	4	3	3	3	3	
Bench Spacing	Bench within 150 m	3	3	3	4	4	3	3	3	3	4	4	3	
Bench Design	Benches with arms + Backrests	3	3	4	4	4	3	3	4	4	4	3	3	
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	3	3	3	3	4	3	3	3	
Bench Sensory Experience	No sensory experience	3	3	3	3	3	3	3	3	3	3	3	3	
Slopes														
Gradient (in direction of travel)	Gradient 1/20 to 1/50	3	3	3	3	3	3	3	3	3	3	3	3	
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	4	3	4	
Vehicle Access														
Vehicle Crossover	No crossover	3	3	3	3	3	3	3	3	3	3	3	3	
Blue Badge Parking	Blue badge parking Within 100 m	4	3	3	3	3	3	3	3	3	3	3	3	
Taxi Drop Off Location	Taxi drop off 10 m to 100 m away	3	3	2	3	3	3	1	3	4	3	3	3	
Taxi Drop Off Kerb	Taxi drop off kerb 100 mm to 150 mm	3	3	3	3	3	3	3	3	3	3	3	2	
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	
Bus Stop Location	Within 100 m	3	4	4	4	3	4	3	4	3	4	3	3	
Bus Stop Kerb Height	< 125 mm	2	2	3	3	2	3	3	3	3	3	3	3	
Bus Stop Type	Flag only	3	3	2	3	1	3	3	3	1	3	2	2	
Toilets														
Accessible Toilets	100 m to 500 m away	3	3	3	3	2	3	3	4	3	3	3	4	Cannon St station
Changing Places Toilets	More than 500 m away	3	3	3	3	3	3	3	3	3	3	3	1	

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CoLSAT

v 1.2

Step 1

Set each of the drop downs below to best describe the street characteristics for the section being analysed

Step 2

Review the results for each needs segment

Step 3

Hover the cursor over the box next to each score to read quotes explaining how participants in the segment are affected by the feature

		EWC	MWC	MS	WA	WI	LC	GD	RS	HI	ANI	AT	DI	Comments
Crossing Point														
Crossing Type	Uncontrolled crossing < 6 m road width	3	3	4	3	3	3	3	3	3	3	3	2	Crossing proposed side roads
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	4	
Edge Marking	800 mm deep tactile paving edge marking (partial width)	3	3	3	3	3	1	2	3	3	3	3	4	
Tactie Paving Back Edge	Straight back edge	2	3	3	3	1	4	3	3	2	2	4	4	
Tactie Paving Colour	Tactile colour as per guidance (red at contr. buff at uncontr.)	3	3	3	3	3	3	3	3	3	3	3	3	
Tactile Paving Tonal Contrast	Tactile has significant contrast with surrounding paving	3	3	4	3	4	3	4	4	3	3	3	3	
Tactile Paving Stem Length	No tactile stem	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	#N/A	
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	4	4	3	3	
Island Type	No island	2	3	2	2	2	2	2	3	2	2	2	3	
Island Depth	Island depth < 1.2 m	2	2	3	3	3	3	2	3	2	3	3	3	
Kerb Drop Slope	Kerb drop < 1/12, 4.7deg, 8% incline	3	3		3	3	3	3	3	3	2	3	4	Raised treatments mean no slopes.
Kerb Drop Tactile	Kerb drop with tactile paving	3	2	3	4	1	3	3	3	3	3	4	3	
Signal (red/green man)	No Signal (zebra)	2	3	4	2	3	3	3	3	3	3	3	2	
Audible (beeping)	Audible	3	3	4	4	3	4	4	4	4	4	4	4	
Count Down	Count down	4	3	3	4	4	3	3	3	4	4	4	4	
Tactile Rotating Cone	Rotating cone right + left side	3	3	3	3	3	4	4	4	3	3	3	3	
Surface Material														
Surface Type	Smooth York Stone	3	3	3	3	4	4	4	3	3	4	3	3	
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	4	3	
Contrast with Road	Higher tonal contrast between paving and road	3	3	3	4	3	3	3	4	3	4	3	4	
Lines	yellow/red/white lines at road edge	3	3	4	3	3	3	3	4	3	4	4	4	
Kerb														
Kerb Type (crossing over)	Crossing upstand 0 mm to 3 mm + 800 tactile paving	4	3	4	4	2	3	4	3	3	4	3	3	
Kerb Type (moving alongside)	Deliniating kerb 50 mm to 100 mm	3	3	3	3	3	3	3	3	3	3	4	3	
Footway Width														
Width	Footway width 2 m to 5 m	4	4	4	4	3	3	3	4	3	3	4	4	
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	4	3	3	4	3	3	3	
Street Furniture														
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	2	3	4	4	3	3	
Cafe Tables	No cafe tables	4	4	4	3	3	4	3	3	3	4	3	4	
Temporary Items	No temporary obstructions	4	4	4	4	4	4	4	4	4	4	4	4	
Street Furniture Height	Street furniture > 0.9 m height	3	3	3	3	4	3	3	3	3	3	3	3	
Contrast	High tonal contrast with paving	3	3	4	3	3	3	4	4	3	3	3	3	
Bench Spacing	Bench within 150 m	3	3	3	4	4	3	3	3	3	4	4	3	
Bench Design	Benches with arms + Backrests	3	3	4	4	4	3	3	4	4	4	3	3	
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	3	3	3	3	4	3	3	3	
Bench Sensory Experience	No sensory experience	3	3	3	3	3	3	3	3	3	3	3	3	
Slopes														
Gradient (in direction of travel)	Gradient 1/20 to 1/50	3	3	3	3	3	3	3	3	3	3	3	3	
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	4	3	4	
Vehicle Access														
Vehicle Crossover	No crossover	3	3	3	3	3	3	3	3	3	3	3	3	
Blue Badge Parking	Blue badge parking 100 m to 500 m away	3	3	3	2	2	3	3	3	3	3	2	1	
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	3	4	4	4	4	4	4	4	4	4	
Taxi Drop Off Kerb	Taxi drop off kerb 100 mm to 150 mm	3	3	3	3	3	3	3	3	3	3	3	2	
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	
Bus Stop Location	Within 100 m	3	4	4	4	3	4	3	4	3	4	3	3	
Bus Stop Kerb Height	< 125 mm	2	2	3	3	2	3	3	3	3	3	3	3	
Bus Stop Type	Flag only	3	3	2	3	1	3	3	3	1	3	2	2	
Toilets														
Accessible Toilets	100 m to 500 m away	3	3	3	3	2	3	3	4	3	3	3	4	Cannon St station
Changing Places Toilets	More than 500 m away	3	3	3	3	3	3	3	3	3	3	3	1	

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Committee(s): Streets & Walkways Sub Committee	**Dated:** 19/03/2024
Subject: Old Jewry and Ironmonger Lane	**Public**
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	1, 9
Does this proposal require extra revenue and/or capital spending?	**N**
If so, how much?	**£**
What is the source of Funding?	
Has this Funding Source been agreed with the Chamberlain's Department?	**N**
Report of: Bob Roberts, Interim Executive Director Environment	**For Decision**
Report author: Bruce McVean, Environment Department	

Summary

In January 2024 Members considered options for Old Jewry and whether to make changes to the previously approved scheme (see paragraph 1 and Background Papers for further details of these options). Members indicatively supported Option 2a but asked Officers to provide details of the potential for improvements to Ironmonger Lane to encourage its use as an alternative walking route.

On further review, potential improvements to Ironmonger Lane may not result in a significant number of people using this as a direct alternative to Old Jewry because it is not on the desire line for the main walking routes in the area. However, given the limited pavement space available in Ironmonger Lane, people walking and wheeling would nevertheless benefit from enhancements to that street.

In addition, directly linking the reopening of Old Jewry with the reopening of Ironmonger Lane might result in the former being delayed if Ironmonger Lane is required for the fitout of Dauntsey House.

It is therefore proposed to not directly link the two projects. If Members choose options 2a or 2b for Old Jewry, then the introduction of an experimental scheme to open Old Jewry to southbound traffic will be taken forward as set out in the previous report. Subject to funding, changes to Ironmonger Lane will be delivered through an expanded scope for the existing project to deliver the s278 for Dauntsey House.

Recommendation(s)

Members are asked to:

- Confirm the decision to proceed with Option 2a, as indicated at the January meeting of this Sub Committee, to initiate a traffic experiment to reopen Old Jewry to all traffic in a southbound direction, at all times; and pause any work on potential improvements until the conclusion of the experiment.

- Note that, subject to a successful funding bid, the scope of the project to deliver the s278 for Dauntsey House will be expanded to incorporate improvements along the length of Ironmonger Lane, including a potential pedestrian zone.

Main Report

Background

1. In January 2024 this Sub Committee considered options for Old Jewry and whether to change the previously approved scheme in order to mitigate the impact of longer journeys for people who need to travel by motor vehicle. A link to the previous report is provided in Background Papers. The three options considered were:
    a. Option 1 (recommended): Retain the current arrangements (closure between Fredericks Place and Poultry, two-way working on the remainder of Old Jewry) and resume the work on the pavement widening and public realm improvements.
    b. Option 2a: Initiate a traffic experiment to reopen Old Jewry to all traffic in a southbound direction, at all times. Pause any work on potential improvements until the conclusion of the experiment.
    c. Option 2b: Initiate a traffic experiment to open Old Jewry between Poultry and Frederick's Place to southbound traffic on a timed basis (7pm to 7am), with the remainder of the street remaining two-way. Pause any work on potential improvements until the conclusion of the experiment.

2. Members indicatively supported Option 2a but asked Officers to provide details of the potential for improvements to Ironmonger Lane and the extent to which these might encourage people to use this an alternative walking route, thereby helping to mitigate the disbenefits of opening Old Jewry.

Current Position

3. Ironmonger Lane has been closed as a through route for all street users since July 2021 to facilitate the development of Dauntsey House. It is currently expected to reopen on 31 July 2024. This date is subject to confirmation, and it

may be necessary to extend the closure to facilitate the fit out of Dauntsey House.

4. Ironmonger Lane has very narrow pavements that do not meet minimum requirements for accessibility. It is one way southbound for motor vehicles for most of its length, with a short stretch of two-way at its southern end. At the southern end, there is a compulsory left turn. When open it will effectively operate as an access only street.

5. Restricting access for motor vehicles and raising the carriageway to pavement level would give more priority to and improve accessibility for people walking and wheeling. Scope for wider public realm improvements is very limited given the narrowness of Ironmonger Lane for much of its length and potentially the need to allow some limited vehicle access.

6. Improvements to the southern section of Ironmonger Lane will be delivered as part of the s278 for Dauntsey House. The scope of these is still to be defined but is likely to include new paving, raised sections of carriageway or raised tables to cater for walking and wheeling along Ironmonger Lane, between Frederick's Place, St Olave's Court and Prudent Passage.

7. The extent to which any enhancements to Ironmonger Lane will encourage people to choose this as an alternative route to Old Jewry is unclear. The number of people using this as an alternative could be limited as, compared to Old Jewry, Ironmonger Lane does not form part of an obvious desire line for the main walking routes in the area. There are more direct connections from Old Jewry to Coleman Street and Walbrook, which form part of walking routes to and from Cannon Street Station and the Elizabeth Line entrance to Moorgate Station. Walking patterns in the area may change with the opening of the pedestrian link between the Old Jewry/Frederick's Place and Ironmonger Lane, expected later this month.

Options

8. The options for Old Jewry are set out in paragraph 1 with further details provided in the previous report (see Background Papers).

9. Options for Ironmonger Lane will be considered in future reports.

Proposals

10. Improving Ironmonger Lane may not result in a significant number of people choosing to use this as an alternative to Old Jewry, plus the potential for further closures of Ironmonger Lane could delay reopening Old Jewry if the two are formally linked. It is therefore proposed not to link the two projects. If Members choose options 2a or 2b for Old Jewry, then the introduction of an experimental scheme to open Old Jewry to southbound traffic will be taken forward as set out in the previous report.

11. Subject to a bid for OSPR funding, improvements to the full length of Ironmonger Lane will be taken forward as part of an expanded scope for the existing project to deliver the s278 for Dauntsey House. Further details will be provided in the next report for the Ironmonger Lane improvements which is expected to be submitted to the July meeting of this Sub Committee.

Corporate & Strategic Implications

12. Refer to the previous report for Old Jewry. The implications for Ironmonger Lane will be considered in future reports.

Conclusion

13. Subject to funding, it is proposed that improvements to Ironmonger Lane will be delivered by extending the scope of the existing project to deliver the s278 for Dauntsey House. Restricting access for motor vehicles and raising the carriageway to pavement level will give more priority and improve accessibility for people walking and wheeling.

14. While they have merit in their own right, the improvements to Ironmonger Lane are not expected to result in a significant diversion of people from Old Jewry to Ironmonger Lane.

15. If Members choose either Option 2a or 2b for Old Jewry, then the experimental opening of Old Jewry to southbound traffic will be taken forward independently of improvements to Ironmonger Lane.

Appendices

None

Background Papers

Pedestrian Priority Streets Programme – Old Jewry, Streets & Walkways Sub Committee, 30/01/2024
https://democracy.cityoflondon.gov.uk/mgAi.aspx?ID=147714

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Committee: Streets and Walkways Sub-committee	**Dated:** 19/03/24
Subject: Pan-London rental e-scooter trial extension until May 2026	**Public**
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	9
Does this proposal require extra revenue and/or capital spending?	**No**
If so, how much?	**n/a**
What is the source of Funding?	**n/a**
Has this Funding Source been agreed with the Chamberlain's Department?	**n/a**
Report of: Interim Executive Director Environment	**For Decision**
Report author: Giacomo Vecia, Senior Strategic Transportation Officer	

Summary

As part of their e-scooter review and in response to reduced public transport capacity as a result of the COVID-19 pandemic the Government fast-tracked legal processes to allow trials of rental e-scooter schemes in the summer of 2020.

In July 2020 the Planning & Transportation Committee agreed to participate in the pan-London rental e-scooter trial. The City formally joined the trial in July 2021. On 1 November 2022 the Planning & Transportation Committee then agreed an extension of the current trial until 31 April 2024.

Since joining the trial in July 2021 over 3 million e-scooter trips have been taken across London and the Government has announced plans to introduce a new vehicle class to legalise and regulate e-scooters.

Following the Department for Transport's (DfT) announcement that UK trials were extended until the end of May 2026, Transport for London (TfL) announced that the London trial had also been extended until May 2026.

TfL has extended the trial to maintain service continuity and continue studying e-scooters until the adoption of relevant primary legislation by Central Government at some point in the future.

No further action is required by the City Corporation to participate in this trial extension beyond the adoption of the recommendations in this report.

Recommendation(s)

Streets and Walkways Sub-Committee is asked to:

I. Approve the City of London Corporation's participation in the extension of the pan-London rental e-scooter trial until May 2026.
II. Delegate authority to approve participation in any further rental e-scooter trials or extensions beyond May 2026 to the Executive Director Environment, in consultation with the Chairs and Deputy Chairs of Planning & Transportation Committee and Streets & Walkways Sub Committee.

Main Report

Background

1. As part of their e-scooter review and in response to reduced public transport capacity as a result of the COVID-19 pandemic the Government fast-tracked legal processes to allow trials of rental e-scooter schemes in the summer of 2020.

2. In July 2020, the Planning & Transportation Committee agreed to participate in the pan-London rental e-scooter trial coordinated by Transport for London and London Councils. The trial commenced in June 2021 and the City Corporation formally joined in July 2021 following additional preparations and engagement.

3. On 1 November 2022 the Planning & Transportation Committee agreed an extension of the current trial until 31 April 2024.

4. As part of the previous extension approved by Planning & Transportation Committee in 2022, City Officers made permanent the necessary traffic orders to facilitate future trial extensions.

5. All powers given to local authorities by the DfT to enable them to run e-scooter trials are limited to managing and regulating rental e-scooters only. Dockless bike schemes remain a distinct and separate industry which local authorities have very limited powers to regulate and effectively manage (see the *General micromobility update and actions for improving dockless bike hire in the City – Streets & Walkways Sub-Committee 30 Jan 2024* report in Background Papers for further details on the management of dockless cycles in the City).

6. At present 10 boroughs (including Westminster, Southwark and Camden), TfL and the Canary Wharf Group are participating in the pan-London rental e-scooter trial. Three operators – Dott, Lime and Voi currently have permission to operate a combined fleet of approximately 5,300 e-scooters across the trial area.

7. There have been no recorded serious injuries in the City of London on rental e-scooters across more than 135,000 trips since the trial commenced in 2021. It is estimated that parking bay compliance for e-scooters in the City has remained above 95% over the entire period. More data on the rental e-scooter trial is available from TfL's rental e-scooter trial publication webpage (https://tfl.gov.uk/corporate/publications-and-reports/electric-scooter-rental-trial).

8. The DfT has authorised trials in 22 regions across England. The trials are gathering data to inform any changes to the legal status of e-scooters that Government may choose to introduce.

9. The London trial is also exploring whether rental e-scooters are safe to ride, positively contribute to London's transport mix, reduce carbon emissions and continue to enable a sustainable recovery from the pandemic.

10. Private e-scooters remain illegal for use on public land and highways, including pavements and cycle lanes.

Future of the pan-London rental e-scooter trial

11. On 8 November 2023, the DfT announced a further 2-year extension of the current e-scooter trials to May 2026. The extension will be restricted to existing trial areas only and will allow local authorities and the DfT to gather further evidence where gaps are identified and build on the findings of the current trials.

12. Following the DfT's announcement that UK trials were extended until the end of May 2026, Transport for London announced that the London trial had also been extended until May 2026 (as individual boroughs do not have the necessary powers to exclusively extend the trial on their network).

13. TfL also recently commenced a new "phase" of the trial (Phase 2) in September 2023, which included appointing new operator Voi to operate alongside Lime and Dott.

14. In addition, the following changes to the trial as part of Phase 2 have been identified:
    a. The operation of a significantly larger fleet than at trial inception (5,300 as of February 2024 compared to 600 in 2021)
    b. New areas and a new borough, Wandsworth, expanding the geography of the trial
    c. New data insights generated by an updated Data Solution, including on occupancy rates and parking compliance
    d. New technologies being applied to operations, including the use of AI to improve parking compliance, the use of on-vehicle pavement riding technology, and audible vehicle alerts (AVAS)

15. Phase 2 of the trial is also helping to inform a potential single contract approach for e-bikes and e-scooters proposed by London Councils and TfL (and outlined later in this report in Paras 24-30).

16. Given this, Officers recommend that Planning and Transportation Committee
    a. Approve the City of London Corporation's participation in the extension of the pan-London rental e-scooter trial until May 2026.
    b. Delegate authority to approve participation in any further rental e-scooter trials or extensions beyond May 2026 to the Executive Environment Director, in consultation with the Chairs and Deputy Chairs of Planning and & Transportation Committee and Streets & Walkways Sub Committee.

E-scooter trial monitoring

17. Several metrics are being tracked as part of the monitoring and evaluation of the e-scooter trial. TfL publish these statistics at the end of each four-week trial period.

18. TfL, e-scooter operators, the Metropolitan Police and the City of London Police work together to report collisions involving rental e-scooters. As of 23 February 2024, there have been 30 serious injuries and one death involving rental e-scooters reported by operators across the trial area over 3.4 million trips covering 8.2 million kms (or over 200 circumnavigations of the globe). None of the serious injuries reported occurred in the City of London.

19. TfL have also prepared an interim report on the pan-London rental e-scooter trial (see Appendix 1). This report covers data collection from June 2021 to September 2023. In that report, TfL notes "*The trial's strong safety record demonstrates the benefits of clear standards and regulations for e-scooters*."

E-scooter trial infrastructure and maintenance

20. Maintenance of existing micromobility parking locations has been required, with the replacement of four cycle parking racks and several bollards and signs. This level of maintenance is not unexpected for dockless parking infrastructure and costs have been recovered through income generation on the trial.

E-scooter trial feedback

21. Relatively few comments were received by officers regarding the City's e-scooter trial. Of those received most regarded riding behaviours of e-scooter riders more generally and it was unclear whether comments referenced rental or private e-scooter riders. The City of London Police continue to enforce against illegal behaviours on the street network and have undertaken targeted enforcement campaigns against e-scooter riders and in particular those riding private e-scooters across the City over the last two years.

22. Two other specific issues were raised during the earlier and current phase of the trial including incorrect deployment of e-scooters in one location and inappropriate parking issues at another location on the border of the pan-London trial area. Mitigations included closing and proposing relocation of an impacted bay to limit the risk of incorrect deployment at the location and working with operators to increase patrols in areas with lower parking compliance. In both cases issues were resolved by the City and operators and no additional negative comments were received.

E-scooter trial traffic orders

23. At the end of the e-scooter rental trial extension in May 2026, if the use of e-scooters is terminated, or if primary legislation is not passed, or it is decided at any time that a provision is no longer required the permanent traffic orders could be revoked and the traffic arrangement amended as required.

Pan-London joint dockless micromobility contract

24. Following works undertaken by London Councils, Transport for London and several London local authorities, in June 2023 London Council's Transport and Environment Committee agreed in principle to a single contract approach for e-bikes and e-scooters and to work with TfL and London local authorities on the design of the scheme, with the hopes of enabling a transition to a single contract in 2025/26.

25. A single, coordinated contract would allow London local authorities to provide a high-quality service for residents, workers and visitors which can harness the potential of these modes and control how vehicles are parked in lieu of additional powers granted by central legislation.

26. This approach has been successfully introduced in the e-scooter trial. The following factors will seek to guarantee operator compliance:
    a. a legally binding contract with clear rules and expectations
    b. one set of rules across London for operators and for users
    c. central capacity to manage the contract and measure performance through TfL and London Councils

27. This proposal would also give London local authorities and London customers greater certainty. The contract would last 3-5 years in order to provide financial sustainability and certainty of delivery for both operators and local authorities. This would allow us to embed these services into long term policy and business plans. The proposal also sets us up for new legislation where TfL – rather than London local authorities – are likely to have the powers to grant licences to operators.

28. TfL and London Councils are nearing the completion of draft contractual documents, including a proposed operational specification and participation agreement. City Officers have been heavily involved in the drafting process and will continue to participate in document finalisation in the Spring.

29. It is anticipated that TfL and London Councils will seek commitments in principle from London local authorities to join the joint micromobility contract prior to the commencement of a dedicated procurement exercise later in 2024. Officers will bring a report to this committee in due course to seek formal approval to commit to joining the joint micromobility contract.

30. In the interim, in January 2024 Members of the Streets & Walkways Subcommittee agreed a series of actions to improve dockless operations in the City. Most of these actions were targeted at improving dockless cycle hire parking compliance, however, where applicable and relevant, action will be taken to also improve rental e-scooter trial operations.

Central government micromobility legislation

31. The Government has stated its plans to introduce controls to enable the regulation of the dockless rental market. This would extend to rental bikes and e-bikes as well as e-scooters. The timetable for the legislative process is not yet been confirmed and no relevant legislation was included in the King's Speech in Autumn 2023.

32. As discussed at the last meeting of the Committee the Chairman has written to the Secretary of State for Transport to highlight our concerns around the delay to this legislation.

Corporate & Strategic Implications

33. The e-scooter trial supports the delivery of Corporate Plan Outcome 9: We are digitally and physically well-connected.

34. The City of London Transport Strategy (Proposal 28) sets out our approach to improving cycle hire in the Square Mile. While rental e-scooters schemes technically fall outside the remit of this proposal their benefits and challenges will be similar. The need for designated parking areas is also included in Proposal 17: Keep pavements free of obstructions.

35. The trial will provide data to help understand how e-scooters might impact the City of London Transport Strategy and Mayor's Transport Strategy (MTS), as well as helping to inform the DfT's position on the statutory basis and legislative requirements for e-scooters to be used in England, Scotland and Wales, following the trials.

36. The trial forms part of the Future City Streets Programme (Proposal 42).

37. The trial also supports our Climate Action Strategy through providing a potentially zero emission alternative to short car and taxi trips.

38. There is a possible reputational risk to the City Corporation if innovative approaches to supporting Covid-19 recovery and increasing sustainable and healthy transport modes are not carefully considered. There are also possible

reputational risks if potential adverse impacts of rental e-scooter scheme operations are not carefully managed.

Legal implications

39. The City Corporation has no jurisdiction over the legality of e-scooters. The London e-scooter trial is fully compliant with any laws and regulations as set out by the DfT.

40. The trial will help inform Corporation policy and possible representations on and consultations to future legislation to legalise scooters for general use.

41. Should the trial not be extended or the City Corporation cease its participation in an extended trial, rental e-scooters would not immediately become illegal in the City but instead operators of rental e-scooter schemes would be unable to operate their schemes on public highways in the City.

Financial implications

42. A permitting scheme has been agreed with operators that will generate revenue for boroughs and TfL during the trial, offsetting some of the costs associated with preparing for and participating in the trial (approximately £32,785 have been incurred). To date, £66,648 in revenue has been generated from the trial for the City Corporation to support the development of the trial, including delivering new parking and resourcing trial administration.

43. Costs of deploying additional parking bays for e-scooters will likely be met by contributions from operators.

44. Additional costs will be incurred if the City Corporation must remove e-scooters deemed to be causing a danger from the streets in default of the operator removing them. Removal and storage costs would be incurred in these circumstances and will be recovered through charging operators for removal.

Health Implications

45. Well managed rental e-scooter schemes have the potential to reduce the number of car journeys within central London, and potentially shift journeys from short taxi, private-hire and public transport trips, with associated benefits to air quality and public health.

46. Concerns exist around the safety of travelling by e-scooter, with some evidence suggesting users of e-scooters may be at higher risk of injury or casualty than other road users on comparable vehicles such as e-bikes and mopeds in areas with higher speed limits. DfT has deemed this risk to be manageable and mitigatable given its decision to continue to legalise rental e-scooters in the UK.

Equality Implications

47. A detailed Equalities Impact Assessment has been undertaken in consultation with internal and external stakeholders, including the City of London Police and protected characteristic groups.

48. E-scooter activity in the City is being closely monitored throughout the trial to understand impacts on vulnerable road users (e.g. visually impaired, wheelchair users). This is consistent with the public sector equality duty.

49. The EQIA identifies a number of issues, particularly around safety of e-scooter users and other road users, especially people walking.

- Increased risk of Covid-19 transmission to riders.
- Speeding and irresponsible riding behaviours.
- Irresponsible parking leading to e-scooters being abandoned and becoming street litter that could causing obstructions or injury.
- Increased fears for people's safety and wellbeing on the City's Streets.
- Increased risk of collisions for those riding e-scooters.
- Increased risk to people walking on our streets, due to e-scooters not being seen or heard, e-scooters speeding in shared use areas, and/or illegal or poor rider behaviour.

50. Mitigating the safety impacts of the trial is of utmost importance. For this reason, TfL in collaboration with London Borough Councils and the City Corporation are taking a co-ordinated approach to the trial. In this way the safety standards, accessibility standards and environmental standards can be collectively determined and agreed upon. This process will assist in mitigating and reducing the severity of many of the negative impacts identified.

51. In addition to the mitigation measures put in place by TfL the City of London will address measures by restricting where scooters can travel and park.

52. Engagement and enforcement on the legal and safe use of scooters will be undertaken in partnership with City of London Police.

53. Full details on the issues of concern to all protected characteristic groups and associated mitigation measures are available in the TfL EQIA here (link) and the CoL EQIA (available upon request).
54. In summary we have concluded that the application of mitigation measures and the benefits from safe use of an e-scooter trial outweigh the negative impacts, or potential impacts of those in protected characteristics groups.

Conclusion

55. Participating in this rental e-scooter trial extension will allow the City to continue gathering evidence on e-scooter safety and demand in the Square Mile, build on the findings of the current trial, help inform a potential single

contract approach for e-bikes and e-scooters and be more effective in influencing draft legislation on e-scooters in the UK.

56. As set out in this report, current trial operations, including parking compliance and demand, are considered acceptable, although still requiring officer management and oversight.

57. No further action is required by the City Corporation to participate in this trial extension beyond the adoption of the recommendations in this report. The City Corporation also retains the ability to leave the trial at any point.

58. The single micromobility contract approach for e-bikes and e-scooters, proposed by TfL and London Councils, will look to build on the success of the e-scooter trial, with the hopes of enabling a transition to a single contract in 2025/26. In the interim, officers will continue to lobby for improved dockless operations more broadly, including for dockless cycle hire schemes.

Appendices

Transport for London rental e-scooter trial phase 1 report (external)

Background Papers

General micromobility update and actions for improving dockless bike hire in the City – Streets & Walkways Sub-Committee 30/01/2024

London rental e-scooter trial and dockless vehicle update -Planning & Transportation Committee 19/17/2023

Pan-London rental e-scooter trial extension – Planning & Transportation Committee 01/11/2022

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London e-scooter rental trial: Phase 1 report findings

Data collected from June 2021 to September 2023

February 2024

MAYOR OF LONDON

LONDON COUNCILS

TRANSPORT FOR LONDON
EVERY JOURNEY MATTERS

Introduction

The London e-scooter rental trial commenced in June 2021 after the legalisation of trials across the country by the Department of Transport (DfT). This environmentally friendly mode of transport was introduced after the pandemic to aid with the countrywide 'green' recovery. Transport for London (TfL) is responsible for the management and coordination of the trial in London in collaboration with London Councils, participating boroughs and three e-scooter rental companies. Privately owned e-scooters remain illegal to use on all public roads in the UK.

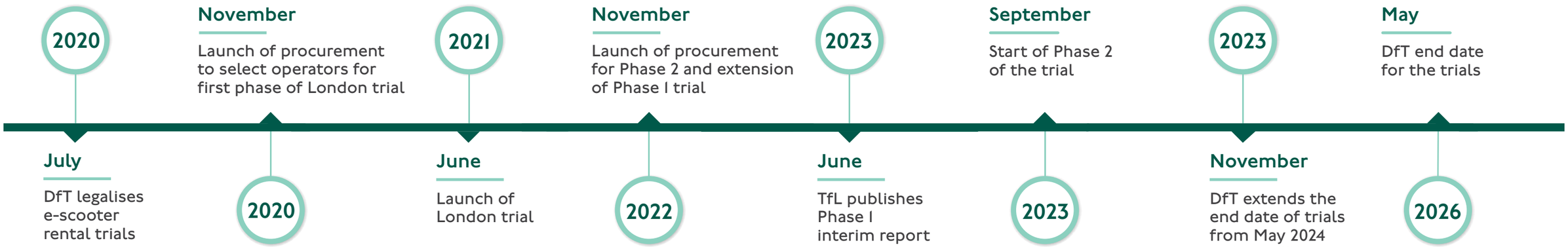
This report provides an overview of the key statistics of the first phase of the London rental trial, which took place from June 2021 until September 2023.

With UK trials set to continue until May 2026, these Phase 1 report findings will inform the priorities for the second phase of the trial that started, under a new contract, in September 2023.

The trial has enabled us to:

- **Gather information and data on this new vehicle type**
- **Prioritise safety issues and consistent high standards**
- **Achieve a reliable and coordinated approach with participating boroughs**
- **Conduct extensive stakeholder engagement**

Learnings from the trial will be used to inform future legislation and policy on e-scooters in London.



‘The Mayor and I are determined to continue building a cleaner, greener and more prosperous London for everyone, and with the right regulations that prioritise safety, rental e-scooters provide Londoners and visitors alike with a safe and sustainable travel option’

Will Norman
London’s Walking and Cycling Commissioner

We are managing one of the largest e-scooter rental trials in the UK

General information on e-scooters

- E-scooters are battery-powered kick scooters that are ridden standing up
- These Phase I report findings relate to rental e-scooters in London only. Private e-scooters remain illegal to use on public roads in the UK
- The information shown summarises data from the first phase of the trial (June 2021 to September 2023), collected as part of a comprehensive monitoring and evaluation programme. Data is from a number of sources, including operator reported data, real-time data within the data platform, user and non-user interviews, surveys and feedback

We have gathered a large amount of data and feedback

Key facts

4,000+

vehicles available for hire within the trial service area

100+ km²

area covered by our trial

10

participating boroughs, with e-scooters available for hire in Camden, City of London, Ealing, Hammersmith and Fulham, Kensington and Chelsea, Lambeth, Richmond upon Thames, Southwark, Tower Hamlets and Westminster

High standards enforced through operator contracts, including in relation to: vehicles, parking, maintenance, preventing risky behaviours, user education, equitable access and environmental impact

dott Lime TIER

Three operators

600+

marked parking bays, where customers must start and end their rides

Journeys

Rental e-scooters enable people to travel around the city in an easy and sustainable way. By looking closely at the journeys made during the trial, we have gained an understanding of the different types of trips people are using rental e-scooters for and the travel behaviours that inform those trips.[1]

- 3m+ trips made[2]
- 7.5m+ km travelled
- On average one ride per scooter per day (1.4 in summer, 0.7 in winter)[3]
- 17 minutes' trip duration, on average[4]
- Clear increase in use during the morning and evening peaks, reflecting weekday patterns in other modes of transport and suggests e-scooters are also being used to commute to and from work
- Saturdays were the busiest day of the week, with the greatest number of trips made
- Network resilience was evident on days of industrial action, with a significant uplift in customer journeys, suggesting rental e-scooters were used as an alternative mode of transport

2.4km

average trip distance[5]

Customers

Rental e-scooters are the first new mode of transport to be introduced on London's streets in over a decade.

Through our monitoring and evaluation of the trial, we have looked at who is using rental e-scooters and what motivates or prevents people from using them.[6]

- 54 per cent of registered customers took more than one ride, with the number of repeat riders growing as the trial matured
- 2m+ customers completed a trip
- 2,000 customers used the operators' special access schemes, which provide discounts to certain groups to make the scheme more accessible
- The majority of customers were white (77 per cent), male (78 per cent) and under the age of 35 (59 per cent).[7] This fits with the typical profile of early adopters of new technologies
- Customers on low incomes and from ethnic minority groups were more likely to be frequent e-scooter users, which indicates that e-scooters might also provide communities with new mobility opportunities[7]

Data shows e-scooters provide an additional transport option

Safety

Safety sits at the heart of the the trial, aligning to the Mayor's Vision Zero target to eliminate all deaths and serious injuries on London's streets by 2041.

The rental e-scooters used in the London trial have high safety standards which go beyond the national standards, including a speed limit of 12.5mph, larger wheels and lights that stay on while a scooter is being rented. The trial's strong safety record demonstrates the benefits of clear standards and regulations for e-scooters.[8]

- 0.001 per cent of trips resulted in serious injury (with the rate of serious injuries falling over time)[9]
- There were 3.9 serious injuries per million km travelled[10]

No fatalities and 29 serious injuries[11]

210 customers banned for poor riding and anti-social behaviour[12]

95%

parking compliance reported by operators[13]

200+

safety awareness events held[13]

We have found that rental e-scooters can be used safely

Community

Along with London Councils, participating boroughs and the three operators, we have worked with different groups to understand their views and concerns, and any possible impact of the trial on them. Our comprehensive equality impact assessment (EqIA) summarises these concerns and the mitigations we have put in place to help address them.

The legal status of e-scooters is complex and not well understood. Most people are not aware of the differences between private and rental e-scooters, so it can be difficult to collect data on people's perceptions and experiences of rental e-scooters specifically.

- 50+ organisations and stakeholder groups engaged, including: Alzheimer's Society, London Travel Watch, London Vision, Thomas Pocklington Trust and Transport for All. We have also engaged with TfL's Independent Disability Advisory Group throughout the trial

- Extensive EqIA was produced and regularly reviewed, which found a key concern for stakeholders is around poor rider behaviour leading to injury or collision with pedestrians. The EqIA outlines the actions we have put in place to mitigate such concerns

- Technology has been researched and developed by operators to address stakeholder concerns. For example, operators have worked with universities to test audible vehicle alerts to help people who are visually impaired identify rental e-scooters

- Among Londoners, 58 per cent were aware of the rental scheme, showing not all were aware the trial was taking place[14]

Sustainability

The climate emergency is one of the biggest threats we face today, and we need to act fast to make an impact. This is why the Mayor has declared a climate emergency and is taking decisive action, including a commitment to make London a net-zero carbon city by 2030.

Rental e-scooters are fully electric and do not generate harmful emissions so are considered a sustainable form of transport that can help reduce congestion and improve air quality in London. All e-scooter operators are committed to reducing environmental impacts in their supply chain and whole-lifecycle carbon emissions.

- Operators are committed to green operations and use a fully electric fleet and 100 per cent renewable energy to deliver their operational activities

- Mode shift away from cars and taxi and private hire vehicles was 5.5 per cent.[15] Mode shift from walking was 54.2 per cent and from cycling 11.6 per cent. Mode shift from motorized vehicles has the potential to increase further in future and will continue to be monitored throughout the trial

- 156 tonnes of carbon dioxide equivalent saved based on the available mode shift data[16]

- A total of 35 per cent of users combined their e-scooter journeys with journeys on public transport[15]

E-scooters are a sustainable way of travelling around London

Conclusion

TfL remains committed to managing and coordinating the e-scooter rental trial in partnership with London Councils, participating boroughs and contracted operators. The evidence in this report demonstrates that in the current trial conditions, rental e-scooters have the potential to contribute positively to the aims of the Mayor's Transport Strategy. They have good safety records, are space-efficient, are zero emission at tailpipe, and are managed in a way to minimise clutter on footways. By providing a new alternative to the private car for short journeys and improving access to public transport services, rental e-scooters can support public transport and active travel in reducing our reliance on car use and its impact on road danger, congestion, air quality and climate change.

Evidence shows that rental e-scooters can be safe and sustainable

Next steps

- Continue to collect data on the London trial through Phase 2, aligned to DfT guidance
- Collect further data on user and non-user experiences of the London e-scooter rental trial and continue to further improve the on-street experience for all
- Collect data on demographics of users, specific to the London e-scooter rental trial
- Launch technology pilots to explore where new solutions could support London's policy goals

Further information

DfT's National evaluation of e-scooter trials report

TfL Electric scooter rental trial webpage

London e-scooter rental trial EqIA

TfL e-scooter rental trial: Headline metrics

Learnings from Phase I of the trial will inform the second phase

Appendix

1. Trip and vehicle data is taken from the Blue Systems micromobility platform, which collects near real-time information by comprising a set of Application Programming Interfaces (APIs) that creates standardised two-way communication between TfL and the e-scooter operators.

2. The hire of an e-scooter by a member of the public through an operator application that moves on the public highway for more than 10 metres in any direction with the e-scooter throttle activated.

3. The number of trips taken per vehicle per day calculated by trips divided by deployed vehicles.

4. The average length of a trip is calculated by the total trip duration divided by the total number of trips.

5. Average trip distance is calculated by total trip distance divided by total number of trips.

6. Data is taken from information provided by operators, including number of registered customers who completed a trip and numbers of those who used their access schemes. Steps have been taken to minimise the data shared with TfL, ensuring data is aggregated and depersonalised where possible, so some users could have registered with more than one operator and TfL would not be able to account for this.

7. This data was taken from the DfT's national evaluation between July and December 2021. No updated information is available from the DfT co-ordinated national reporting.

8. Data is taken from weekly situational reports provided by operators and includes any incidents reported by the rider themselves, the public, emergency services or TfL's Network Management Control Centre.

9. Percentage of trips resulting in serious injuries calculated by total serious injuries divided by total number of trips multiplied by 100.

10. The number of serious injuries per million calculated by the total number of serious injuries divided by total distance travelled and multiplied by one million.

11. In line with Stats 19, serious injuries are categorised as an injury for which a person is detained in hospital as an in-patient, or any of the following injuries, whether or not they are detained in hospital: fractures, concussion, internal injuries, crushing, burns (excluding friction burns), severe cuts, severe general shock requiring medical treatment and injuries causing death 30 or more days after the collision.

12. Action taken by an operator to prevent end-user account from being used. Poor riding is categorised as the use of an e-scooter by an end-user in a high-risk way, such as use on footways/pavements.

13. This data is taken from reports provided by operators.

14. Data is taken from a quarterly questionnaire TfL conducts on different transport modes, which includes a limited number of questions on e-scooters. Around 1,000 Londoners completed the questionnaire.

15. Data is taken from an end-of-ride survey issued at the end of each journey through operators' own applications. Three survey questions were asked at random on mode shift, journey purpose and intermodal trips. More than 40,000 responses were collected. Boroughs participating in the London trial are mainly in inner London, in areas that tend to have better access to public transport and where people are less likely to own a car.

16. Average CO_2 emissions have been estimated on per kilometre basis using fleet assumptions from the London Atmospheric Emissions Inventory, which are based on DfT speed-related emissions factors for vehicles. For TfL buses, CO_2 emissions are based on passenger kilometre estimates provided by TfL's Safety, Health and Environment team. The calculation used differs to that from the interim report, as it uses re-defined assumptions to produce more accurate emissions data. Full details of the calculation are available in the 'CO_2 savings' section of the Phase 1 data spreadsheet.

February 2024

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PUB23_025

Committees: Streets and Walkways Sub-committee *[for decision]* Projects and Procurement Sub-committee *[for information]*	**Dates:** 19 March 2024 15 April 2024
Subject: St Paul's Cathedral External Re-lighting **Unique Project Identifier:** *9672*	**Gateway 4** Complex **Issue Report**
Report of: Interim Executive Director of Environment **Report Author:** Clarisse Tavin, Policy and Projects, City Operations	**For Decision**
PUBLIC	

1. Status update	**Project Description:** The project proposes to replace the ageing external lighting system at St Paul's Cathedral with a new innovative, sustainable and energy efficient system. St Paul's Cathedral is one of the most famous and iconic landmarks on the London skyline. It is recognised both nationally and internationally. The way it is seen is critical to the character and identity of the entire city as well as the City of London. The project, governed by a joint Board with City of London and St Paul's Cathedral representatives, aims to support a more sustainable low energy solution thanks to use of LED technology controlled through a management system. The new lighting scheme aims to reveal the building's iconic architecture after dark, improving the quality of the lit environment in the local area and contributing to London's nightscape and protected views. This is to be achieved using the latest technology which will allow a more sustainable approach and substantial savings in running and maintenance costs. The project aligns with the objectives of the City Lighting Strategy, the Lighting Supplementary Planning Document and the Climate Action Strategy. **Latest update:** This report provides an update on the works completed to date including the successful delivery of lighting trials, and requests release of further funding from the previously approved project budget to appoint the project team and relevant experts to progress the design to the next gateway.

	Lighting trials to validate the concept design were successfully carried out in January 2024. Various stakeholders attended events to view the lighting proposals which allow them to provide comments and alleviate concerns they may have had. The trial showcased the proposed approach of using warm “light from within” to highlight forms and details commonly unappreciated by day as they are often in heavy shadow, and the dynamic management of the lighting, allowing a slow and gradual reduction of lighting levels. This was achieved through several layers of lighting on key architectural elements of the facades, which together celebrate the Cathedral’s architecture and demonstrated how lighting can greatly enhance the legibility and appreciation of the exceptional heritage of the building. Overall, the trials received very supportive comments. **RAG Status:** Green (Green at last report to Committee) **Risk Status:** Medium (Medium at last report to committee) **Total Estimated Cost of Project (excluding risk):** £2.075M **Change in Total Estimated Cost of Project (excluding risk):** No change since last report. **Spend to Date:** £500,470 **Costed Risk Provision Utilised:** N/A **Slippage:** None The project is being developed as per the programme presented in the Gateway 4 report approved by Committees in September 2023.
2. Requested decisions	**Next Gateway:** Gateway 4c – Detailed design **Requested Decisions:** 1. Approve the procurement and appointment of services required to reach the next Gateway; 2. Approve the additional budget of £705,000 funded from the S106 contributions allocated to the project (£640,000) and the previously approved £1.16M capital bid (£65,000) as detailed in Finance Tables in Appendix 2; and 3. Note the revised budget of 1,380,000 (excluding risk).
3. Budget	3.1 The project has progressed successfully, and activities completed to date include: a full review of the concept design, the preparation and delivery of the lighting tests and lighting demonstration trials (delivered respectively in October 2023 and January 2024), as well as associated key stakeholders' engagement. 3.2 The project expenditure to date is £500,470 funded from the approved capital bid of £1.16m and Finance Contingency budget of £75,000 (see details in Finance Tables in Appendix 2) 3.3 To progress the detailed design (RIBA Stage 3 equivalent) and manage the technical complexities of working on a Grade I listed

building, additional fees are required to appoint the project team, including:

- **Lighting Designer** to produce the detailed and technical lighting design, including layouts, schedule of equipment and controls, provide advice on design matters and review the final lighting installation.

  It is proposed that the services of a lighting designer are procured for all the remaining stages of the project. This approach is deemed more cost-effective and efficient compared to procurement in stages. It will also ensure continuity and consistency of service.

- **Technical Project Manager** to act as a technical interface between the City, the Cathedral and the design and technical teams. This will include the day-to-day co-ordination of work streams, review and evaluation of work delivered by the expert consultants.
- **Heritage Assessor** to evaluate and report on the Heritage value of the Cathedral which will be key to secure relevant secular and ecclesiastical consents.
- **Sustainability consultant** to calculate the proposed embodied and operation carbon of the overall project and help evaluate the potential social economic and environmental impact of the scheme.
- **St Paul's Cathedral Services** including Director of Property, Clerk of Work and Surveyor to the Fabric who are liaising with key decision people at St Paul's, overseeing any works to the Cathedral and ensuring these are appropriately approved and installed.
- **Arboriculturist** to advice on potential impact on local trees.

The specialist team is required to support the successful delivery of the project successfully and manage the complexities of consents and approvals. This includes assessing the impact the new lighting scheme may have on the fabric of the Grade I listed building, and on the character of the immediate area of St Paul's Cathedral, the surrounding public realm, and the London skyline. The team will also provide recommendations in regard to sustainability to ensure this iconic building is re-lit to the highest standard and in a sustainable way, whilst protecting its integrity, heritage significance and fabric. Their advice will also enable to refine the overall cost-estimate and de-risks important aspects of the project.

3.4 Additional internal staff costs are required to continue to lead on the project and ensure City's project management requirements are fulfilled, progress documentation procurement and appointments of specialist consultants and negotiations of legal agreements, undertake further stakeholders and sponsorship engagements and

report writing. Please see details in the Finance Tables in section 3.9 below.

3.5 It is expected that additional discrete tests will need to be carried out as part of the further design development to validate final decisions, and the budget request accounts for the expected costs of the associated works.

3.6 The total project cost estimate will be further refined following the assessment of the tests and trials and the appointment of a Quantity Surveyor. The full project budget will be confirmed at the next Gateway and if it exceeds the current available budget, additional funding from external sources will be secured before the Gateway 5 report is submitted.

3.7 Positive conversations with external high-profile partners have taken place. Since the last report, Officers secured an additional £40,000 contribution from the Fleet Street Quarter (FSQ) for the project, so the current total project funding secured is 2.115M.

3.8 Finance tables

Table 1: resource requirements to reach the next gateway

Description	Approved budget (£)	Resources required (£)	Revised budget (£)
PreEv staff costs	15,000	-	15,000
PreEv P&T fees	35,000	-	35,000
Marketing fees	1,900	-	1,900
Sponsorship consultants	7,775	-	7,775
Staff costs	134,325	60,000	194,325
P&T fees	300,000	595,000	814,000
Legal staff cost	6,000	-	6,000
Works (including lighting tests and trial)	213,000	50,000	263,000
Total	675,000	705,000	1,380,000

Table 2: Current Funding Strategy

Source of funding	Amount (£)
City of London Capital Bid (City Fund)	1.160M
S106s	0.840M
Finance Committee Contingency fund	0.075M
External contribution (FSQ)	0.040M

	TOTAL 2.115M Costed Risk Provision requested for this Gateway: £0
4. Issues description	Project update: **4.1 Project objectives** The project aims to: • Replace the current ageing lighting equipment with a new more effective and efficient system that aligns to the current Institute of Engineering and Technology (IET) regulations, reveals and celebrates the architecture of the Cathedral after dark, aligning with the City Lighting Strategy. • Improve the quality of the evening environment in the local area and reinforce the views of St Paul's Cathedral across London. This will contribute to providing a nicer and more attractive environment after dark encouraging people to dwell and spend more time in the area, aligning with Destination City initiative. • Deliver annual savings of approximately 75% of running costs (electrical) and substantial savings for its future maintenance. • Reduce light pollution and energy use in line with the City Corporation's commitment to sustainability and contribute towards achieving its net zero carbon emission by 2040. • Hand over and formalise the responsibility for the management of the new external lighting to St Paul Cathedral and associated maintenance. **4.2 Latest progress** Extensive work and important milestones have been achieved since the last Gateway report was approved in September 2023. These helped to develop the project and further understand the effect of the new lighting in the local area as well as medium and long distance views and will provide the basis for the development of the detailed and developed design. • The project team focused on securing the relevant approvals and procuring necessary equipment to deliver the January's lighting trials, including testing of a various lighting equipment in October 2023. Testing enabled the lighting designer to specify the most suitable equipment and their settings and positions for the trials. • Lighting trials, illuminating parts of the Cathedral's façade, were undertaken on the week of 22 January 2024. They aimed to carry out a technical evaluation of the scheme, validate the concept design and demonstrate it to key stakeholders and sponsors. 59 people attended and were invited to share their views, ask

	questions and to submit written feedback to a specific email inbox created for the event (stpaulslighting@cityoflondon.gov.uk) • The trial enabled an initial examination of the way the scheme might be controlled and helped with addressing key issues, including urban and heritage considerations, sustainable balance of social and economic benefit with potential environmental impact. The successful demonstration provides the basis for the development of the detailed design and helps to de-risk many aspects of the project. • A report detailing the process and findings of the lighting trial, including stakeholders' feedback and photographic recording was prepared. It will inform the detailed design development stage. Please see summary report in Appendix 3. • The trial was fully recorded by a professional architectural lighting photographer who captured short, medium and long distance views of the lighting across key locations and viewing points in the City and London. Please see Appendix 4 for a selection of recorded images. The key conclusions from the trials were: • The trial delivered on its main objectives and validated the concept design, and overall, comments have been overwhelmingly positive. • The overall approach to the design to provide a well-balanced scheme with warm and sensitive colour tones revealing the Cathedral's architecture after dark, was viewed as a positive and enhancing change to the existing lighting scheme. This could have a benefit impact into the local area and support the night time economy. • The flexibility of the lighting and ability to create 'layers' of lighting to suit varying phases of night was clearly demonstrated and highly supported. • The new lighting scheme provides opportunities to add more depth and interest by highlighting further architectural detail that is in a shadow by day using a warm "light from within". This allows for immense architectural details to be brought to life from inside the building's alcoves. • Attendees also commended on the significant reduction in the building's light pollution brought on by the existing flood lights, creating an innovative, carbon-efficient scheme that reduces both the cost and energy usage significantly. • Visibility from distant views was achieved despite reduced levels of luminance (60% at the trial). • Viability of proposed remote lighting positions on neighbouring rooftops was confirmed and additional locations that could further improve the outcome were also identified.

	• Amount of lighting equipment and overall energy use might be further reduced without compromise to the overall lit effect (please see Appendix 3 for more details). • The trial highlighted other specific areas in the Cathedral precinct that may need to be considered at the detailed design stage. These include the Churchyard and the West steps, and assessment will be undertaken to ensure there is sufficient level of lighting when the existing lighting system is removed. • Engagement, including Accessibility Officers, will continue at detailed design stage to ensure the new lighting design is fully inclusive. • To progress the detailed design a further £705,000 is required to secure the necessary expertise and complete the detailed and developed design (as detailed in Section 3 of this report). This will allow appointment of a specialist consultants, including Lighting Designer, Technical Project Manager, Heritage Assessor, Sustainability and Arboriculture consultants and services of St Paul's Cathedral, including Surveyor to the Fabric. **4.3 Project programme** The implementation of the lighting scheme is proposed to start in Q1 2026 as detailed in Gateway 4 report approved by Committees in September 2023. This reflects the need to: • carry out extensive surveys, design and assessments due to the project's technical complexity and challenging context, and its local, and national impact. • follow a complex approval process to ensure due diligence is done, and necessary secular and ecclesiastical consents are secured. • formalise legal agreements in respect of handover to the Cathedral of the management of the new external lighting once it has been installed. The key actions needed to be undertaken are set out below and in the Appendix 5: • **Procuring specialist consultants** to assist with the design process and preparation of relevant consents' applications (February – May 2024) • **Formalising legal agreements** with St Paul's Cathedral to formalise the ownership and future maintenance and management of the new lighting scheme by St Paul's Cathedral (March – December 2024). • **RIBA Stage 3** to progress detail design, including additional discrete testing (April – June / July 2024).

	• **Obtaining consents** from the City, St Paul's Cathedral and other regulatory bodies. This formal consultation process is expected to take six months (July – December 2024). • **RIBA Stage 4** to prepare technical design for tender. This stage can only commence following receipt of formal consents. (January – May 2025) • **Tendering** works and materials and contractor appointment in preparation for the installation (June – October 2025). • **Mobilisation of the contractor** (November – December 2025). Reporting to Committees is scheduled in line with the actions listed above. **4.4 Next steps:** • Complete the required procurement of the services of a cost consultant through an open tender. • Continue liaison with the St Paul's Cathedral on management and maintenance of the new lighting system and drafting of relevant legal agreements. • Continue key stakeholder engagement including internal City services (Planning, Highway, Climate Resilience Team), St Paul's Cathedral decision making bodies, local residents and external statutory bodies such as Historic England, GLA; and consider wider engagement with interested groups and those who may be impacted by the proposed changes. • Continue engagement with external sponsors to secure additional funding if required. • Appoint the project team, including Lighting Designer, Technical Project Manager, Heritage Assessor, Sustainability and Arboriculture consultants and services of St Paul's Cathedral including Surveyor to the Fabric, for the next stages of the project (RIBA Stages 3 – 7 equivalent). • Develop the detailed design based on the learnings and outcomes of the lighting trials. • Secure relevant consents and approvals from the City and St Paul's Cathedral, and other statutory bodies and interested parties as required. • Prepare the Gateway 4c to provide update on detailed design in Q4 2024.
4 Options	Failure to secure the additional funding to progress to Gateway 4c would mean that the project would have to stop, and the upgrade to the lighting to St Paul's Cathedral would not be achieved in the timeframe that has previously been set out, with implementation scheduled to start in Q1 2026.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Finance Tables
Appendix 3	Lighting trial report
Appendix 4	Photographic record of the lighting trial
Appendix 5	Programme
Appendix 6	Risk register

Contact

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Project Coversheet

[1] Ownership & Status

UPI: 9672
Core Project Name: St Paul's External Lighting
Programme Affiliation (if applicable): City Lighting Strategy
Project Manager: Clarisse Tavin

Definition of need: The project proposes to replace the ageing external lighting system at St Paul's Cathedral with a new energy efficient system. A recent inspection of the lighting has deemed many of the light fittings and cabling unsafe; many of the fitting have already failed and the system overall is not compliant with current IET (Institute of Engineering and Technology) regulations.

Since 1966, the City Corporation and Cathedral have continued an informal arrangement whereby the responsibility for the maintenance of the external lighting system, the associated maintenance costs and the running costs are the responsibility of the Corporation. The annual costs are in the region of £25k per annum. The specific responsibility sits with the Environment Department.

Replacement with a new energy efficient system will reduce on-going revenue costs by 60% and reduce its carbon emissions by 66%, contributing towards our commitment to net zero by 2040. The new system will be designed to meet the criteria of the City's Lighting Strategy, creating a highly attractive night-time appearance for the Cathedral, which has been absent in recent years. The new lighting system would be both a contributor and a symbol of the City's post-pandemic recovery and, in particular, the recovery of its night-time economy.

A recent inspection of the external lighting system has deemed many of the light fittings and cabling unsafe; many of the lanterns have already failed and the system overall is not compliant with current IET regulations. This is a health and safety risk to users of the Cathedral and to the fabric of this Grade I listed building. The impact of the failure of the external lighting system could result in a catastrophic event. The likelihood of such an event is possible and will increase over time. This risk is being added to the Departmental risk register.

The existing lighting system is not efficient, both in terms of energy consumption and sustainability. Replacement with a new energy efficient system will reduce on-going revenue costs by 60% and reduce its carbon emissions by 66%, contributing towards our commitment to net zero by 2040.

The failure of lanterns and problems associated with current system has resulted in a poorly lit Cathedral exterior, which has a negative impact on the City skyline and night-time economy.
Both the City and Cathedral receive complaints from the public and institutions about the poor state of the external lighting of St Paul's. There is reputational risk to both institutions.

Key measures of success:

1) A new lighting system that significantly reduces the health and safety risk associated with system failure, as per the corporate risk assessment process.

2) The reduction of costs associated with the maintenance and energy consumption of the lighting system by 60% compared with the existing system – to be borne by St Paul's Cathedral.
3) The reduction of associated carbon emissions of the new lighting systems by 66%, compared with the existing system.

Expected timeframe for the project delivery:
Project programme was dependent on external funding being secured; full project to be delivered before the end of 2026, compared to the previously stated completion by 2024/25.

Key Milestones:
Completion of Trials and Demonstrations: January 2024
Detailed design & consents: March – December 2024
Technical design: January – May 2025
Gateway 5 report: Q2 2025
Start of implementation: Q1 2026

Are we on track for completing the project against the expected timeframe for project delivery? It is expected that the project will be delivered in line with the revised programme.

Has this project generated public or media impact and response which the City of London has needed to manage or is managing? Not to date. However due to its high profile, the project is likely to attract future interest from media/wider public.

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

'Feasibility Study' (as approved by Members in May 2008)
'Capital Bid' report (as approved by P&R 21/10/10)- (pre-Gateway process)

- Total Estimated Cost (excluding risk): £1,050,000
- Costed Risk Against the Project: N/A
- Estimated Programme Dates: N/A

The City of London is responsible since 1966 for the lighting of St Paul's Cathedral. The lighting scheme was approaching the end of its 25 years life and was now in need of replacement.

A feasibility study to replace the lighting of St Paul's Cathedral was undertaken with the Dean and Chapter of St Paul's Cathedral in May 2008 which identified a preliminary proposal for a future project.

A Capital Bid was approved in 2010 for further evaluation for the external relighting for St Paul's, at a cost of £50,000 being met from central resources. The implementation of the project was expected to be met from external sources. The evaluation key objectives were:

- Replace the current lighting equipment which is approaching the end of its life;
- Create a flexible lighting scheme that highlights the architecture of the building;

- Deliver annual savings of approximately 50% of running costs (electrical and maintenance);
- Reduce light pollution and energy use in line with the Corporation's commitment to sustainability;
- Improve the quality of the evening environment in this area and therefore, London as a whole;
- Identify an external funding strategy for the implementation of the project.

'Options Appraisal and Design' G3 report (as approved by PSC 16/05/13):

- Total Estimated Cost (excluding risk): range between £425,000 and £1,105,000
- Resources to reach next Gateway (excluding risk) £25k
- Spend to date: £50k
- Costed Risk Against the Project: N/A
- CRP Requested: N/A
- CRP Drawn Down: N/A
- Estimated Programme Dates: these are dependent on securing external funding for the project's implementation.

Following the feasibility study undertaken in May 2008 which identified a preliminary proposal for a future project, several options were evaluated to replace the lighting of St Paul's Cathedral. These include replacing the current scheme like for like or implementing a new design using a range of lighting equipment. The 3 options evaluated are as follows:

- Option 1: Replacing the current scheme like for like;
- Option 2: Implementing a new design using High Intensity Discharge (HID) lighting;
- Option 3: Implementing a new design using Light-Emitting Diodes (LED) technology

The preferred option (Option 3) was approved by Committees and includes the replacement of the current lighting scheme with a new scheme using the latest LED lighting technology. This option will better highlight the buildings architectural features and the new design would continually adapt to the level of lighting needed (i.e., for special events, at different times of the night…). This would deliver considerable energy savings and would reduce maintenance costs, thereby reducing the City's running costs by approx. 60%. It would also deliver considerable sustainability benefits by reducing the City's carbon footprint. This option is also the best in terms of lighting quality.

The Gateway 3 report also requested that a total contribution of £100,000 from the City Finance Committee Contingency Budget be allocated to St Paul's lighting project.

£25,000 of this budget was allocated to evaluate design options, develop a Sponsorship Package, and take the project to the next Gateway.

Following the development of the Sponsorship Package, potential external sponsors were approached, and briefings organised. External funding was secured for part of the project budget.

City Lighting Programme Update (as approved by S&W on 25/02/20 and P&T on 06/03/20)

Update on investigation of sources of funding to deliver St Paul's External Lighting Scheme, through external sponsorship and an application to CIL (Community Infrastructure Levy) Neighbourhood funding.

City Lighting Programme Update (as approved by S&W on 08/07/21, P&T on 20/07/2021 and PHES on 13/07/21)
Officers are continuing to investigate sources of funding to deliver St Paul's External Lighting Scheme, which includes external sponsorship and a potential future application to CIL Neighbourhood funding. Discussion with St Paul's Cathedral about the lighting project and its future maintenance. Total project estimated cost £2.075m.

Gateway 3 Progress report (as approved by RASC on 30/12/2021)
The capital bid of £1.6M was approved.

'Options Appraisal and Design' G3 Issues report (as approved by S&W on 15/02/2022 and Project Sub on 17/02/2022)
This report confirmed a proposed change to the programme to deliver the St Paul's Cathedral external re-lighting project.

'Detailed Options Appraisal' G4 (complex) report (as approved by S&W on 26/09/2023 and PPC on 04/12/2023.

- Total Estimated Cost (excluding risk): £2.075M
- Resources to reach next Gateway (excluding risk): £350,000
- Spend to date: £202,012
- Costed Risk Against the Project: N/A
- Estimated Programme Dates:
    - Lighting Tests – October 2023
    - Lighting Demonstration Trial – January 2024
    - Detailed design – Q1 – Q3 2024
    - Gateway 4c 'Detailed Design' – Q3 2024
    - implementation proposed to start January 2026 (*dependant on securing external funding necessary to implement the project.)*

Scope / Design Change and Impact
The project's programme has been revised to include testing key elements of the design and validate the concept and enable engagement with key stakeholders.

Total anticipated on-going commitment post-delivery [£]:
It is anticipated that the on-going commitments for the upkeep of the new lighting system are borne by the St Paul's Cathedral.
The annual costs are in the region of £25k per annum. The specific responsibility sits with the Environment Department. Replacement with a new energy efficient system will reduce on-going revenue costs by 60%.
The llifetime operational cost (over 25 years) of the existing lighting is estimated at £625,000; the estimated cost of the new lighting system over the same period is £250,000.

Programme Affiliation [£]:

Appendix 2

Table 1: Spend to date			
Description	**Approved Budget (£)**	**Expenditure (£)**	**Balance (£)**
16800038: St Pauls External Lighting			
PreEv P&T Fees	35,000	34,322	678
PreEv P&T Staff Cost	15,000	15,000	-
Total 16800038	**50,000**	**49,322**	**678**
51800003: St Pauls Cathedral External Lighting			
Marketing Fees	1,900	1,900	-
Sponsorship Consultants	7,775	7,775	-
P&T Staff Costs	15,325	15,325	-
Total 518000003	**25,000**	**25,000**	**-**
16800466: St Pauls Cathedral External Re-Lighting			
Env Servs Staff Costs	15,000	2,006	12,994
Legal Staff Costs	6,000	962	5,039
P&T Staff Costs	94,000	87,030	6,970
P&T Fees	272,000	136,021	135,979
Lighting Trial Works	213,000	200,129	12,871
Total 16800466	**600,000**	**426,148**	**173,852**
GRAND TOTAL	**675,000**	**500,470**	**174,530**

Table 2: Resources Required to reach the next Gateway			
Description	**Approved Budget (£)**	**Resources Required (£)**	**Revised Budget (£)**
16800038: St Pauls External Lighting			
PreEv P&T Fees	35,000	-	35,000
PreEv P&T Staff Cost	15,000	-	15,000
Total 16800038	**50,000**	**-**	**50,000**
51800003: St Pauls Cathedral External Lighting			
Marketing Fees	1,900	-	1,900
Sponsorship Consultants	7,775	-	7,775
P&T Staff Costs	15,325	-	15,325
Total 518000003	**25,000**	**-**	**25,000**
16800466: St Pauls Cathedral External Re-Lighting			
Env Servs Staff Costs	15,000	-	15,000
Legal Staff Costs	6,000	-	6,000
P&T Staff Costs	94,000	60,000	154,000
P&T Fees	272,000	595,000	867,000
Lighting Trial Works	213,000	50,000	263,000
Total 16800466	**600,000**	**705,000**	**1,305,000**
GRAND TOTAL	**675,000**	**705,000**	**1,380,000**

Table 3: Current Funding Strategy			
Funding Source	**Current Funding Allocation (£)**	**Funding Adjustments (£)**	**Revised Funding Allocation (£)**
Finance Committee Contingency Budget	75,000	-	75,000
City of London Capital Bid (City Fund - CIL)	600,000	65,000	665,000
S106 contributions	-	640,000	640,000
TOTAL	**675,000**	**705,000**	**1,380,000**

Table 4: Estimated Funding Strategy	
Funding Source	**Amount (£)**
Finance Committee	75,000
City of London Capital Bid (City Fund)	1,160,000
Old Bailey S106	140,000
81 Newgate Street S106	500,000
55 Bishopsgate	200,000
Fleet Street Quarter	40,000
TOTAL	**2,115,000**

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St Paul's Cathedral External Lighting Design Summary & Trial report

SPEIRS MAJOR

1. Introduction

This report summarises the proposed Lighting Design and Lighting Trial for the External Lighting to St. Paul's Cathedral that took place on Wednesday 24th January 2024 and Thursday 25th January 2024.

It records details of the trial itself, its outcome and feedback from those that attended it and provides the background and context, briefly describing the Lighting Strategy and concept that it demonstrated.

View St Paul's Cathedral from Ludgate Hill.

2. Executive Summary

A. Background
The case for re-lighting the cathedral arises from the following:

- High energy 1989 lighting scheme is past the end of its life.
- Scheme has lost its integrity due to the piecemeal replacement with LED over several years.
- Lighting to north elevation is missing having been removed as part of the redevelopment of Paternoster Square in 2003.
- Scheme is patchy and inconsistent with unsightly shadows and variable colour temperatures.
- Lighting control is very basic being ‘all on” or all off’.
- Increasingly expensive to maintain.

The decision to re-light St. Paul’s Cathedral was taken due to:
- Much-loved iconic cultural landmark.
- Informs the enjoyment of the public realm.
- Contributes to ambience and a sense of place and safety.
- Assists with legibility and wayfinding.
- Important to local and national economy.
- Key tourist destination in line with Destination City initiative.
- Protected views important after dark as well as by day.
- Needs to co-exist with background lighting to City.

The Lighting Trial was based on the Lighting Strategy and Lighting Concept that were developed between 2011 and 2023 which examined a wide range of issues including:

- Image
- Interpretation
- Visibility
- Impact on fabric
- Environmental impacts
- Impact on fabric
- Safety
- Maintenance
- Management
- Capital and operational cost

A sustainable approach has been taken to the re-design that includes:
- Reinforcing social and economic benefits.
- Minimising environmental impacts including:
- Energy use.
- Embodied and operational carbon.
- Light pollution.
- Impacts on local residential amenity.
- Impacts on local ecology.

The approach to Heritage Value was also investigated including a review of the requirement for ecclesiastical and secular consents.

B. Lighting Strategy and Concept

The Lighting Strategy and Lighting Concept established the following core principles for the proposed new lighting scheme:

1. Graduation: The lighting should be more graduated, being brighter towards the top to be seen from a distance gradually becoming dimmer lower down to compliment the public realm.

2. Light from Within: Warm light is to be employed in those key areas which are otherwise in shadow by day to provide a different interpretation of the architecture at night. This warm ‘light from within’ reminds the viewer that St. Paul’s Cathedral is a living place of worship.

3. Change: The control of the lighting should be brighter at dusk and very slowly, dim throughout the course of the evening to create a late-night character.

4. Layers: Each of the following architectural elements should be illuminated independently to allow the visual hierarchy of the building to be properly balanced:
- Cross
- Lantern
- Golden Gallery
- Dome
- Stone Gallery
- Peristyle
- Tambour
- Towers
- West façade
- West portico
- South façade
- South portico
- North façade
- North portico
- East façade

The Lighting Strategy resulted in a schematic design for the proposed scheme. This was reviewed as part of the further development of the Lighting Concept. This included:

- Further analysis of the existing and proposed lighting to create benchmark data.
- Modelling of the lighting in software resulting is a rationalisation of the scheme.
- Lighting tests to help establish the basis for the Lighting Trial.
- Production of additional visual communication of the proposed scheme (CGIs)

C. Lighting Trial:

The Lighting Trial was carried out to the following:

- West elevation including façade, portico and towers.
- South elevation including façade and portico.
- East elevation including façade.
- Cross, lantern, dome, stone gallery, peristyle and tambour.

The aim of the Lighting Trial was as follows:
1. Establish proof of concept.
2. Test lighting positions.
3. Examine key issues.
4. Support the approvals process.
5. Support engagement.

The lighting equipment was installed in the following locations:
- Columns located in Carter Lane Gardens adjacent to the pedestrian crossings on St Paul’s Churchyard (opposite the South Portico).
- St. Paul’s Cathedral roof.
- 1-4 St. Paul’s Churchyard roof..
- Juxon House roof.
- St Paul’s Cathedral Choir School roof.

All the luminaires were specified to be fully dimmable. The various lit elements were capable of being controlled independently of each other so that they could be programmed and viewed separately.

The 2 No. demonstration events were attended by a variety of key stakeholders and interested parties including members of the client group, project board, regulatory authorities, and funders.

Each event commenced included a visual presentation followed by a guided tour.

The lighting was witnessed from the following locations:
West elevation
- Ludgate Hill.
- St. Paul’s Churchyard.

East elevation
- One New Change.

South elevation
- Carter Lane Gardens.
- Peter’s Hill.

Attendees were also encouraged to witness the lighting from:
- Millennium Bridge.
- Bankside.
- Gabriel’s Wharf.

At each location the following was presented:
- Layers.
- Scenes.

1. Early evening.
2. Mid evening.
3. Late evening.

The Lighting Trial was fully recorded by a professional architectural lighting photographer.

Attendees were invited to ask questions and to submit written feedback to stpaulslighting@cityoflondon.gov.uk

The outcome of the Lighting Trial was generally regarded as extremely successful. The key conclusions were:

1. Flexibility of the lighting scheme was clearly demonstrated.
2. Viability of remote lighting positions on neighbouring rooftops and identified additional locations that could further improve the outcome.
3. Amount of lighting equipment and overall energy use might be further reduced without compromise to the overall lit effect.

The feedback received from attendees of the Lighting Trial was very positive. Key points included:

- Appearance: No negative feedback was received about the general appearance of the cathedral when lit. The majority saw it as an improvement over the existing scheme.

- Visibility: It was agreed that the cathedral was still clearly visible from close and mid views. Photography shows it remains visible from key distant views.

- Interpretation: There were many positive comments about the way the lighting revealed the architecture and the diagram of the building, particularly ‘the light from within’.

- Brightness: It was generally agreed that the brightest scene was bright enough. There was some concern that the dimmest scene might not be bright enough depending on timings.

- Colour: The use of warm light (3000K) for the main body of the cathedral was an improvement over the current ‘cool’ light (4000K and 4500K).

- Shadows: It was agreed that the worst of the shadows from the existing scheme had been eliminated but the darker area at the top of the dome is to be reviewed.

- Pollution: The climatic conditions were different each evening. The focus of the lighting is to be further improved to help reduce light spill.

- Equipment: No specific comments were made about the visibility of the lighting equipment other than the size of the spotlights mounted on the columns.

- Control: The policy for the timing of any switch off is to be reviewed.

Next Steps:

Whilst the Lighting Trial successfully demonstrated what was possible, a considerable amount of detailed work is required to be undertaken before the proposed lighting scheme can be delivered. This includes:

- Ecclesiastical and secular approvals.
- Design Development.
- Detailed Design and Production.
- Tender Action.
- Procurement.

Existing lighting.

Lighting trial.

3. Sustainability

Both the Church of England's 'Cathedral and Church Building Division's Statement on the Sustainability and the Environment' and the City of London's 'Climate Action Plan' require projects to put sustainability front and centre. Meeting this calls for an appropriate balance between the social and economic advantages that re-lighting St. Paul's Cathedral can bring to the local area and the wider city, and the inevitable environmental consequences that arise from illuminating such a large building. In reviewing the 'three pillars' of sustainability for the project the following should be considered:

A. Social
Good lighting can help create a positive character and ambience to an area. Re-lighting the cathedral will help to improve the perception of the public realm after dark, enhancing safety and security and encouraging dwell time in the local public spaces, particularly during the warmer summer months. This in turn will promote social interaction and directly contribute to the area becoming a more successful night-time destination.

B. Economic
Good lighting can support the night-time economy both locally and through tourism. The successful re-lighting of the cathedral has the potential to boost visits to the area and actively contribute to the City of London's 'Destination City' initiative.

C. Environmental
Artificial light is a highly visible form of energy use. It can also create unwanted impacts such as light pollution and intrusive light that can adversely affect people's sleep and cause potential harm to biodiversity. Lighting infrastructure including LED light sources, luminaires, bracketry, cabling, containment, and fixings use embodied and operational carbon. They can also contribute to electronic waste.

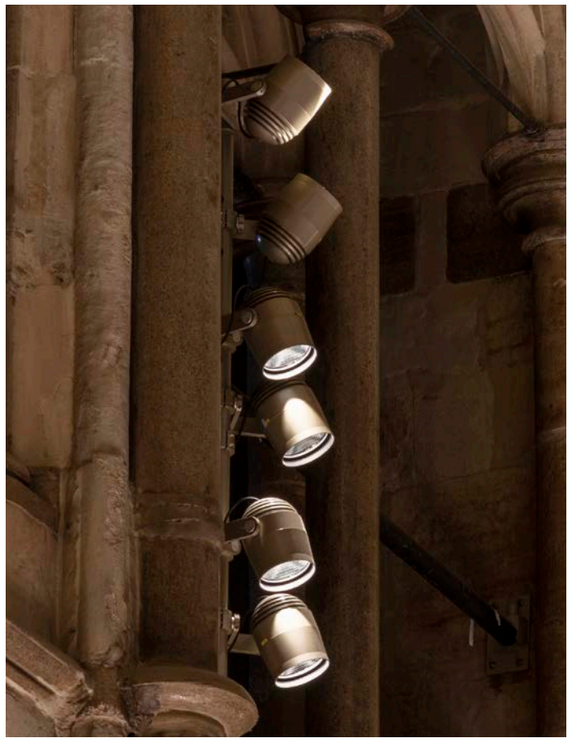
Light pollution viewed from Bankside.

4. Fabric

The installation of a new lighting scheme to the exterior of St Paul's Cathedral represents a significant intervention. The positioning of lighting equipment is not limited to the rooftops of adjacent buildings but will also see new locations in the Lantern, on the Golden Gallery, Stone Gallery, and Peristyle, within the Towers and on the main roof. Every care must be taken to avoid damage to the cathedral's fabric. This can be achieved by minimising fixings directly into stonework, not penetrating roof coverings and other sensitive parts of the external fabric whilst reducing the visibility of the lighting equipment and the supporting bracketry and electrical infrastructure.

Dom Tower, Utrecht, lighting fixed onto concrete slab to avoid damage to the fabric.

Dom Tower, Utrecht, conceled lighting detail in the architectural fabric.



Westminster Abbey, lighting color matched to architectural surroundings to reduce equipment visibility.

Dom Tower, Utrecht, Lighting fixed in tension

5. Approach

The Lighting Strategy for re-lighting St. Paul's Cathedral made the following recommendations:

A. Setting
While the illumination of the public realm immediately adjacent to the cathedral does not form part of the project scope, the new lighting scheme for the building must be carefully considered in relation to its lit context. There is currently very little dusk to dawn public street and amenity lighting highlighting the routes and open spaces around the cathedral with St. Paul's Churchyard being largely unlit around its entire perimeter. There is also no other architectural lighting locally other than a poor-quality scheme to Temple Bar, and no landscape lighting other than accidental spill light into the trees in the churchyard from the existing floodlighting.

Illumination to the public realm around the cathedral is currently provided as follows:

- West - spill light from City of London streetlighting, listed heritage lanterns adjacent to the statue of Queen Anne and reflected light from the existing building floodlighting.
- South - spill light from street lighting and reflected light from the existing building floodlighting.
- North - reflected light, some spill from retail lighting and spill light from the existing building floodlighting.
- East - reflected light and spill light from St. Paul's Choir School and the existing building floodlighting.

The initial Feasibility Strategy therefore recommends general improvements to the lighting of the immediate public realm. It also suggests that subtle spill light from such a scheme might positively contribute a soft, warm light to the base of the building.

N.B. One issue that has been identified is that the removal of the existing ground-based floodlighting in the soft landscaped part of the churchyard north-east and east end will remove spill light that is currently used to guide the choristers back to St. Paul's Choir School from the cathedral during the hours of darkness. Using light spill from an architectural scheme is not best practice. Consideration will therefore be needed to be given to this and other similar issues when considering safety, security, and accessibility throughout the churchyard after dark, This does not only include the needs of the choristers but also women walking on their own, those with visual impairments and others who may be impacted by a lack of adequate illumination.

Illustrative plan showing indicative lighting proposal to the immediate public realm surrounding St Paul's Cathedral. 2011.

B. Brightness
Whilst the main body of the cathedral should remain visible from distant views such as Richmond Park, Greenwich Park, Primrose Hill, etc., the overall brightness of the scheme should be reduced as far as possible to help save energy.

C. Colour
The Lighting Strategy recommends that new lighting scheme should use warm white light in the range of 3000K for the main body of the cathedral rather than the current cool white light 4000K. It also suggests even warmer lighting in the variable range of 2700K-2200K for the internal highlighting of the Lantern, Peristyle, Towers and Portico (see ''Light from Within below). St. Paul's Cathedral have a strict policy of not using any saturated coloured light to highlight the building at any time other than on a very occasional basis when associated with temporary art installations, educational outreach projects, and other non-commercial applications. Such rare occasions are subject to approval from Dean and Chapter, the Surveyor, and the Fabric Advisory Committee.

D. Principles
The strategic design approach to the new lighting is governed by four key principles:

1. **Graduation**: The cathedral is currently washed with a relatively uniform level of light from top to bottom. This fails to recognise the hierarchy of the architecture and human scale in the public realm. The Feasibility Study recommends that the lighting should be more graduated, being brighter towards the top including the Cross, Lantern, Golden Gallery, Stone Gallery, Peristyle and Towers to be seen from a distance and become gradually dimmer across the facades and porticos such that an appropriate level of brightness compliments the public realm.

2. **Light from Within**: The current lighting scheme tries to make the building appear at night as it does by day. One of the problems with this approach is that it creates strong shadows to the various recesses and setbacks, and in particular to the peristyle and porticos, with uneven shadows of columns and other details being projected onto the surfaces behind them. Whilst deep shadows may be appropriate in natural daylight conditions under artificial light such strong contrasts create a very unwelcoming, monumental, almost ghostly character. The Feasibility Study recommends that warm light be employed in those key areas which are otherwise in shadow by day to provide a different interpretation of the architecture at night. Such areas include the Lantern, Peristyle, Towers, Porticos and recessed openings to the east end. This has the advantage of revealing forms and details that may otherwise not normally be seen. This warm 'light from within' also reminds the viewer that St. Paul's Cathedral is a living place of worship open to all and draws upon the positive liturgical meaning and use of soft warm focal light.

3. **Change**: The current lighting scheme is either 'all on' or 'all off'. The Feasibility Study recommends that the lighting should be more dynamic being perceived as brighter at dusk and in the early evening when the city is busy, particularly during the long dark winter's months. The level of brightness should then very slowly, gradually and imperceptibly dim throughout the course of the evening to create a late-night character that may be retained throughout the rest of the night until early morning. This gradual change aims to reflect the reduction of light within the City as it transforms from a working environment to a nighttime destination. It also has the additional benefit of saving energy.

4. **Layers**: Like many buildings St. Paul's Cathedral is composed of several architectural elements. The Feasibility Study recommends that each of these be illuminated independently such that the highlighting of each can be carefully addressed to allow the visual hierarchy of the building and its overall composition to be properly balanced. The layers of light are as follows:

- Cross
- Lantern (outer)
- Lantern (inner)
- Golden Gallery
- Dome
- Stone Gallery
- Peristyle (outer)
- Peristyle (inner)
- Tambour
- Towers (outer)
- Towers (inner)
- West façade
- West portico (outer)
- West portico (inner)
- South façade
- South portico (outer)
- South portico (inner)
- North façade
- North portico (outer)
- North portico (inner)
- East façade
- East façade (inner)

Diagram illustrating the gradation principle.

Dom Tower, Utrecht, internal lighting.

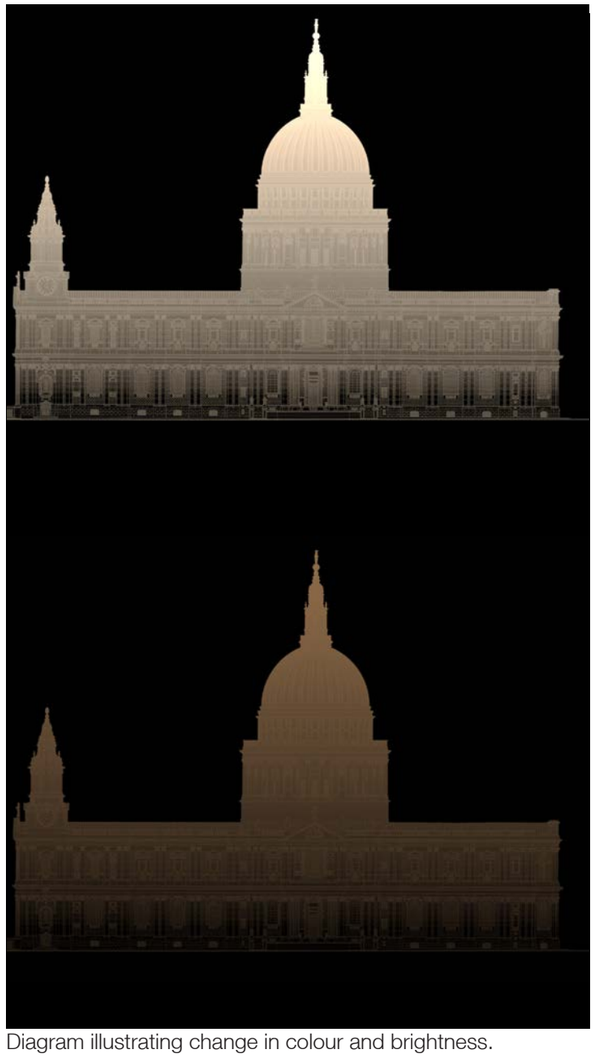


Diagram illustrating change in colour and brightness.

6. Development

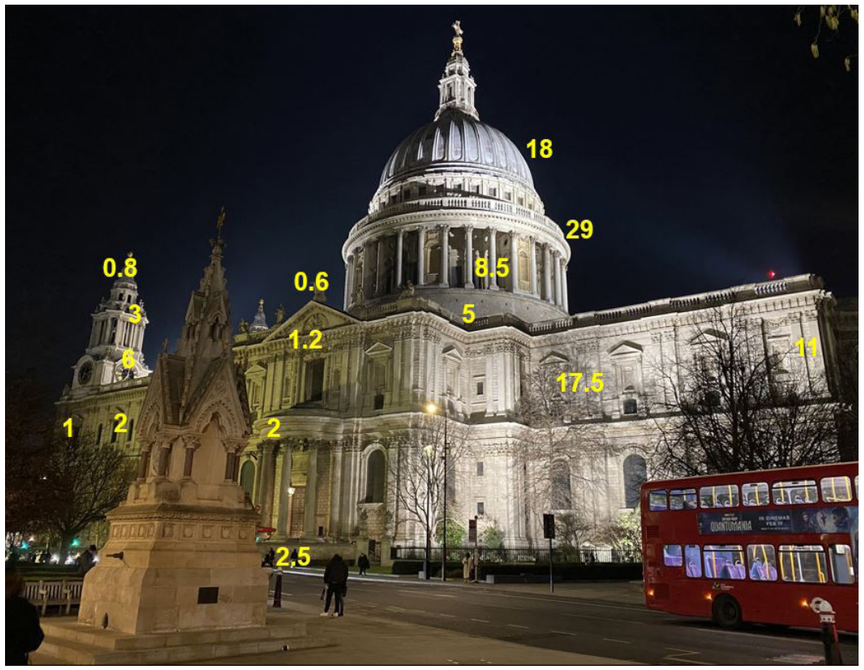
A. Analysis
Further analysis was carried out of the existing lighting including a series of surveys that recorded the surface brightness of the different parts of the external building fabric. This was to enable the benchmarking of the proposed design against the existing as part of the ongoing design. The data was also used to help assess a series of lighting tests and the Lighting Trial.

B. Modelling
Additional design development included fully modelling the lighting in software. This had not been carried out as part of the original Feasibility Study due to the absence of an available digital model of the cathedral at the time. The modelling allowed the initial schematic design produced to be completely re-assessed. Two key changes were made as a result:

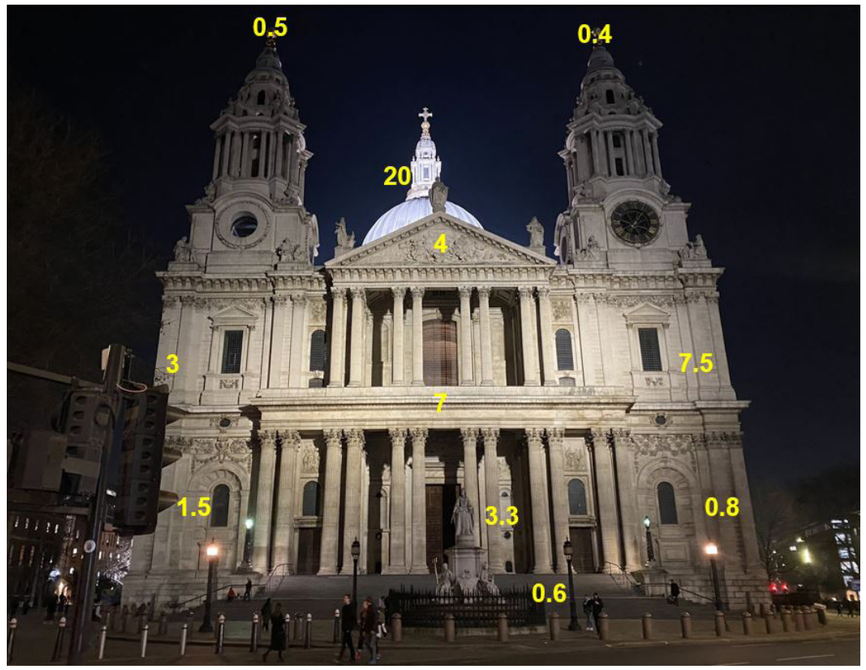
1. The Feasibility Study anticipated much of the lighting to the facades and porticos would be from luminaires mounted on street columns. The modelling and reappraisal led to the investigation into mounting lighting equipment on neighbouring buildings including 1-4 St, Paul's Churchyard, Juxon House and St. Paul's Choir School. This helped improve the distribution of the light onto key surfaces and improved the efficiency of the scheme.

2. Technological progress over the ensuing period showed that the lighting scheme could be achieved using less lighting equipment. This was due to the improvement of efficiency in LED luminaires. This in turn not only helped lower costs but also brought about significant reductions in energy use too.

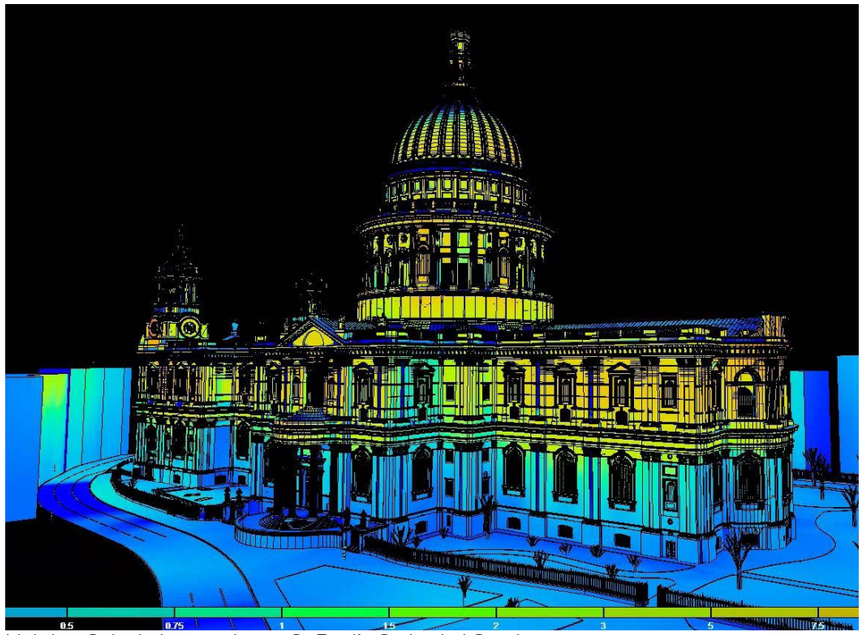
C. Tests
Another important aspect of the development of the 'Lighting Concept' were a series of 'lighting tests' that were carried out in October 2023, the report on which can be found in the appendix. The tests were largely carried out as initial 'proof of concept' and to help determine the quantities of equipment and their locations for the much larger Lighting Trial that was planned for January 2024.

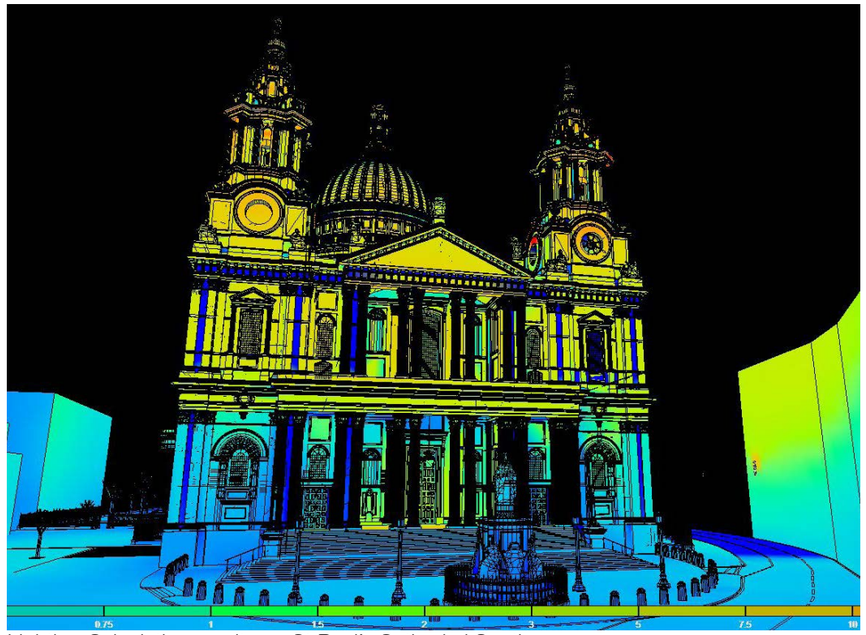


Luminance values on St Paul's Cathedral South.



Luminance values on St Paul's Cathedral West.


Lighting Calculation results on St Paul's Cathedral South.

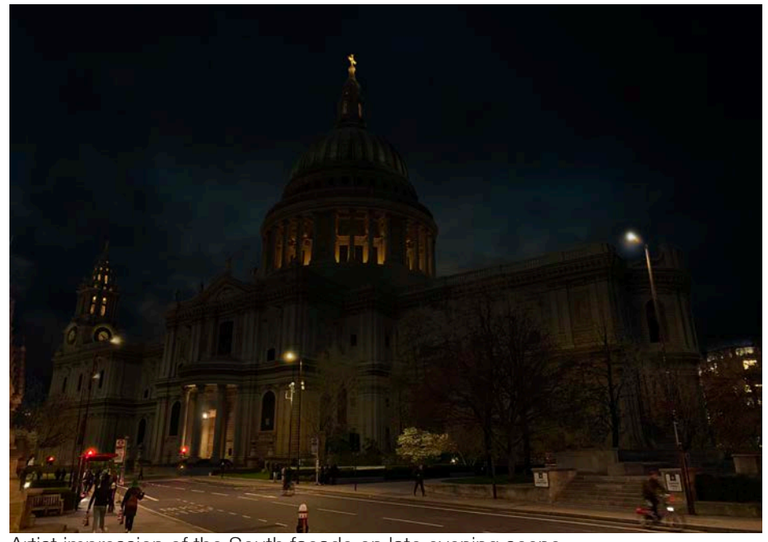

Lighting Calculation results on St Paul's Cathedral South.

D. Visual Communication

The final piece of work carried out as part of the 'Lighting Concept' was the generation of a series of detailed Computer Graphic Images (CGIs) that clearly illustrated the design intent at a near-photographic level. Whilst the Feasibility Study had concluded with high quality 'renderings' of typical elevations to help communicate the key ideas it was felt that the production of CGIs would help improve communication of the proposed design and assist with both engagement and fund raising.

Artist impression of the South façade on early evening scene.

Artist impression of the South façade on mid evening scene.



Artist impression of the South façade on late evening scene.

Artist impression of the West front on early evening scene.

Artist impression of the West front on mid evening scene.

Artist impression of the West front on late evening scene.

7. Lighting Trial

7.1 Aims

One of the options when lighting an existing building is that it is possible to mock-up the lit effect ahead of carrying out the detailed design, let alone procuring and installing the equipment, bracketry, fixings, cabling, containment, etc. This allow ideas and techniques to be thoroughly tested and the optimum positions of lighting equipment to be assessed. In this way conducting a Lighting Trial, particularly to a building as important and historically sensitive as St. Paul's Cathedral, provides a good deal of helpful design information and helps de-risk the project and avoid mistakes.

There were five specific aims defined for the Lighting Trial:

1. **Proof of concept**: Illuminating key parts of the building on a temporary basis, using equipment that is similar to that which might be employed as part of a permanent installation in the future, has enabled the potential success of the future scheme to be properly evaluated, both aesthetically and technically. This has included everything from the brightness and colour of the light to the play of shadows and the visibility of the scheme from different locations.

2. **Lighting positions:** The trial helped identify the potential positions required for lighting equipment to deliver the agreed lighting concept, within the curtilage of the site and on the roofs of adjacent properties, some of which are owned by third parties. It also enabled an initial examination of the way the scheme might be controlled. In so doing it helped begin the process of evaluation of key issues such as impact on fabric, the complexity of installation for the light fittings, supporting bracketry, fixings, containment, and electrical infrastructure and the long-term requirements for access and maintenance.

3. **Key issues:** The trial has helped address a wide variety of key issues such as urban and heritage considerations, ecclesiastical and secular consents and the sustainable balance of social and economic benefit with potential environmental impacts. It also began the process of measuring future energy use, waste, circularity, light pollution, impact on local residential amenity and potential harm to local ecology.

4. **Approvals:** Both ecclesiastical and secular approvals are required for the proposed lighting scheme. Given the effect of the light can change the character, image, identity, and interpretation of the cathedral after dark it is essential that every aspect of the project is carefully considered. Also given that the scope engages with the whole of the external fabric the new lighting scheme may be regarded as a highly significant intervention in terms of its scope and impact. Another aim of the trial therefore was to inform the approvals process by regulators being able to witness examples of the lighting in person whilst photography provides a more permanent record that helps inform submissions.

5. **Engagement:** Given the importance of the external lighting of St. Paul's Cathedral a large number of key stakeholders need to be consulted as to the direction of the design. This includes the City of London and St. Paul's Cathedral, together with various regulatory bodies such as the Cathedral Fabric Commission for England (CFCE) the Fabric Advisory Committee for St. Paul's Cathedral (FAC), Historic England (HE) and the City of London planners (CoL). Also, funders, and other interested parties. The Lighting Trial was seen as a critical means by which to clearly explain and demonstrate the lit effect and discuss and review a wide range of issues arising from the replacement of the scheme.

View of exisiting lighting from Point Hill, Blackheath.

View of lighting trial from Point Hill, Blackheath.

7.2 Scope

It was agreed that the Lighting Trial would only illuminate parts of the building rather than the whole structure. This was for reasons of complexity, cost and to reduce risk in terms of both impact on fabric and safety. It was also felt that illuminating key parts of the building only would be sufficient to meet the aims as outlined in 6.1 above.

The agreed scope was to highlight the following elements only as described. These reflect the ‘layers’ of light described earlier in this report:

West elevation from Ludgate Hil.

South elevation from St Peter’s Hill.

East elevation from One New Change.

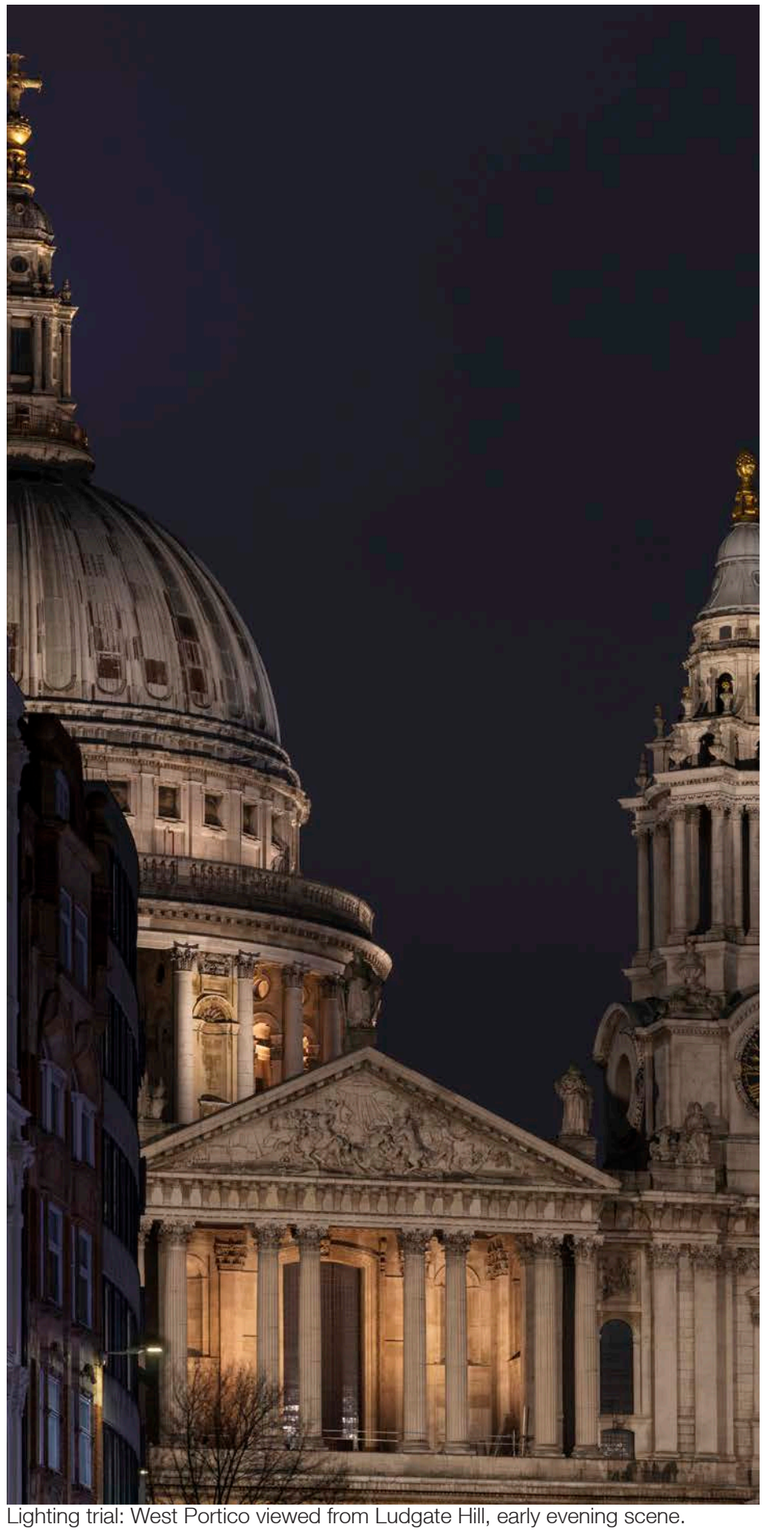
A. Cross
B. Lantern
C. Golden Gallery
D. Dome
E. Stone Gallery
F. Peristyle (outer)
G.Peristyle (inner)
H.Tambour
I. Towers (outer)
J.Towers (inner)
K. West Facade
L.West Portico (outer)
M.West Portico (inner)
N.South Portico
O.East Facade

Lighting trial viewed from Bloomberg, early evening scene.

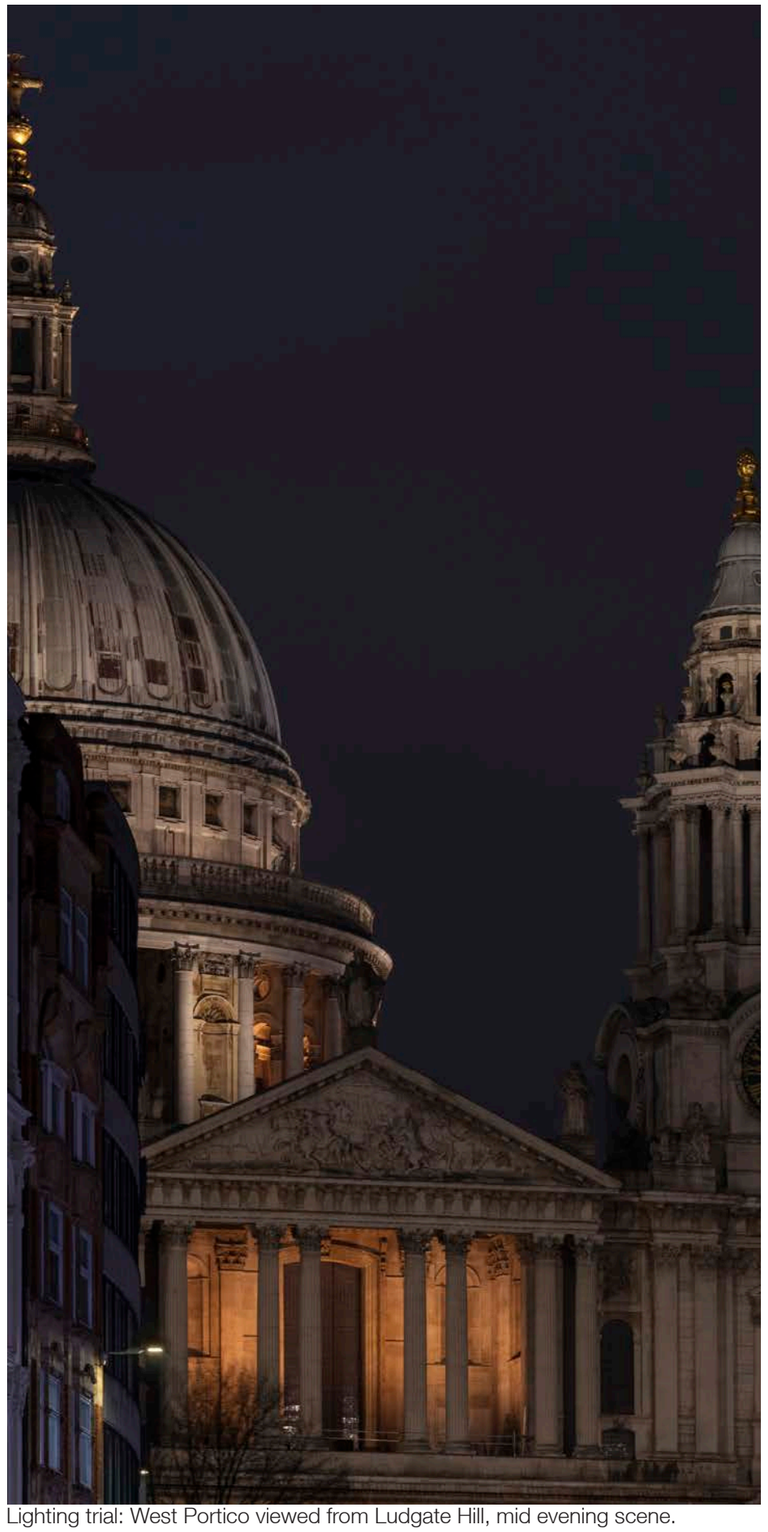
Lighting trial: West façade viewed from Ludgate Hill, early evening scene.

Lighting trial: West façade viewed from Ludgate Hill, mid evening scene.

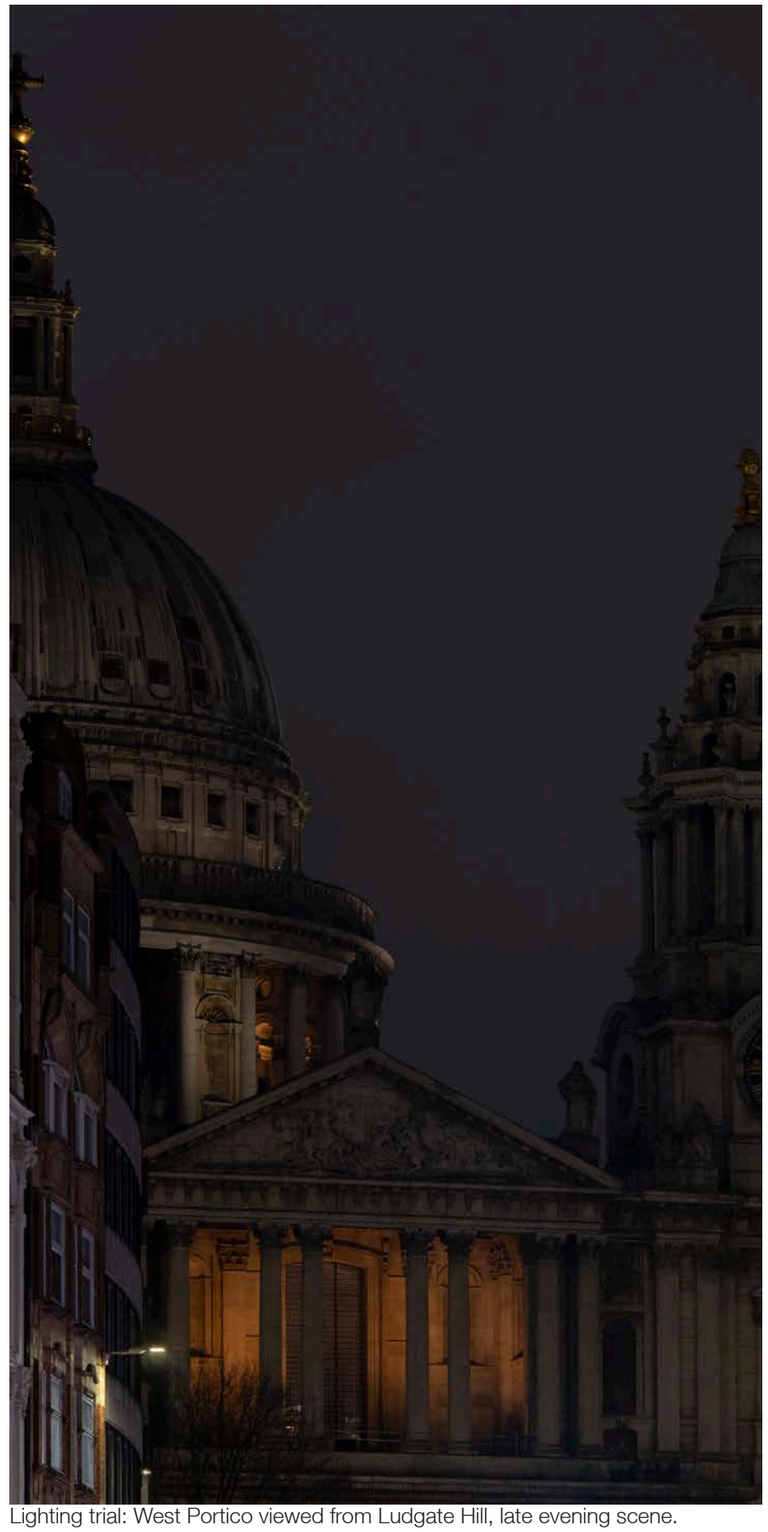
Lighting trial: West façade viewed from Ludgate Hill, late evening scene.



Lighting trial: West Portico viewed from Ludgate Hill, early evening scene.



Lighting trial: West Portico viewed from Ludgate Hill, mid evening scene.

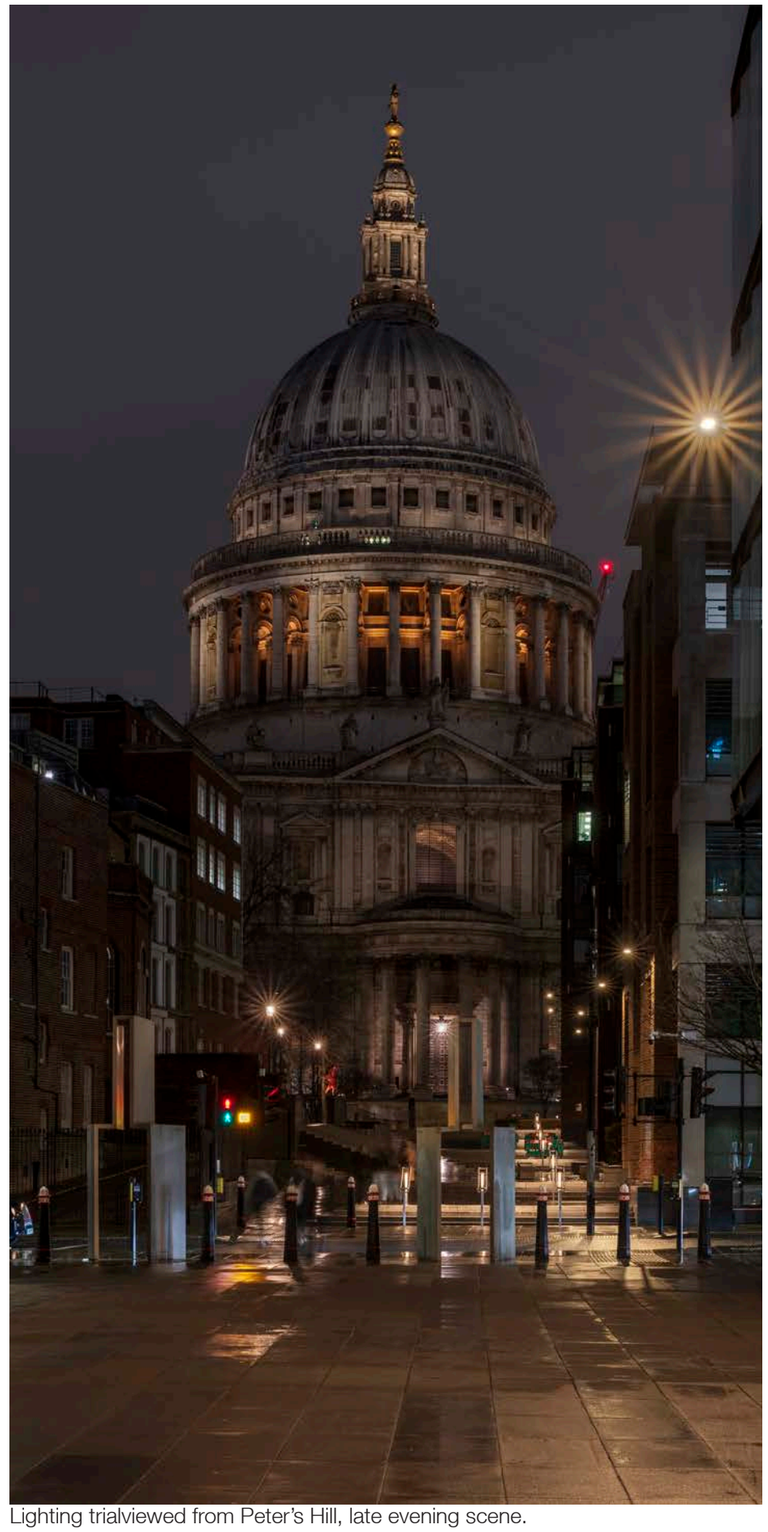


Lighting trial: West Portico viewed from Ludgate Hill, late evening scene.

Lighting trial viewed from Peter’s Hill, early evening scene.

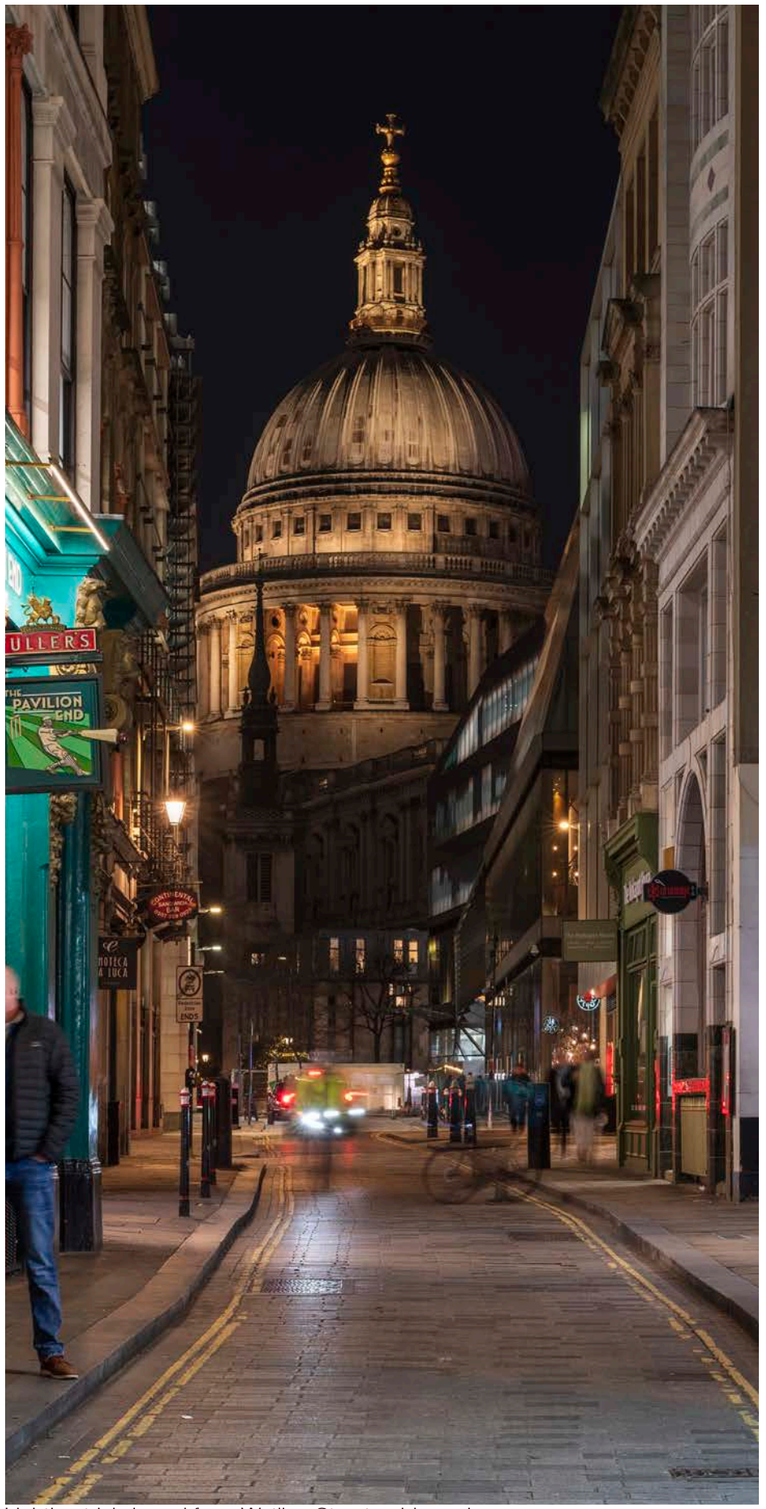
Lighting trial viewed from Peter’s Hill, early evening scene.

Lighting trial viewed from Peter’s Hill, mid evening scene.

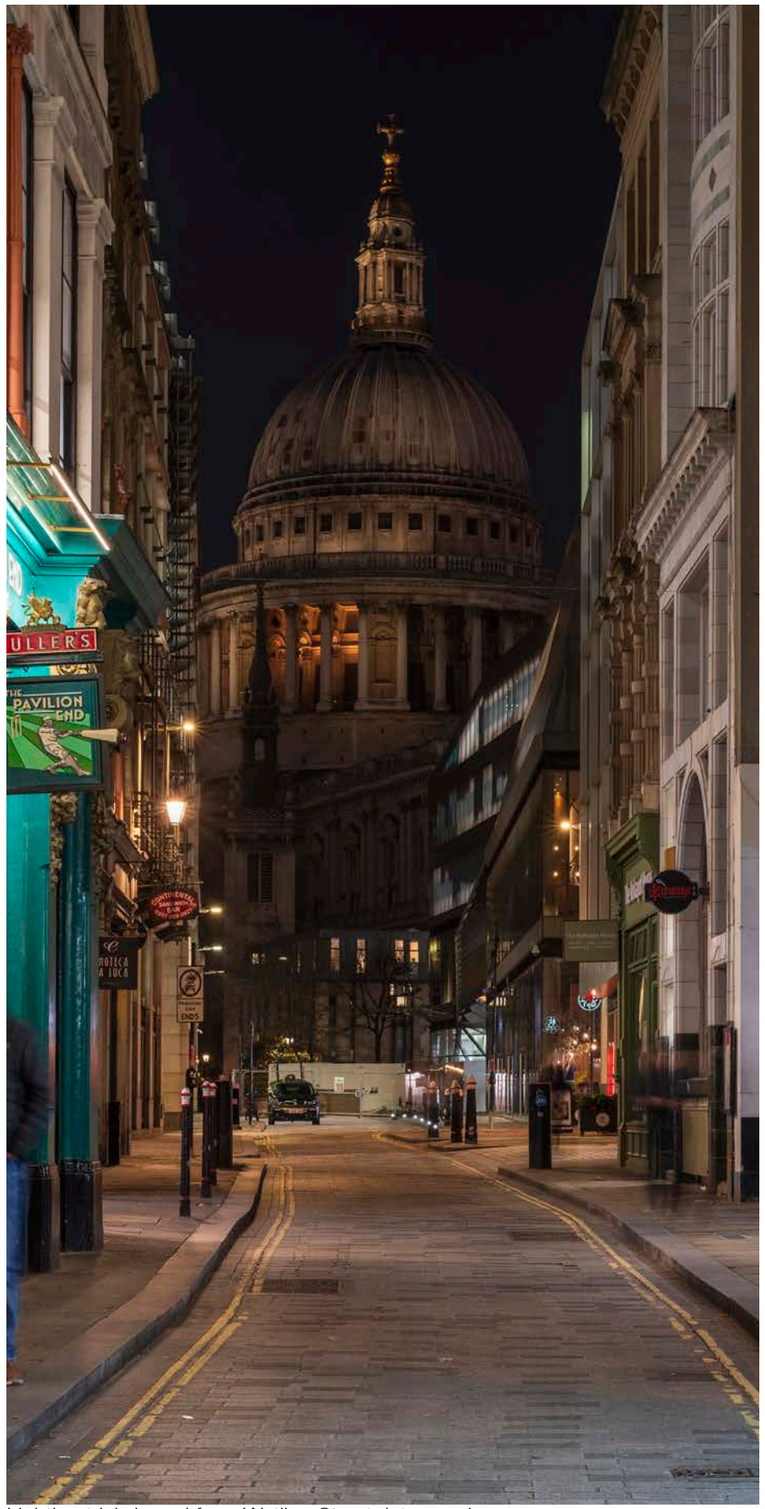


Lighting trialviewed from Peter’s Hill, late evening scene.

Lighting trial viewed from Watling Street, early evening scene.



Lighting trial viewed from Watling Street, mid evening scene.



Lighting trial viewed from Watling Street, late evening scene.

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St Paul's External Lighting

Photographic recording of the Lighting Trial

Existing lighting of St Paul's Cathedral viewed from Ludgate Hill.

Proposed lighting for St Paul's Cathedral viewed from Ludgate Hill.

Photo: James Newton

Lighting trial: West façade viewed from Ludgate Hill, early evening scene.

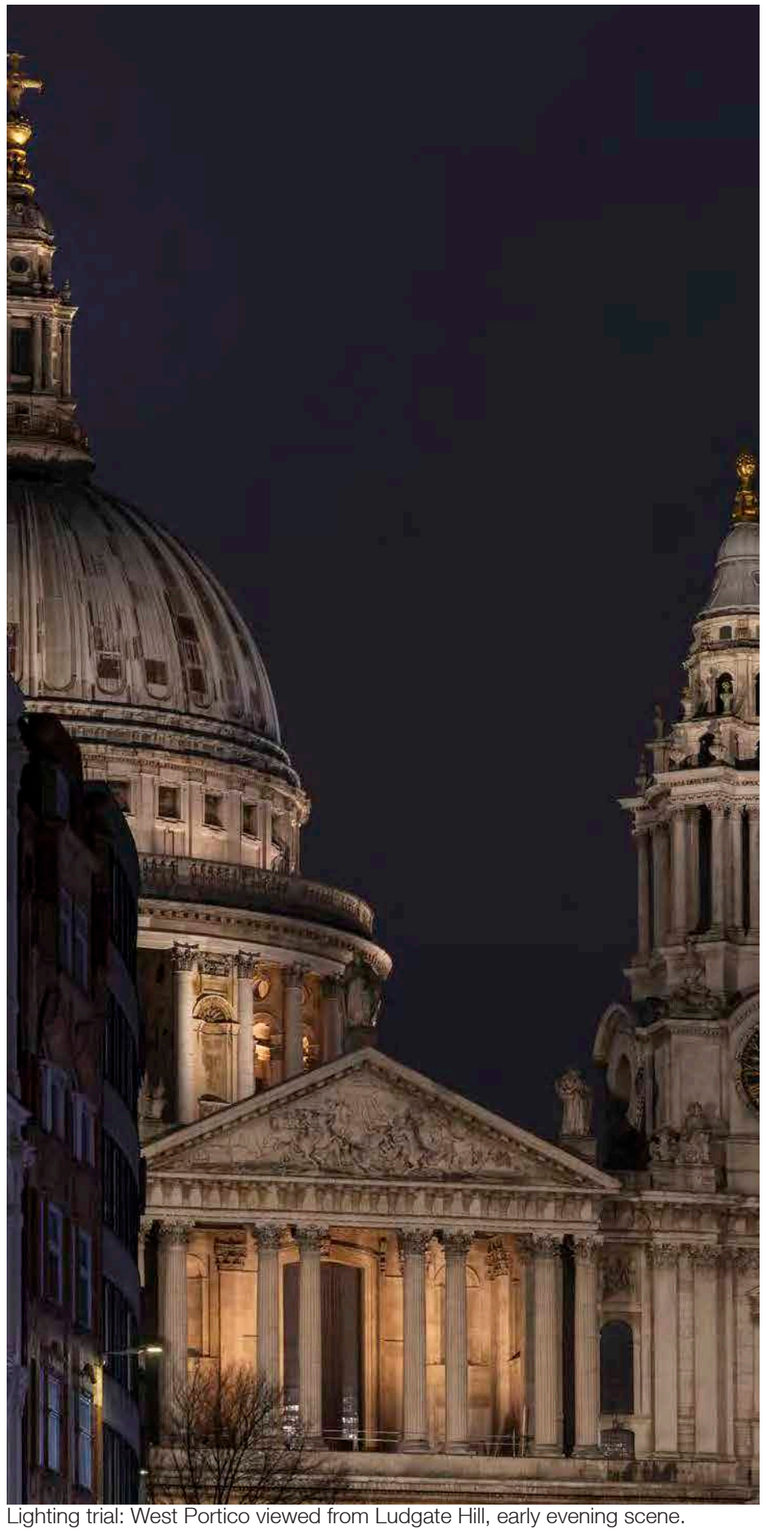
Photo: James Newton

Lighting trial: West façade viewed from Ludgate Hill, mid evening scene.

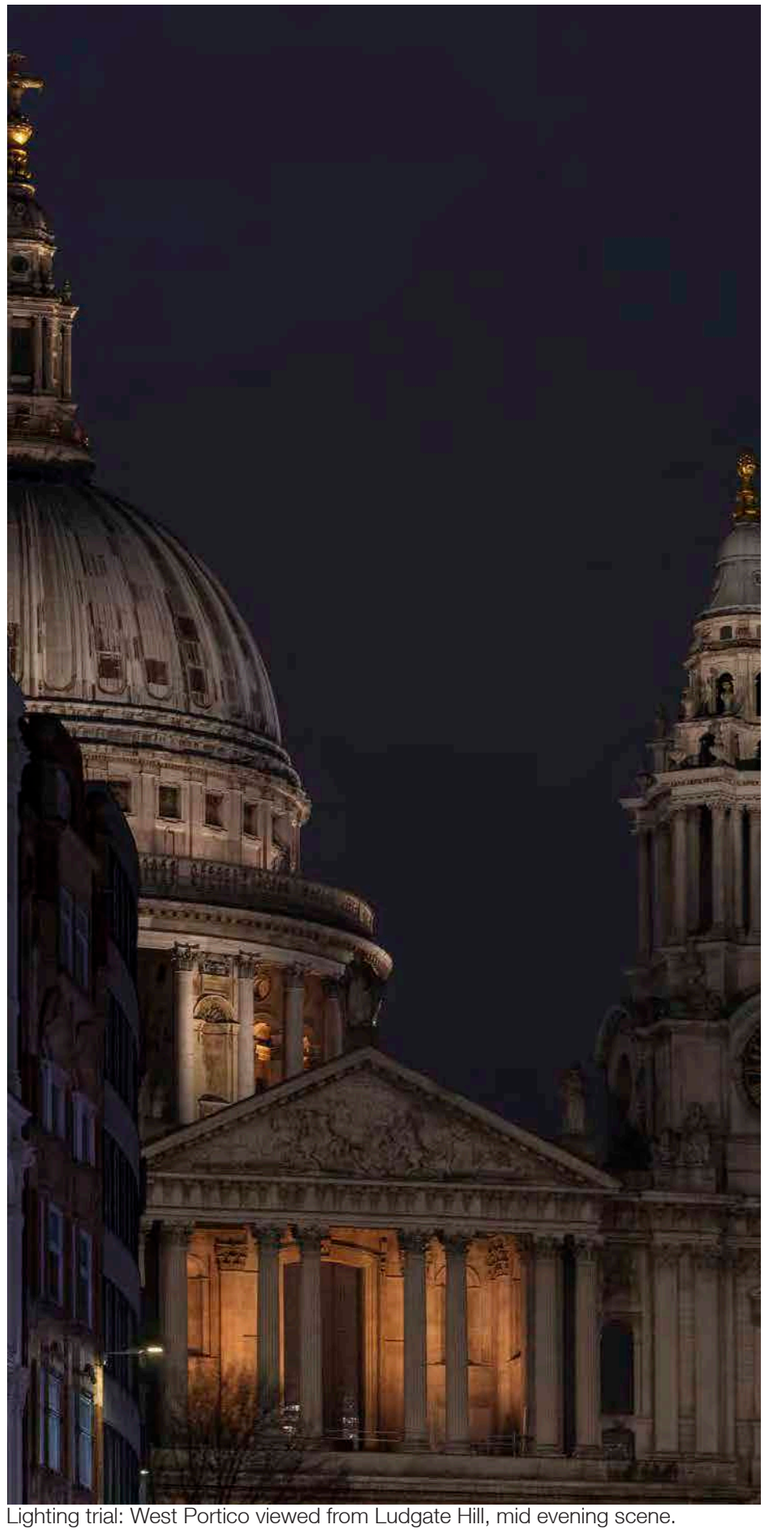
Photo: James Newton

Lighting trial: West façade viewed from Ludgate Hill, late evening scene.

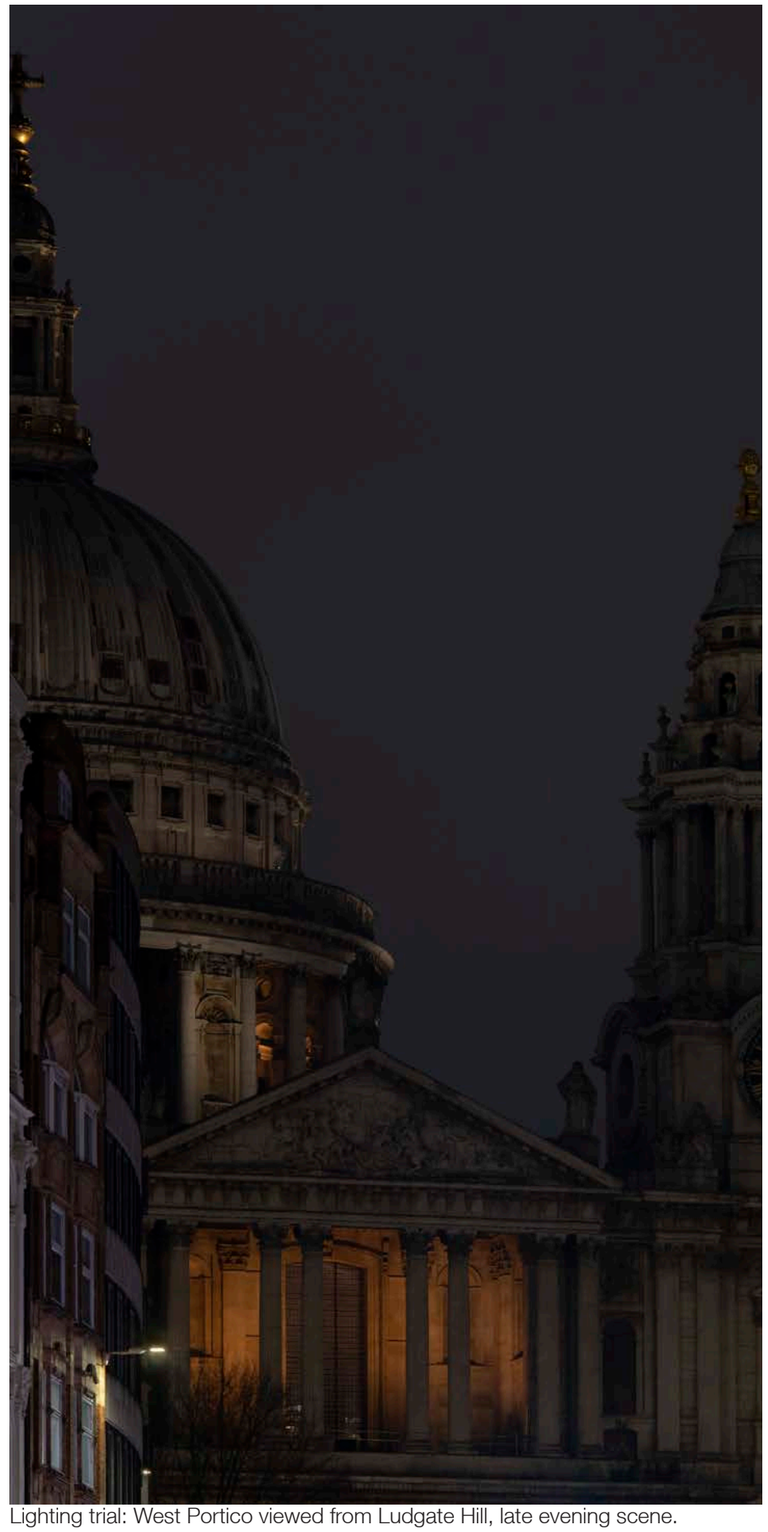
Photo: James Newton



Lighting trial: West Portico viewed from Ludgate Hill, early evening scene.

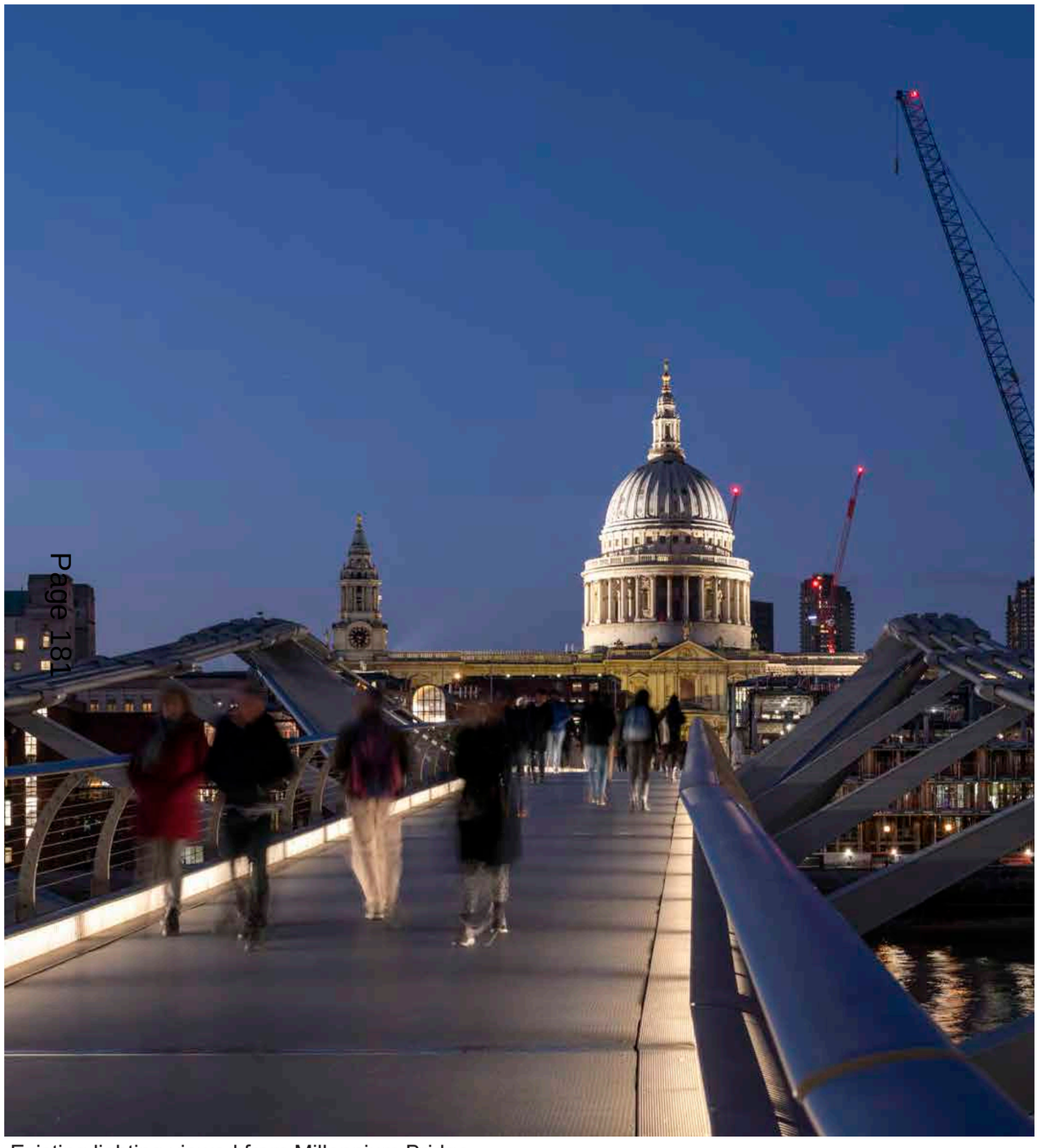


Lighting trial: West Portico viewed from Ludgate Hill, mid evening scene.

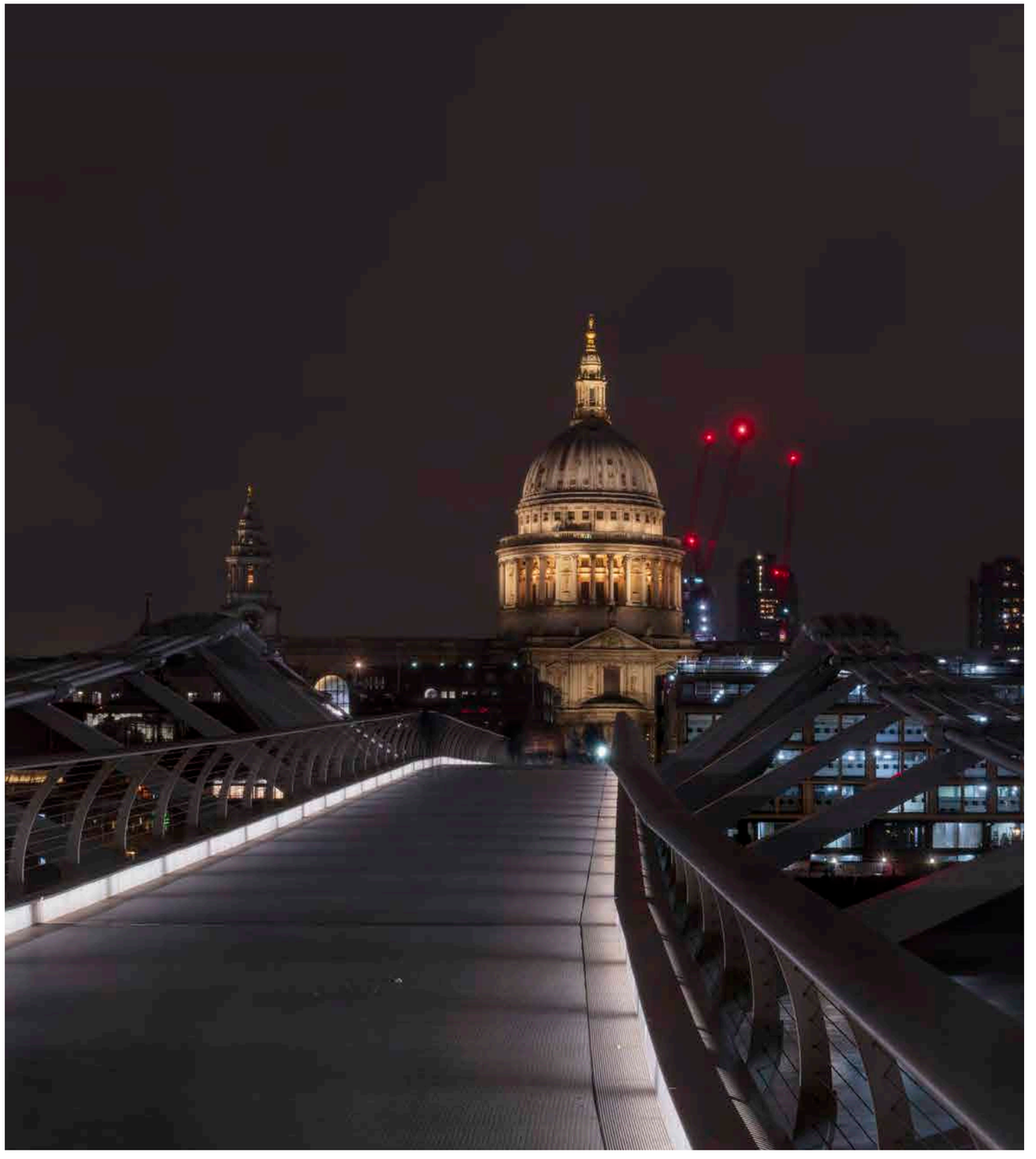


Lighting trial: West Portico viewed from Ludgate Hill, late evening scene.

Photo: James Newton



Existing lighting viewed from Millennium Bridge



Lighting trial viewed from Millennium Bridge

Photo: James Newton

Lighting trial viewed from Peter’s Hill, early evening scene.

Photo: James Newton

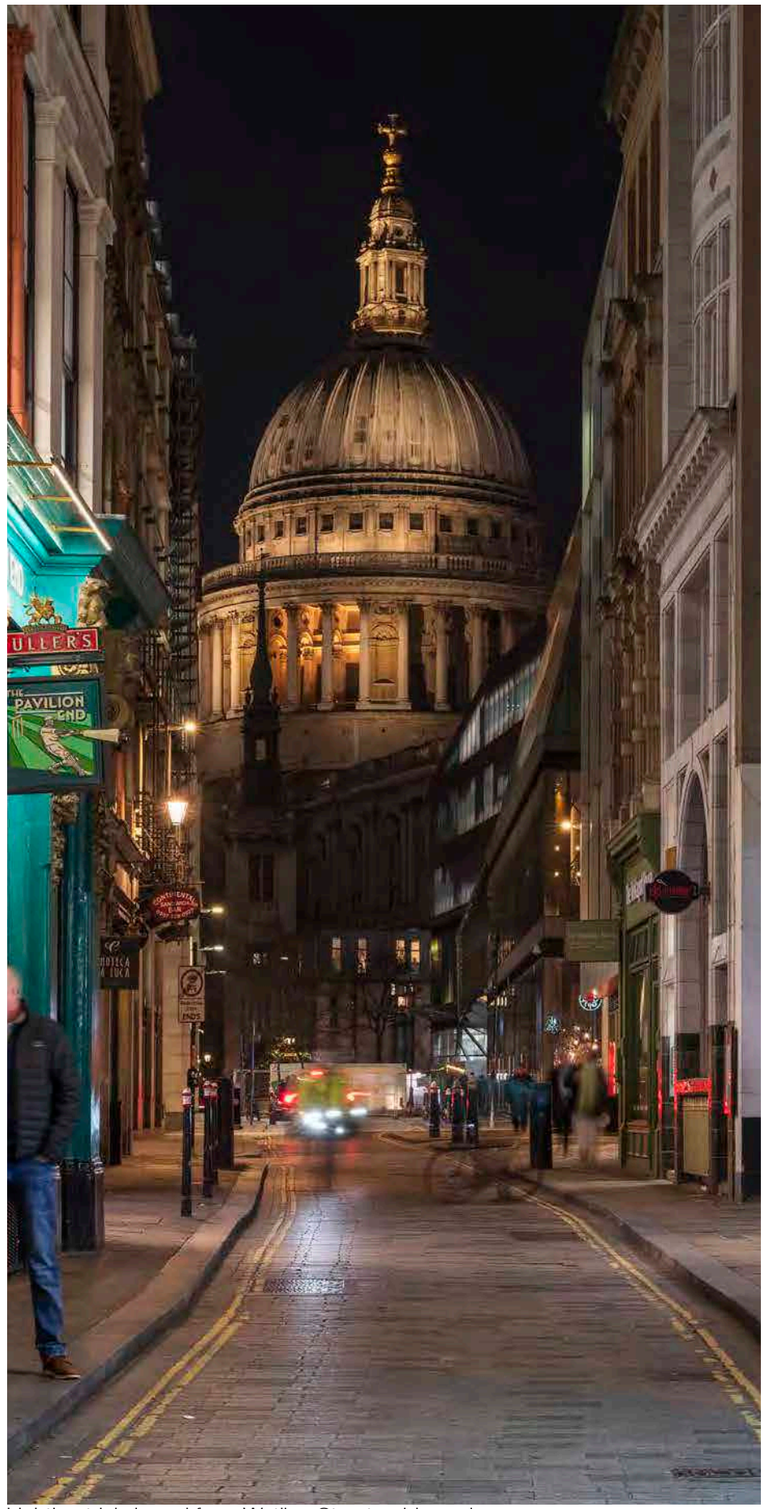
Lighting trial viewed from Peter’s Hill, early evening scene.

Lighting trial viewed from Peter’s Hill, mid evening scene.

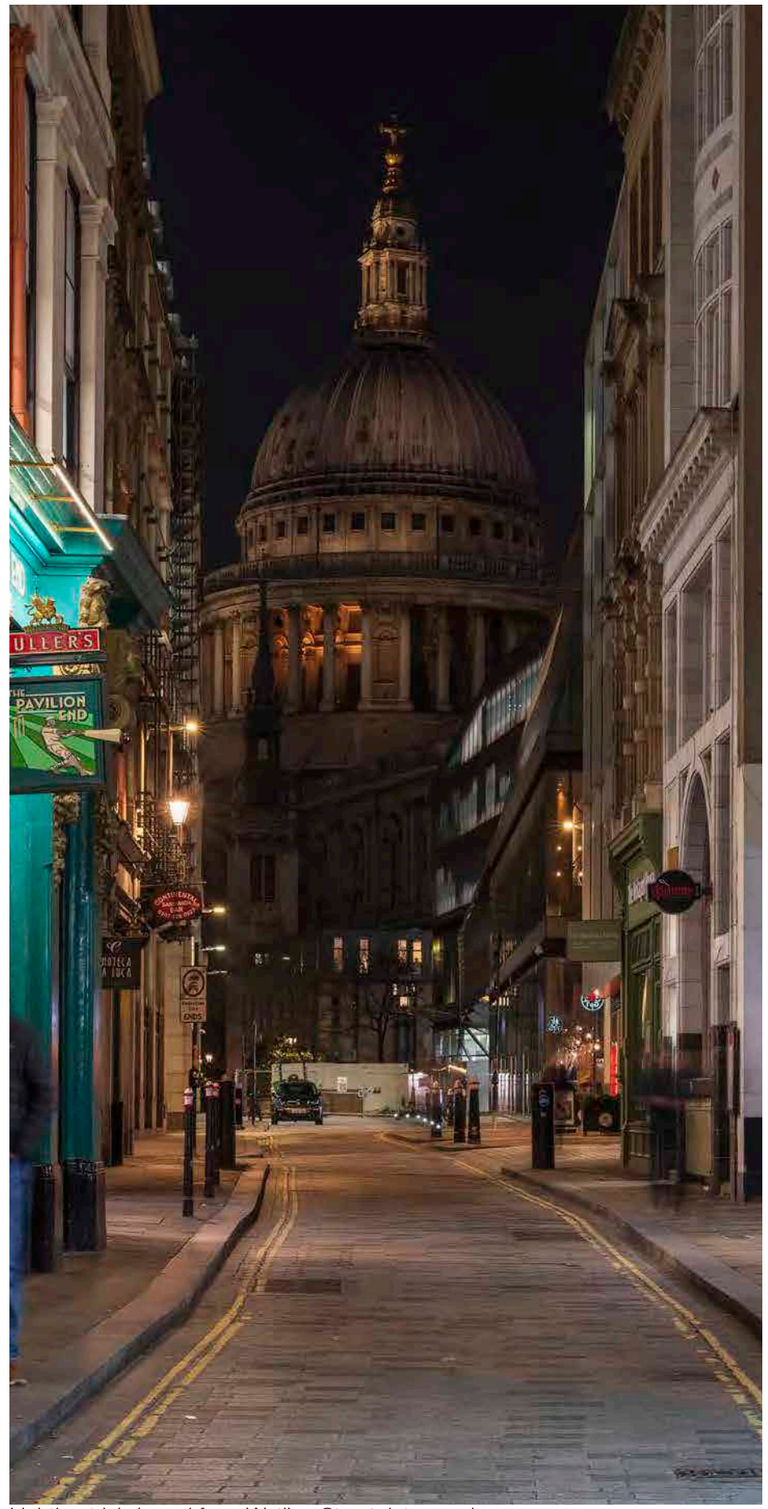
Lighting trialviewed from Peter’s Hill, late evening scene.

Photo: James Newton

Lighting trial viewed from Watling Street, early evening scene.



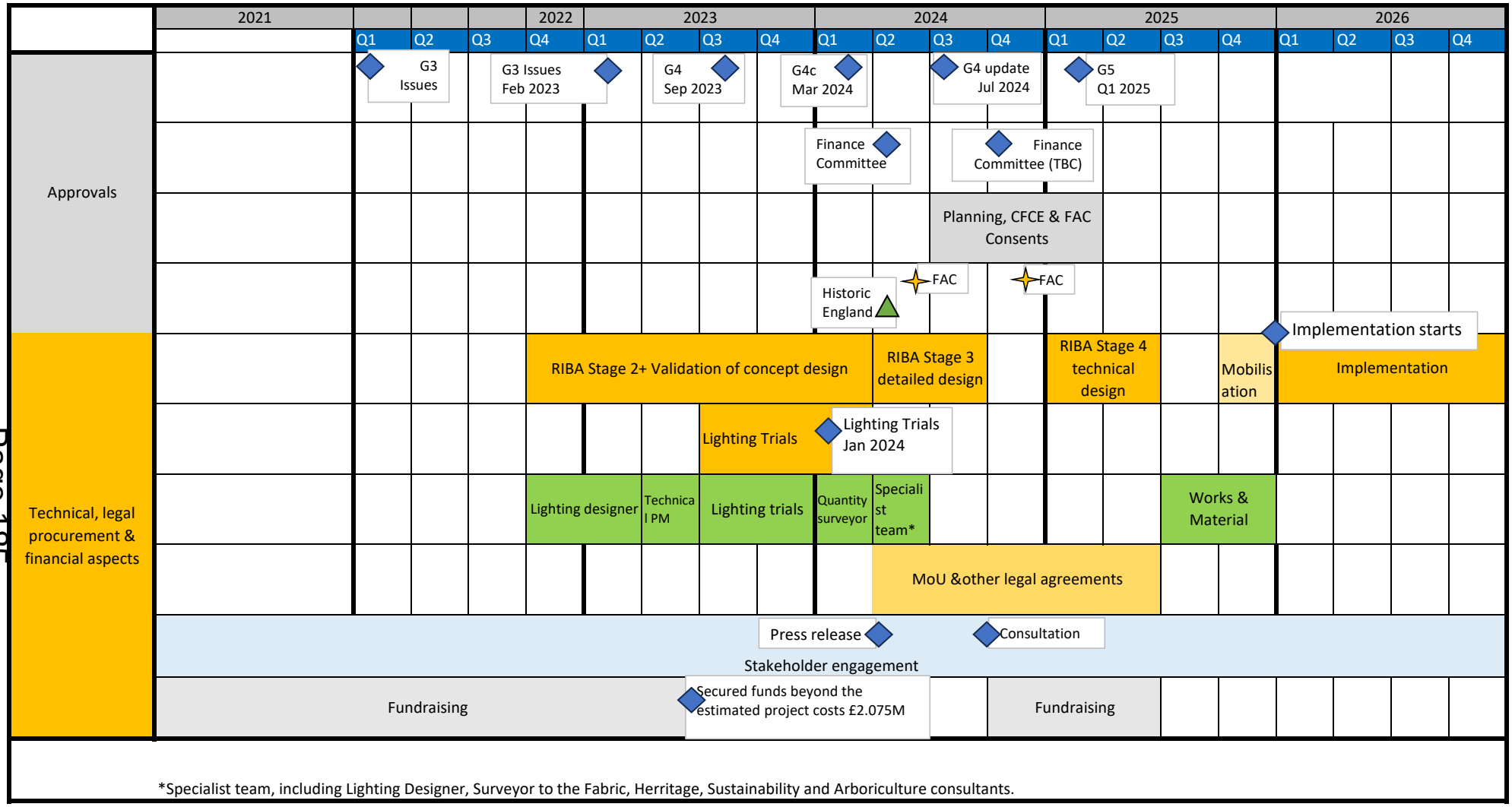
Lighting trial viewed from Watling Street, mid evening scene.



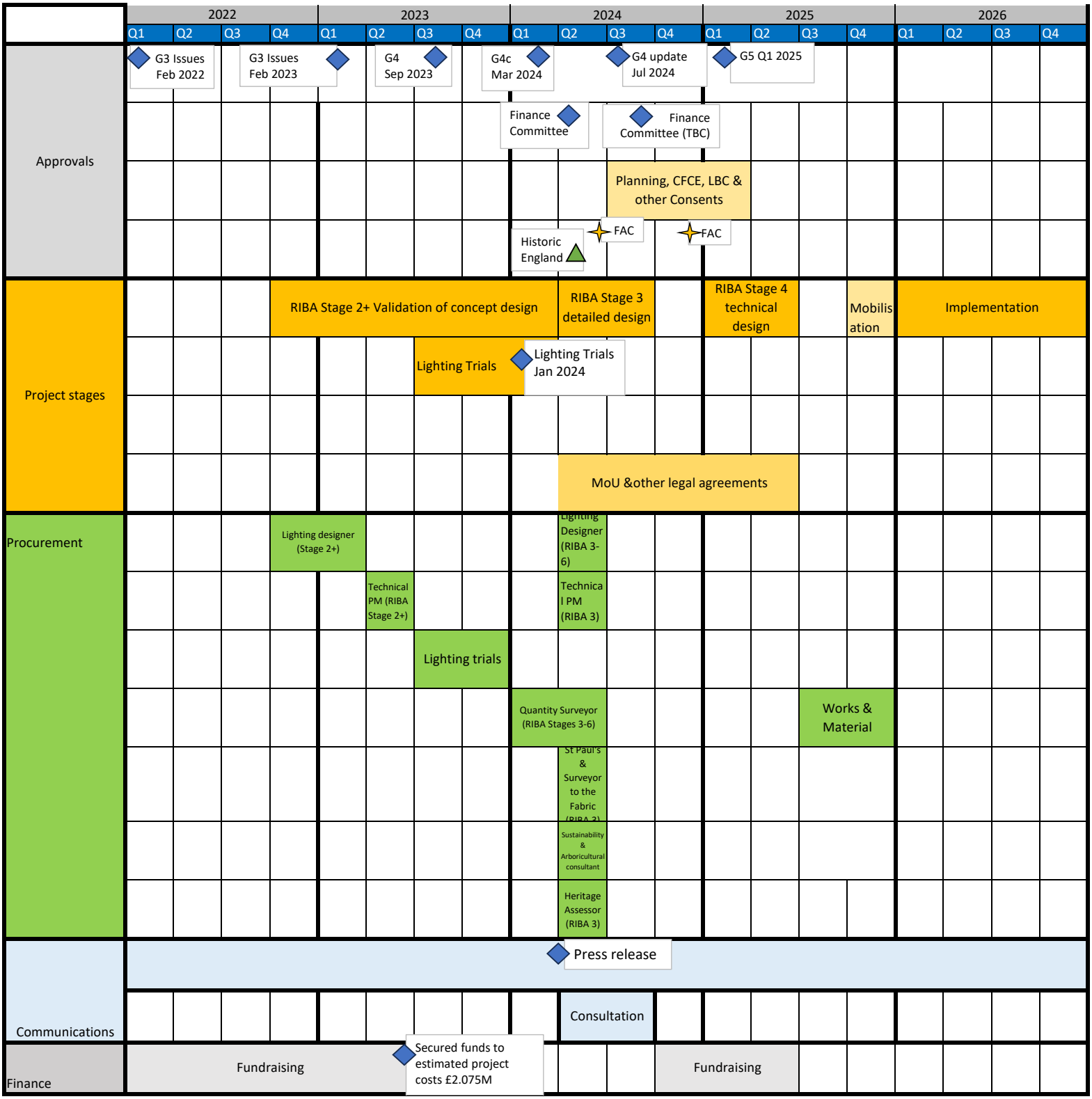
Lighting trial viewed from Watling Street, late evening scene.

Appendix 5

St Paul's External Lighting project



*Specialist team, including Lighting Designer, Surveyor to the Fabric, Herritage, Sustainability and Arboriculture consultants.


2022
2023
2024
2025
2026
Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4 Q1 Q2 Q3 Q4
Approvals
G3 Issues Feb 2022
G3 Issues Feb 2023
G4 Sep 2023
G4c Mar 2024
G4 update Jul 2024
G5 Q1 2025
Finance Committee
Finance Committee (TBC)
Planning, CFCE, LBC & other Consents
Historic England
FAC
FAC
Project stages
RIBA Stage 2+ Validation of concept design
RIBA Stage 3 detailed design
RIBA Stage 4 technical design
Mobilisation
Implementation
Lighting Trials
Lighting Trials Jan 2024
MoU &other legal agreements
Procurement
Lighting designer (Stage 2+)
Lighting Designer (RIBA 3-6)
Technical PM (RIBA Stage 2+)
Technical PM (RIBA 3)
Lighting trials
Quantity Surveyor (RIBA Stages 3-6)
Works & Material
St Paul's & Surveyor to the Fabric
Sustainability & Arboricultural consultant
Heritage Assessor (RIBA 3)
Communications
Press release
Consultation
Finance
Fundraising
Secured funds to estimated project costs £2.075M
Fundraising

City of London: Projects Procedure Corporate Risks Register

Project name: *St Paul's External Lighting*

Unique project identifier: *PV9672*

Total est cost (exc risk) *£2075000*

PM's overall risk rating	**Medium**
Avg risk pre-mitigation	**10.6**
Avg risk post-mitigation	**5.1**
Red risks (open)	**3**
Amber risks (open)	**11**
Green risks (open)	**1**

Corporate Risk Matrix score table

	Minor impact	Serious impact	Major impact	Extreme impact
Likely	4	8	16	32
Possible	3	6	12	24
Unlikely	2	4	8	16
Rare	1	2	4	8

Costed risks identified (All)	£0.00	0%	*Costed risk as % of total estimated cost of project*
Costed risk pre-mitigation (open)	£0.00	0%	*" "*
Costed risk post-mitigation (open)	£0.00	0%	*" "*
Costed Risk Provision requested	£0.00	0%	*CRP as % of total estimated cost of project*

	Number of Open Risks	Avg Score	Costed impact	Red	Amber	Green
(1) Compliance/Regulatory	1	**12.0**	£0.00	0	1	0
(2) Financial	5	**10.8**	£0.00	1	4	0
(3) Reputation	3	**8.7**	£0.00	1	1	1
(4) Contractual/Partnership	2	**6.0**	£0.00	0	2	0
(5) H&S/Wellbeing	1	**24.0**	£0.00	1	0	0
(6) Safeguarding	0	**0.0**	£0.00	0	0	0
(7) Innovation	0	**0.0**	£0.00	0	0	0
(8) Technology	0	**0.0**	£0.00	0	0	0
(9) Environmental	0	**0.0**	£0.00	0	0	0
(10) Physical	3	**6.7**	£0.00	0	3	0

		Extreme	Major	Serious	Minor
Issues (open)	**0**	**Open Issues**	0	0	0	0
All Issues	**0**	**All Issues**	0	0	0	0

Cost to resolve all issues (on completion) £0.00

Total CRP used to date £0.00

City of London: Projects Procedure Corporate Risks Register

Project Name:	St Paul's External Lighting	**PM's overall risk rating:**	Medium	**CRP requested this gateway**	£ -	**Average unmitigated risk**	10.6	**Open Risks**	14
Unique project identifier:	PV9672	**Total estimated cost (exc risk):**	£ 2,075,000	**Total CRP used to date**	£ -	**Average mitigated risk score**	5.1	**Closed Risks**	23

General risk classification											Mitigation actions							Ownership & Action					
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to Issues	Comment(s)
R1	2	(4) Contractual/Partnership	St Paul's Cathedral project development objectives differ from CoL objectives	impacting project's progress and working relationship between the City and the Cthedral.	Likely	Major	16	£0.00	N		Close liaison with the Cathedral to agree scheme objectives	£0.00	Possible	Minor	£0.00	3	£0.00		10/06/2013		Clarisse Tavin	10/12/2013	
R2	2	(4) Contractual/Partnership	Insufficient coordination between St Paul's and CoLC	Impacting project's progress and costs. Potential impact on working relationship between the parties	Possible	Serious	6	£0.00	N		Communicate regularly with St Paul's. Arrange Design Team / Working Group meetings	£0.00	Unlikely	Minor	£0.00	2	£0.00				Clarisse Tavin		Liaision meetings have been effective in building trust. Wider discussion with Chapter at St Paul's are planned
R3	2	(1) Compliance/Regulatory	St Paul's Cathedral does not manage consultants in accordance with CoL evaluation requirements resulting in insufficient information to produce CoL evaluation report	Impacting project's progress (time & costs).	Possible	Serious	6	£0.00	N		Early agreement on consultants scope of work		Unlikely	Serious	£0.00	4	£0.00				Clarisse Tavin	12/12/2013	Management of consultants will be the responsibility of CoL, with St Pauls acting in the capacity of client.
R4	2	(2) Financial	Funding insufficient to cover all required consultants work	Project is paused or progresses at much slower rate whilst funding is secured.	Possible	Major	12	£0.00	N		Source cost estimates from consultants and agree funding strategy with St Paul's Cathedral		Unlikely	Serious	£0.00	4	£0.00		05/07/2013		Clarisse Tavin		Updates to Memers will be provided regularly, specifically on any risks related to funding, to ensure requests for additional funding is expected.
R5	5	(2) Financial	Spend to save element of project is too low to allow match funding to be sought	unable to secure external sponsorship	Possible	Major	12	£0.00	N		Ensure that cost analysis is part of the design process, and spend to save element taken as an important design factor.	£0.00	Unlikely	Minor	£0.00	2	£0.00		05/07/2013		Clarisse Tavin	12/12/2013	
R6	2	(2) Financial	Cost consultants not appointed	Insufficient estimates or no cost information will impact sponsorship efforts.	Possible	Serious	6	£0.00	N		Ensure that cost consultants are appointed	£0.00	Unlikely	Minor	£0.00	2	£0.00		05/07/2013		Clarisse Tavin	12/12/2013	
R7	2	(8) Technology	Electrical Engineers not appointed	insufficient technical information available	Possible	Serious	6	£0.00			Ensure that electrical engineers are appointed	£0.00	Unlikely	Minor	£0.00	2	£0.00		05/07/2013		Clarisse Tavin	12/12/2013	
R8	2	(2) Financial	Lack of CoL Member support	project paused or closed down; funding not approved	Possible	Major	12	£0.00	N		Arrange Members' briefings, and actively engage and update Members on the project		Unlikely	Serious	£0.00	4	£0.00		05/07/2013		Clarisse Tavin	12/12/2013	
R9	2	(4) Contractual/Partnership	Project governance / management structure unclear	Confusion over roles and responsibilities.	Possible	Major	12	£0.00	N		Discuss and agree project governance structureand reporting lines at inception meeting		Unlikely	Serious	£0.00	4	£0.00		05/07/2013		Clarisse Tavin	12/12/2013	
R10	2	(2) Financial	Members do not agree to provide Committee Contingency Funding to the project	Project unable to progress s funding unavailable.	Possible	Major	12	£0.00	N		Project Sponsor / Senior Officer to discuss with Chairman prior to Committee		Possible	Serious	£0.00	6	£0.00		05/07/2013		Clarisse Tavin	12/12/2013	
R11	2	(9) Environmental	Public spaces lighting not included in evaluation exercise	The desired effect of the new external lighting for the could be compromised	Possible	Serious	6	£0.00	N		Ensure the inclusion of public space lighting in the evaluation exercise is stipulated in the consultant's brief		Unlikely	Serious	£0.00	4	£0.00		05/07/2013		Clarisse Tavin	12/12/2013	Public spaces lighting included in the consultant's concept proposals.
R12	2	(2) Financial	Sponsorship Consultant not provide high quality sponsorship Package	Difficulties with securing sponsorship.	Possible	Serious	6	£0.00	N		Ensure that information required in the sponsorship package are detailed in the consultants brief		Unlikely	Minor	£0.00	2	£0.00		05/07/2013		Clarisse Tavin	12/12/2013	The consultant produce satisfactory package, which attracted potential sponsors.
R13	2	(4) Contractual/Partnership	Sponsorship Package does not reflect both City and Cathedral expectations and view	Difficulties in agreeing on sponsorship package sign-off, impacting project's progress and working relationships.	Unlikely	Serious	4	£0.00	N		Ensure that information required in the sponsorship package are detailed in the consultants brief		Rare	Serious	£0.00	2	£0.00		05/07/2013		Clarisse Tavin	12/12/2013	
R14	2	(4) Contractual/Partnership	CoL and Cathedral disagree on the sponsorship approach and sponsorship funding	affects obtaining the funds necessary to deliver the project	Possible	Serious	6	£0.00	N		Organise internal briefings and presentations to St Pauls Committees		Unlikely	Serious	£0.00	4	£0.00		05/07/2013		Clarisse Tavin	12/12/2013	
R15	2	(4) Contractual/Partnership	CoL and Cathedral do not agree who will be the recipient of the sponsorship funding	affectsthe working relationships with St Paul's and impacts the project programme	Possible	Major	12	£0.00	N		Discuss and agree the receiting and management of the sponsorship funding with St Paul's at an early stage of the project		Rare	Major	£0.00	4	£0.00		05/07/2013		Clarisse Tavin	12/12/2013	Approach endorsed by the Chamberlain.
R16	2	(1) Compliance/Regulatory	CoL regulations regarding sponsorship does not allow sponsorship funding to be received	Difficulties for the officers to manage project funds.	Possible	Serious	6	£0.00	N		CoL to investigate the regulations and discuss alternative options with Chamberlains and the Cathedral t an early stage		Unlikely	Serious	£0.00	4	£0.00		05/07/2013		Clarisse Tavin	12/12/2013	
R17	2	(2) Financial	Sponsorship process not agreed internally	Unable to receive sponsorship funding and progress the project.	Possible	Major	12	£0.00	N		Interal briefings, advice from the Chamberlains and the legal team to be sought at early stage.		Unlikely	Major	£0.00	8	£0.00		05/07/2013		Clarisse Tavin	12/12/2013	
R18	2	(2) Financial	Potential sponsors unresponsive	Inability to secure sufficient funding for the overall project	Possible	Major	12	£0.00	N		Set exact criteria to identify the most appropriate City businesses and Lighting Companies that could be approached for potential sponsorship		Unlikely	Major	£0.00	8	£0.00		05/07/2013		Clarisse Tavin	11/09/2023	
R19	3	(3) Reputation	Lack of support from City Members to the developed Sponshorship Package.	inability to progress with securing external sponsorship	Possible	Major		£0.00	N		internal briefings and presentations to City Committees		Unlikely	Major	£0.00	8	£0.00		05/10/2015		Clarisse Tavin	03/03/2017	
R20	3	(2) Financial	Existing Main distribution equipment not in good condition and needs replacement	costs of the project will likely increase	Likely	Major	16	£0.00	N		undertake detailed assessment of the existing main distribution equipment		Possible	Major	£0.00	12	£0.00		01/03/2017		Andrea Moravicova		
R21	3	(2) Financial	Lack of support of the final sponsorship package from the Cathedral	affecting progress with securing external funding	Possible	Major	12	£0.00	N		Briefings and presentations to St Paul's committees		Unlikely	Major	£0.00	8	£0.00				Clarisse Tavin	20/05/2023	
R22	3	(3) Reputation	Failure of the existing lighting system	damage could be caused by the failing light fittings and fixtures	Likely	Major	16	£0.00	N		seek additional funding, so the project can progress as soon as possible. Review project's programme and deliver		Unlikely	Serious	£0.00	4	£0.00		09/10/2021		Andrea Moravicova		
R23	3	(2) Financial	Consultants fees higher than expected	insuficient funding for the overall project.	Unlikely	Major	8	£0.00	N		Consultant briefs to include detailed information and fees to be agreed accordingly. Consider approaching lighting suppliers with in-house consultancy. Include risk in the sponsorship strategy and identify potential sponsors		Unlikely	Serious	£0.00	4	£0.00		09/10/2021		Andrea Moravicova		

R24	3	(10) Physical	Sensitivities over information	resulting in poor quality information provided and undermining the quality of recommendations in the draft strategy by the sponsorship consultant.	Possible	Major	12	£0.00	N		Early engagement with the Cathedral clarifying any matters of sensitivity. Provide reassurance about intentions. Avoid applying pressure where possible.		Unlikely	Major	£0.00	8	£0.00				Clarisse Tavin	21/02/2022	
R25	3	(2) Financial	Lack of secured external funding	impacting progress of the project.	Possible	Major	12	£0.00	N		Identify and engage with potential sponsors.		Unlikely	Major	£0.00	8	£0.00		09/10/2021		Clarisse Tavin	11/09/2023	
R26	3	(5) H&S/Wellbeing	Ageing current lighting system	fixtures and fittings becoming loose	Possible	Extreme	24	£0.00	N		Commission a comprehensive lighting inspection; carry out regular checks and progress with an implementation of the new lighting system in timely manner.		Possible	Major	£0.00	12	£0.00		12/07/2021		Andrea Moravicova		
R27	5	(10) Physical	Lighting tests and trials unsuccessful in securing decisionmakers approvals	project delayed or unable to progress	Possible	Serious	6	£0.00	N		Active engagement with decision makers, including circulation of briefings and presentations to provide project updates and highlight the opportunities offered by the new lighting system		Unlikely	Serious	£0.00	4	£0.00		30/08/2023		Andrea Moravicova	31/01/2024	Lighting Trial is deemed dsuccessful; report detailing the Trial and learnings is being prepared.
R28	5	(10) Physical	Necessary approvals unobtained from statutory bodies	project delayed or unable to progress	Possible	Serious	6	£0.00	N		Close liaison with the City's planning team and other statutory bodies to ensure relevant packages of information are prepared and submitted on time		Unlikely	Serious	£0.00	4	£0.00		02/05/2023		Andrea Moravicova		
R29	5	(10) Physical	Project programme is delayed	resulting in the Cathedral being in darkness due to delays in implementation and failure of current lighting	Possible	Serious	6	£0.00	N		Regular board meeting and effective communication with St Paul's Cathedral, external consultants, and future contractors.		Unlikely	Serious	£0.00	4	£0.00		05/05/2023		Andrea Moravicova		
R30		(2) Financial	Project programme is delayed	potential increase in costs	Possible	Major	12	£0.00	N		Regular board meeting and effective communication with St Paul's Cathedral, external consultants, and future contractors. Identify and approach external sponsors if required.		Possible	Serious	£0.00	6	£0.00						
R31	3	(1) Compliance/Regulatory	Members do not approved Gateway 3 report	project unable to progress	Possible	Major	12	£0.00	N		Briefing to Members to be done and Project Sponsor to discuss with Chairman prior to Committee		Unlikely	Major	£0.00	8	£0.00				Clarisse Tavin	17/02/2022	
R32	4	(1) Compliance/Regulatory	Members do not approve Gateway 4 report	project unble to progress	Possible	Major	12	£0.00	N		Project Sponsor / Senior Officer to discuss with Chairman prior to Committee	£0.00	Unlikely	Major	£0.00	8	£0.00		30/08/2023		Andrea Moravicova	26/09/2023	members approved G4 report at the September's committee.
R33	4	(3) Reputation	Project is not delivered to agreed timeline due to technical issues that arise either in design or construction phase	This will either extend the project timeline or reduce the project scope to align with the available funding	Possible	Serious	6	£0.00	N		A programme will incorporate necessary tests and trials / demonstrations to ensure potential technical issues can be addressed	£0.00	Unlikely	Minor	£0.00	2	£0.00		13/09/2023		Andrea Moravicova		
R34	4	(4) Contractual/Partnership	Delays in supply, issues in productivity or resource	Negative impact on project delivery, both monetarily and timewise, causing potential delays to programme and increasing costs.	Possible	Serious	6	£0.00	N		Early engagement with the procurement team, suppliers andthe City's term and Cathedral's contractor to programme works and procure materials well in advance, allowing for at least 16 weeks lead in times. Regulate supply chain via existing meetings with principal contractor.	£0.00	Unlikely	Serious	£0.00	4	£0.00		02/05/2023		Andrea Moravicova		
R35	4	(10) Physical	Unforseen technical and / or engineering issues identified	Late identification of any engineering or technical issues will disrupt delivery and may increase costs and timelines	Unlikely	Major	8	£0.00	N		Undertake relevant surveys, tests and large-scale trial to support the design development.	£0.00	Unlikely	Serious	£0.00	4	£0.00		02/05/2023		Andrea Moravicova		Lighting Trial undertaken in Janaury 2024 was recorderded, including observations. Learning from the Trial will be used to inform development of detailed design
R36	4	(2) Financial	The full cost of the project is unknown	If the costs are not ascertained soon enough in the project process, the design might exceed the available project budget	Possible	Serious	6	£0.00	N		As the design develops, the likely cost of the scheme will be established by an appointed quantity surveyor. Develop funding strategy, clearly identify potential funding sources and actively engage with potential sponsors. The scope and design of the project will be tailored to ensure the scheme can be financed from the available project budget.	£0.00	Unlikely	Serious	£0.00	4	£0.00		02/05/2023		Andrea Moravicova		
R37	4	(3) Reputation	Stakeholders object to the proposals	The City would not be delivering a scheme that is supported by the local community, and it would not therefore be responsive to their needs. A redesign would be required which could impact on the programme and budget	Unlikely	Serious	4	£0.00	N		Engage early and consult stakeholders as part of the project process and adapt the design if required. Key stakeholders were previously consulted and were supportive of the proposals.	£0.00	Rare	Serious	£0.00	2	£0.00		02/05/2023		Andrea Moravicova		
R38	4	(1) Compliance/Regulatory	Members do not approve the Gateway 4 Issues report	project unable to progress	Possible	Major	12	£0.00	N		Project Sponsor / Senior Officer to discuss with Chairman prior to Committee.	£0.00	Unlikely	Major	£0.00	8	£0.00		20/02/2024		Andrea Moravicova		

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Committees: Streets and Walkways Sub - for decision Projects & Procurement Sub - for information Planning and Transportation – for decision	**Dates:** 19 March 2024 15 April 2024 16 May 2024
Subject: Stonecutter Court S278 **Unique Project Identifier:** **12319**	**Gateway 3/4/5: Options Appraisal and Authority to Start Work (Regular)**
Report of Interim Executive Director Environment **Report Author:** Clive Whittle	**For Decision**
PUBLIC	

1. Status update	**Project Description:** Section 278 (S278) Highways and public realm works required to integrate the new building at 1 Stonecutter Street into the surrounding public highway. **RAG Status:** Green. (no status at last report to Committee) **Risk Status:** Low – project is fully reimbursable (Low at last report to committee) **Total Estimated Cost of Project (excluding risk): £696,400** **Change in Total Estimated Cost of Project (excluding risk):** Increase of **£146,400** since last report to Committee **Spend to Date: £55,173** **Costed Risk Provision Utilised: 0**;
2. Next steps and requested decisions	**Next Gateway:** *Gateway 6: Outcome Report*

	Next Steps: Complete the detailed design package and finalise the construction planning in advance of works commencing on site. **Requested Decisions:** **For Streets & Walkways Sub Committee** 1. That a budget of **£631,400** is approved to reach the next Gateway; 2. Note the revised total estimated project budget is £696,400 (excluding risk); 3. That a Costed Risk Provision of £100,000 is approved (to be drawn down via delegation to Chief Officer) as set out in the risk register in Appendix 4. 4. Note the Commuted Maintenance sum of £45,100, is included in the budget and will cover any additional future maintenance costs for a period of 20 years. 5. That the design option shown in Appendix 2 is approved; 6. Note that the making of the necessary Traffic Orders, subject to no objections, or the resolution and consideration of any objections, is delegated to the Director of City Operations under the scheme of delegation; 7. Delegate to the Executive Director Environment authority to approve budget adjustments, above the existing authority within the project procedures and in consultation with the Chamberlain, between budget lines within the approved total project budget; 8. Delegate to the Executive Director Environment authority to further increase or amend the project budgets in the future (above the level of the existing delegated authority) provided any increase be fully funded by the Developer. **For Planning and Transportation Committee** 9. Agree to enter into an agreement under Section 38 (S38) of the Highways Act 1980 to dedicate areas of private land (by the steps at Harp Alley as shown on Appendix 2) as public highway maintainable at public expense. The cost to maintain the adopted area for 20 years has been included in the commuted maintenance sum as detailed in paragraph 4, above and in Section 3.

3. Budget

For recommended option:

Item	Reason	Funds/ Source of Funding	Cost (£)
Environmental Services (Highways) Staff costs	To enable Highways staff to undertake design and supervision work to reach Gateway 6	S278 Developer funding	£29,000
Planning and Transportation (P&T) Staff costs	To enable City P&T staff to project manage the scheme to reach Gateway 6	S278 Developer funding	£11,000
Street Lighting (M&E) Staff costs	To enable City Street Lighting staff to project manage the scheme to reach Gateway 6	S278 Developer funding	£12,300
Legal Services Staff Costs	To prepare S38 agreement documents	S278 Developer funding	£3000
Fees	To fund professional fees to undertake tasks such as surveys and traffic orders.	S278 Developer funding	£17,000
Works	Funding for construction costs.	S278 Developer funding	£473,000
Utilities	Funding for provisional and confirmed utility alterations	S278 Developer funding	£41,000
		Sub-total	**£586,300**
Risk	S278 Developer funded. Further details can be found in **Appendix 4 – Risk Register**		£100,000
Commuted Maintenance (Highways)	S278 Developer funded. A chargeable amount to account for the future maintenance implications of the scheme.		£16,500

Commuted Maintenance (Street Lighting M&E)	S278 Developer funded. A chargeable amount to account for the future maintenance implications of the scheme	£28,600
	Project Total	**£731,400**

Detailed financial information is shown in **Appendix 3.**

Environmental Services (Highways) Staff Costs
An estimated £29,000 will be required for Highways staff to finalise the design, plan, manage and supervise the construction of the work.

Planning and Transportation Staff Costs
An estimated £11,000 will be required for Policy and Projects staff to project manage the project to reach the next Gateway. Tasks will include oversight of the construction process, stakeholder engagement, general project management tasks and project close out.

Street Lighting (M&E) Staff Costs
An estimated £12,300 will be required for M&E staff to complete the electrical work.

Legal Services Staff Costs
An estimated £3,000 will be required for legal staff to complete the work necessary for the S38 agreement.

Fees
An estimated £17,000 will be required for professional fees. These are for highway surveys and traffic orders.

Works
City Engineers have estimated that the proposed works will cost £473,000. The works themselves are shown in **Appendix 2** and detailed in section 4 of this report.

Utilities
An estimated £41,000 will be required to fund alterations to utilities apparatus affected by the S278 works.

Commuted Maintenance (Highways)
An estimated £16,500 will be required to fund future maintenance arising from the scheme. Specifically, these are to cover additional maintenance liabilities for the next 20 years for street furniture, highway areas constructed in Yorkstone, paving and the additional area of adopted highway.

	<u>Commuted Maintenance (Street Lighting M&E)</u> An estimated £28,600 will be required to fund future maintenance implications of the scheme. Specifically, these are to cover maintenance liabilities for the next 20 years for the street lighting and electrical works undertaken as part of this project. **Costed Risk Provision requested for this Gateway: £100,000** (as detailed in the Risk Register – **Appendix 4**)
4. Overview of project options	As part of the Planning Permission for the Stonecutter Court development, it was necessary for the developer to enter into a Section 278 agreement to pay for highway improvement measures to make the development acceptable. In terms of options, the scope is limited and defined at planning stage as the package of works required to make the development acceptable in planning terms and those required to integrate the development into the highway. No other options have therefore been explored. The S278 agreement was signed in December 2022 for the proposals as detailed below and shown in **Appendix 2.** This was developed in conjunction with the Developer to ensure coordination and integration with the new building and with a planned development nearby at 120 Fleet Street, which has changes proposed on St Bride Street within its scope. The proposals include: • Reprofiling of the highway to remove a vehicle entrance and provide a level access for people walking on the southern side of Stonecutter Street. • A new vehicle service entrance on St Bride Street. This will require the relocation of some parking bays affected by the new entrance. The existing motorcycle parking bay will be removed, and a dockless e-scooter and cycle parking bay introduced. The provision and position of all the parking bays on St Bride Street will be reviewed as part of future works associated with the development of 120 Fleet Street, which are due to commence in 2026. • Repaving of St Bride Street and Harp Alley and parts of Stonecutter Street. The existing paving pattern on Stonecutter Street will be extended across the existing crossover. • Alterations to utilities and drainage in the locality of the development as required to meet the scope of the section 278 work.

	• Work to amend or strengthen the pipe subway on St Bride Street, if required, to enable heavy vehicles to pass over it at the location of the vehicular crossover. • Street lighting work consisting of an illuminated handrail at the Harp Alley steps and luminaires attached to the new building are included within the scope of this project and is being dealt with by the City Highways team in accordance with the City's Lighting Strategy. • Widening and improvements to the steps at Harp Alley leading to St Bride Street and the inclusion of a cycle wheeling channel. The widening involves the adoption of an area of private land, and the approval for this element lies with the Planning and Transportation Committee. Installing a ramp to improve accessibility is not feasible due to the significant level difference between St Bride Street and Harp Alley at the steps, and a ramp would block access to building service doorways along Harp Alley. • As things stand part of the steps which lead to Harp Alley are public highway and the other part are private land falling outside the highway. As such officers believe it is more rational and intuitive for those maintaining the steps in the future, for the full width of the steps to be public highway and not the responsibility of different parties to maintain. As such officers are proposing that the part of the steps which are not currently public highway, be adopted as public highway maintainable at the public expense by agreement with the landowner. The developer who has a long leasehold over the area has indicated their agreement to this, but this will be formalised in a s38 agreement (under the Highways Act 1980). As the City Corporation are the freehold owner of the land, they will also need to resolve to dedicate this land. This process will follow if members agree the recommendation.
5. Recommended option	It is recommended that the design shown in **Appendix 2** and outlined in this report is progressed to the next gateway. Whilst detailed construction planning is on-going, it's currently planned that construction would start in Summer 2024. Due to the complicated/constrained environment at Harp Alley for the works needed to the steps, and the substantial area of footway reconstruction and surfacing needed in the streets surrounding the new building, construction is expected to last approximately 7 months.

6. Risk	The overall risk level of this project is estimated to be medium due to the identified risk of a pipe subway which may require strengthening works. The remainder of the proposals are of a minor nature, and the project is fully funded by the Developer. Any reasonable cost increases will be met by them under the terms of the S278 agreement. The Costed Risk Register can be seen in **Appendix 4**. Costed Risk Provision Utilised at Last Gateway: **£0** Change in Costed Risk: **+£100,000.** Further information available in the Risk Register (Appendix 4) **Traffic Implications** The City is under a duty to "secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)" so far as practicable (S.122 Road Traffic Regulation Act 1984). Traffic impact during construction will be minimised as far as possible but will require some pavement and lane closures to enable the works to be undertaken. **Legal Implications** Officers have already entered into a Section 278 agreement with the developer and will ensure payment is provided prior to the works commencing. If agreed necessary, the Section 278 agreement will be amended to incorporate the small piece of additional land which is to be dedicated. Once adopted as public highway the City Corporation as highway authority would become liable for the maintenance and upkeep of this small additional piece of land. The cost to maintain the adopted area for 20 years has been included in the commuted maintenance sum detailed in this report. Statutory consultation for Traffic Orders is necessary for the relocation and/or removal of parking bays, and for the introduction of a dockless e-scooter and cycle hire parking bay. Once the consultation has closed officers will need to consider whether a public inquiry should be held and must consider all objections duly made and not withdrawn. However, holding a public inquiry is very rare, and this can usually be managed through dialogue with the objector or through minor amendments that do not affect the overall project. Consideration or resolution of any objections to the advertising of Traffic Orders before making them is delegated to the Director of City Operations under the scheme of delegation.

	Equalities As a Public Authority, the City must have due regard to equality considerations when exercising its functions (section 149 Equality Act 2010). A Test of Relevance has been completed, which indicates a full Equalities Impact Assessment (EqIA) is not required, as minimal impact was found. It did however note that there is a lack of step free access to Harp Alley from St Bride Street. Installing a ramp had been considered, however, there are doorways on Harp Alley which make this difficult and prohibitively expensive. There are no public access points to any buildings from Harp Alley. A step free access remains from Farringdon Street 150m away.
7. Procurement approach	Highway construction and street lighting works will be delivered by the City's Highway Term Contractor, FM Conway.
8. Design summary	1. Reconstruction of footway and carriageway on Stonecutter Street, St Bride Street and Harp Alley; 2. Repositioning and removal of parking bays to facilitate a new vehicle access; 3. Introduction of a dockless e-scooter and cycle hire parking bay; 4. Carriageway resurfacing and reprofiling where required; 5. Alterations to utilities and drainage in the locality of the Development; 6. Reconstruction and widening of the existing steps on Harp Alley, adoption of a portion of private land on the steps as public highway, the inclusion of a cycle wheeling channel to assist people with cycles to transport them up and down more easily, and: 7. Amended and additional street furniture, lighting and signage around the Development.
8. Delivery team	Project management will be provided by the Policy & Projects section. Highway construction works including lighting and electrical works will be undertaken by the City's Highway Term Contractor, FM Conway, with supervision undertaken by City Highway Engineers
9. Success criteria	1. Improved and more accessible public realm, so people walking, cycling and wheeling feel more welcomed. 2. The new development is integrated and accommodated into the highway improvement works.
3. Progress reporting	Officers will report via monthly Project Vision updates. Should it be required, issues requiring further decisions by Members will be brought back as an Issue Report.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Works Plan
Appendix 3	Finance Tables
Appendix 4	Risk Register

Contact

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Project Coversheet Appendix 1

[1] Ownership & Status

UPI:12319
Core Project Name: Stonecutter Court S278
Programme Affiliation: N/A
Project Manager: Clive Whittle
Definition of need: To make the changes to the highway necessary to allow the redevelopment of the site in accordance with planning consent 18/00878/FULMAJ dated 28 March 2019
Key measures of success:
Improved and more accessible public realm, so people walking, cycling and wheeling feel more welcomed.
The new development is integrated and accommodated into the highway improvement works.

Expected timeframe for the project delivery: February 2021 – Early 2025
Key Milestones:
Gateway 2 December 2021
Detailed design completed January 2024
Gateway 3/4/5 March
Construction substantially complete early 2025
Are we on track for completing the project against the expected timeframe for project delivery? Y
Has this project generated public or media impact and response which the City of London has needed to manage or is managing? No

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

'Project Briefing' G1 report (as approved by Chief Officer 11/2021:

- Total Estimated Cost (excluding risk): 550K
- Costed Risk Against the Project:0
- Estimated Programme Dates:

Scope/Design Change and Impact:

'Project Proposal' G2 report (as approved by PSC 15/12/2021:

- Total Estimated Cost (excluding risk): 550K
- Resources to reach next Gateway (excluding risk): 0
- Spend to date: 0
- Costed Risk Against the Project:0
- CRP Requested: 0
- CRP Drawn Down: 0
- Estimated Programme Dates: February 2021 – Early 2025

Scope/Design Change and Impact:

'Options Appraisal and Design' G3-4 report (as approved by PSC) TBC:

- Total Estimated Cost (excluding risk): £696,400

- Resources to reach next Gateway (excluding risk): £631,400
- Spend to date: £55,173
- Costed Risk Against the Project: 0
- CRP Requested: £100,00
- CRP Drawn Down: 0
- Estimated Programme Dates: G/3/4/5 March 2024, Completion of works, Early 2025

Scope/Design Change and Impact: None

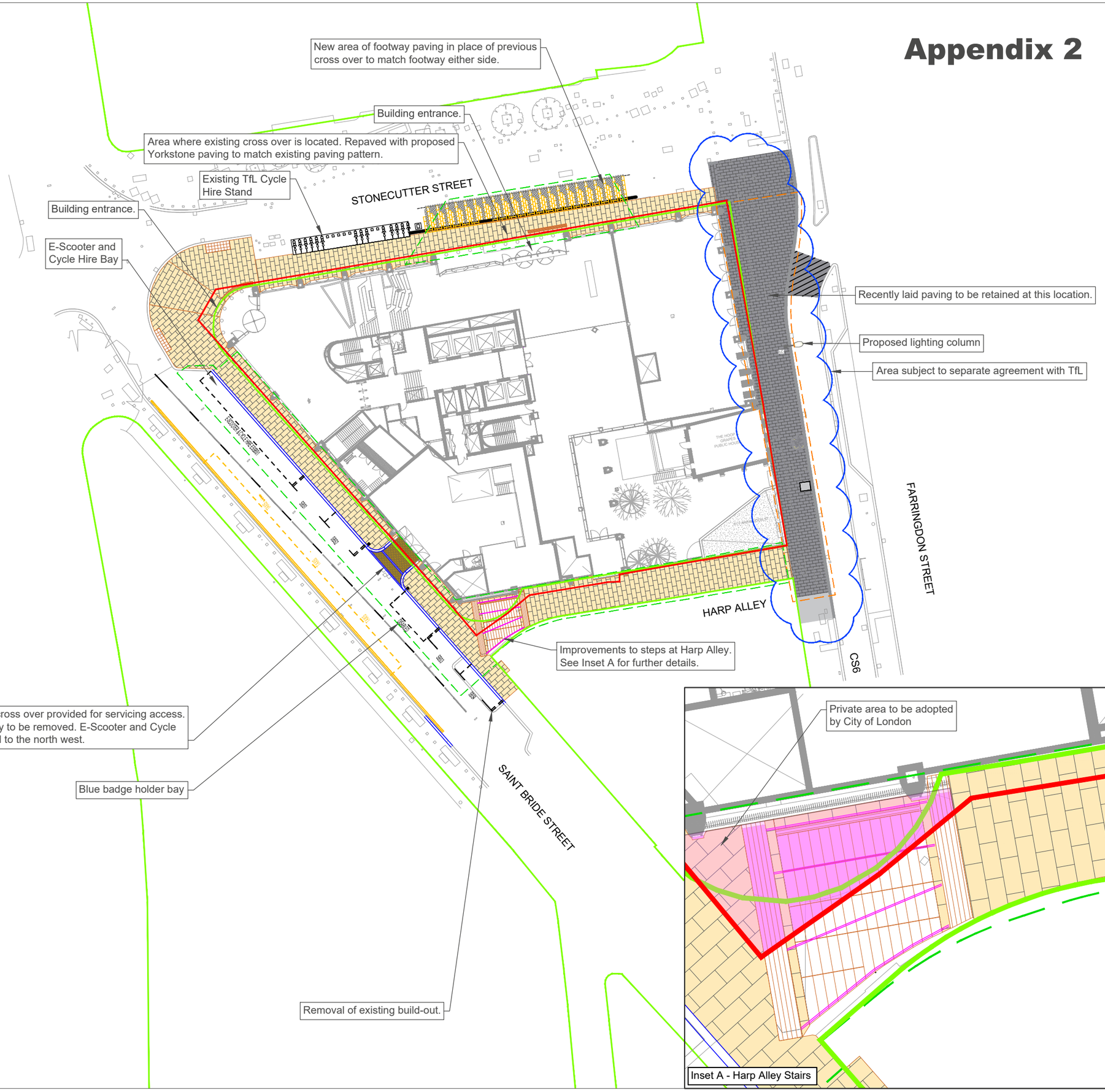
'Authority to start Work' G5 report (as approved by PSC TBC):

- Total Estimated Cost (excluding risk): £696,400
- Resources to reach next Gateway (excluding risk £631,400
- Spend to date: £55,173
- Costed Risk Against the Project: £0
- CRP Requested: £100,00
- CRP Drawn Down: 0
- Estimated Programme Dates: G/3/4/5 March 2024, Completion of works, Early 2025

Scope/Design Change and Impact:
None

Total anticipated on-going commitment post-delivery [£]:45,100 Commuted maintenance (included above)

Appendix 2



NOTES

1. This drawing is referenced from a topographical survey, dated c.2019, and an internal layout from TP Bennett, dated 28/07/2021.
2. Development red line boundary is referenced from '210701_Stonecutter Court All floors composite Plan', provided by the City of London.
3. Basement wall boundary information is referenced from Thornton Tomasetti plan 'Y20061-TT-ZZ-B1-DR-S-2010'
4. Saint Bride Street on street capacity: Taxi - 38m, Motorcycle - 20m, Car - 4 bays, Disabled - 1 bay

KEY

- Existing Yorkstone Paving
- Proposed Yorkstone Paving within CoL extents
- Proposed Granite Stone Paving (vehicle crossover)
- Existing Paved Footway
- Existing Asphalt Footway
- Private site ownership to be maintained with public rights of access
- Proposed Kerb
- Existing Kerb
- Existing Planter and Tree to remain
- Existing Phone Box to remain
- CoL Area of improvement works
- TfL Area of improvement works
- Development Ownership Boundary
- Indicative Highway Boundary (provided by CoL OS mapping)
- Proposed Lighting Column

REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY
04	01/03/24	Revised following CoL Review	PCG	JT	JM
03	22/02/24	Revised following CoL Review	PCG	JT	JM
02	12/02/24	Revised following CoL Review	PCG	JT	JM
01	30/01/24	First Issue	PCG	JT	JM

momentum transport consultancy

CLIENT: CO–RE

JOB TITLE: STONECUTTER STREET

DRAWING TITLE: POTENTIAL FOOTWAY AND ACCESS IMPROVEMENTS WITHIN CITY OF LONDON EXTENTS

STATUS: FOR INFORMATION

DRAWING NO:	REV:	SCALE AT A3:
M000892-DR-012	04	1:500

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Appendix 3

Table 1: Spend to date - 16800462: Stonecutter Court S278			
Description	**Approved Budget (£)**	**Expenditure (£)**	**Balance (£)**
Env Servs Staff Costs	28,000	28,570	(570)
P&T Staff Costs	15,000	15,754	(754)
P&T Fees	22,000	10,849	11,151
TOTAL	**65,000**	**55,173**	**9,827**
Table 2: Resources Required to reach the next Gateway			
Description	**Approved Budget (£)**	**Resources Required (£)**	**Revised Budget (£)**
Env Servs Staff Costs	28,000	41,300	69,300
P&T Staff Costs	15,000	11,000	26,000
Legal Staff Costs	-	3,000	3,000
P&T Fees	22,000	17,000	39,000
Env Servs Works	-	473,000	473,000
Utilities	-	41,000	41,000
Costed Risk Provision	-	100,000	100,000
Commuted Maintenance - Highways	-	16,500	16,500
Commuted Maintenance - Lighting	-	28,600	28,600
TOTAL	**65,000**	**731,400**	**796,400**
Table 3: Revised Funding Allocation			
Funding Source	**Current Funding Allocation (£)**	**Funding Adjustments (£)**	**Revised Funding Allocation (£)**
S278	65,000	731,400	796,400
Total Funding Drawdown	**65,000**	**731,400**	**796,400**

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Appendix 4

City of London: Projects Procedure Corporate Risks Register

Project name: *Stonecutter Court*
Unique project identifier: *12319*
Total est cost (exc risk) *£696400*

PM's overall risk rating	**Medium**
Avg risk pre-mitigation	**3.3**
Avg risk post-mitigation	**2.0**
Red risks (open)	**0**
Amber risks (open)	**1**
Green risks (open)	**3**

Corporate Risk Matrix score table

	Minor impact	Serious impact	Major impact	Extreme impact
Likely	4	8	16	32
Possible	3	6	12	24
Unlikely	2	4	8	16
Rare	1	2	4	8

Costed risks identified (All)	£100,000.00	14%	*Costed risk as % of total estimated cost of project*
Costed risk pre-mitigation (open)	£100,000.00	14%	*" "*
Costed risk post-mitigation (open)	£100,000.00	14%	*" "*
Costed Risk Provision requested	£0.00	0%	*CRP as % of total estimated cost of project*

	Number of Open Risks	Avg Score	Costed impact	Red	Amber	Green
(1) Compliance/Regulatory	0	**0.0**	£0.00	0	0	0
(2) Financial	3	**3.7**	£100,000.00	0	1	2
(3) Reputation	1	**2.0**	£0.00	0	0	1
(4) Contractual/Partnership	0	**0.0**	£0.00	0	0	0
(5) H&S/Wellbeing	0	**0.0**	£0.00	0	0	0
(6) Safeguarding	0	**0.0**	£0.00	0	0	0
(7) Innovation	0	**0.0**	£0.00	0	0	0
(8) Technology	0	**0.0**	£0.00	0	0	0
(9) Environmental	0	**0.0**	£0.00	0	0	0
(10) Physical	0	**0.0**	£0.00	0	0	0

		Extreme	Major	Serious	Minor
Issues (open)	**0**	**Open Issues**	0	0	0	0
All Issues	**0**	**All Issues**	0	0	0	0

Cost to resolve all issues (on completion)	£0.00	**Total CRP used to date**	£0.00

City of London: Projects Procedure Corporate Risks Register

Project Name:	Stonecutter Court	**PM's overall risk rating:**	Medium	**CRP requested this gateway**	£ -	**Average unmitigated risk**	3.3	**Open Risks**	4
Unique project identifier:	12319	**Total estimated cost (exc risk):**	£ 696,400	**Total CRP used to date**	£ -	**Average mitigated**	2.0	**Closed Risks**	0

General risk classification											Mitigation actions								Ownership & Action				
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to Issues	Comment(s)
R1	5	(2) Financial	Project costs increase due to issues identified during construction stage	If the risk is realised and becomes an issue needing to be resolved, this could involve a change of officer hours, change to scope, quality, or negotiation with developer to pay extra costs, as per s278 agreement	Unlikely	Minor	2	£0.00	N	B – Fairly Confident	Regular liaison with Highways team and the developer to deal with any changes as soon as they arise	£0.00	Unlikely	Minor	£0.00	2	£0.00	No	12/02/2024		Clive Whittle		
R2	5	(3) Reputation	Delays resulting from the TMOs for temporary closures and to the Public Notices	This could delay the scheme	Unlikely	Minor	2	£0.00	N	A – Very Confident	Regular liaison with Highways team and the developer to deal with any changes as soon as they arise	£0.00	Unlikely	Minor	£0.00	2	£0.00	No	12/02/2024		Clive Whittle		
R3	5	(2) Financial	Pipe Subway may require stregthening on St Bride Street where vehicle crossover is to be loacted.	This could increase costs as strengthening works would be required	Possible	Serious	6	£100,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	Survey of Piped Subway is underway and regular liaison with Highways and Structures teams to deal with any changes as soon as they arise	£100,000.00	Unlikely	Minor	£100,000.00	2	£0.00	Yes	12/02/2024		Clive Whittle		
R4	5	(2) Financial	Delays resulting from objections to the Public Notices for the TMOs for moving or revoking parking bays	This could delay the implementation of the parking bays, but will not impact the main construction works	Possible	Minor	3	£0.00	N	A – Very Confident	Dialogue with objector to reach a solution to withdraw objection, or follow processes to overule objection if	£0.00	Unlikely	Minor	£0.00	2	£0.00	No	22/02/2024				
R5								£0.00				£0.00			£0.00		£0.00						
R6								£0.00				£0.00			£0.00		£0.00						
R7								£0.00				£0.00			£0.00		£0.00						
R8								£0.00				£0.00			£0.00		£0.00						
R9								£0.00				£0.00			£0.00		£0.00						
R10								£0.00				£0.00			£0.00		£0.00						
R11								£0.00				£0.00			£0.00		£0.00						
R12								£0.00				£0.00			£0.00		£0.00						
R13								£0.00				£0.00			£0.00		£0.00						
R14								£0.00				£0.00			£0.00		£0.00						
R15								£0.00				£0.00			£0.00		£0.00						
R16								£0.00				£0.00			£0.00		£0.00						
R17								£0.00				£0.00			£0.00		£0.00						
R18								£0.00				£0.00			£0.00		£0.00						
R19								£0.00				£0.00			£0.00		£0.00						
R20								£0.00				£0.00			£0.00		£0.00						
R21								£0.00				£0.00			£0.00		£0.00						
R22								£0.00				£0.00			£0.00		£0.00						
R23								£0.00				£0.00			£0.00		£0.00						
R24								£0.00				£0.00			£0.00		£0.00						
R25								£0.00				£0.00			£0.00		£0.00						
R26								£0.00				£0.00			£0.00		£0.00						
R27								£0.00				£0.00			£0.00		£0.00						
R28								£0.00				£0.00			£0.00		£0.00						
R29								£0.00				£0.00			£0.00		£0.00						
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R32								£0.00				£0.00			£0.00		£0.00						
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R34								£0.00				£0.00			£0.00		£0.00						
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R40								£0.00				£0.00			£0.00		£0.00						
R41								£0.00				£0.00			£0.00		£0.00						
R42								£0.00				£0.00			£0.00		£0.00						
R43								£0.00				£0.00			£0.00		£0.00						
R44								£0.00				£0.00			£0.00		£0.00						
R45								£0.00				£0.00			£0.00		£0.00						
R46								£0.00				£0.00			£0.00		£0.00						
R47								£0.00				£0.00			£0.00		£0.00						
R48								£0.00				£0.00			£0.00		£0.00						
R49								£0.00				£0.00			£0.00		£0.00						
R50								£0.00				£0.00			£0.00		£0.00						
R51								£0.00				£0.00			£0.00		£0.00						
R52								£0.00				£0.00			£0.00		£0.00						
R53								£0.00				£0.00			£0.00		£0.00						
R54								£0.00				£0.00			£0.00		£0.00						
R55								£0.00				£0.00			£0.00		£0.00						
R56								£0.00				£0.00			£0.00		£0.00						
R57								£0.00				£0.00			£0.00		£0.00						
R58								£0.00				£0.00			£0.00		£0.00						
R59								£0.00				£0.00			£0.00		£0.00						
R60								£0.00				£0.00			£0.00		£0.00						
R61								£0.00				£0.00			£0.00		£0.00						
R62								£0.00				£0.00			£0.00		£0.00						
R63								£0.00				£0.00			£0.00		£0.00						
R64								£0.00				£0.00			£0.00		£0.00						
R65								£0.00				£0.00			£0.00		£0.00						
R66								£0.00				£0.00			£0.00		£0.00						
R67								£0.00				£0.00			£0.00		£0.00						
R68								£0.00				£0.00			£0.00		£0.00						
R69								£0.00				£0.00			£0.00		£0.00						

Committees: Streets & Walkways Sub - *for decision* Projects & Procurement Sub - *for information*	**Dates:** 19 March 2024 15 April 2024
Subject: 65 Gresham Street s278 **Unique Project Identifier:** 12421	**Gateway 2: Project Proposal** Regular
Report of: Interim Executive Director, Environment **Report Author:** Tom Noble	**For Decision**
PUBLIC	

Recommendations

1. Next steps and requested decisions	**Project Description:** Works to improve the public highway associated with the development at 65 Gresham Street, including the potential pedestrianisation of Aldermanbury to create a new public space, and alternative options to increase pedestrian priority. **Next Gateway:** Gateway 3/4 - Options Appraisal (Regular) **Next Steps:** • Establish project design team, including representatives from the developer who are funding the project; • Procure necessary consultants, including a landscape architect to develop design options; • Draft a Section 278 agreement. **Requested Decisions:** 1. That a budget of **£100,000** is approved to reach the next Gateway as set out in Section 2; 2. Authorise officers to instruct the Comptroller & City Solicitor's department to negotiate and enter into a Section 278 agreement; 3. Agree that the Corporate Programme Manager, in consultation with the Chairman of the Projects & Procurement Sub Committee and Chief Officer as necessary, is to decide whether any project issues or decisions that fall within the remit of paragraph 45 of the

<table>
<tr><td></td><td>'City of London Project Procedure – November 2023' (Changes to Projects: General) is to be delegated to Chief Officer or escalated to committee(s);
4. Delegate authority to the Executive Director Environment to approve budget procedures in consultation with the Chamberlain, between budget lines if this is within the total project budget amounts.</td></tr>
<tr><td>2. Resource requirements to reach next Gateway</td><td>
<table>
<tr><th>Item</th><th>Reason</th><th>Funds/ Source of Funding</th><th>Cost (£)</th></tr>
<tr><td>Staff costs (Project Manager)</td><td>Project management, stakeholder liaison, report writing</td><td>Section 278</td><td>30,000</td></tr>
<tr><td>Staff costs (Engineer)</td><td>Design work, commissioning surveys</td><td>Section 278</td><td>20,000</td></tr>
<tr><td>Fees</td><td>To cover (but not limited to) technical assessments, including any surveys and utility enquiries, landscape architect</td><td>Section 278</td><td>50,000</td></tr>
<tr><td>Total</td><td></td><td></td><td>100,000</td></tr>
</table>
Costed Risk Provision requested for this Gateway: Not requested at this stage.

Funds have already been received from the developer for the evaluation and design stage of the project. Provision is also made in the related Section 106 agreement for any excess payments during the evaluation and design stage to be recouped from the developer.</td></tr>
<tr><td>3. Governance arrangements</td><td>• Service committee: Streets & Walkways Sub
• Senior Responsible Officer: Bruce McVean (Assistant Director, Policy & Projects)</td></tr>
</table>

	• A working party will be established to steer the design process. This will be chaired by the City and will include a representative from the developer.

Project Summary

4. Context	4.1 On 21 December 2023 permission was granted (22/00848/FULMAJ) for the refurbishment and horizontal extension of 65 Gresham Street. The proposals include the removal of a mezzanine level to facilitate the provision of retail units fronting on to Aldermanbury. 4.2 On 20 December 2023 a Section 106 agreement was signed which obligates the developer to enter into a Section 278 agreement with the City Corporation. The scope of the Section 278 agreement is set out in Section 5 below.
5. Brief description of project	5.1 The project seeks to deliver improvements to areas of public highway related to the refurbishment of 65 Gresham Street, including Aldermanbury, Love Lane, Wood Street and Gresham Street. The project is to be fully funded by the developer by entering into a Section 278 agreement as stated in the Section 106 agreement. 5.2 Under the terms of the Section 106 agreement, the City will also lead a design process, with the developer closely involved, to explore the possibility of creating a new public space in Aldermanbury. This would require removing vehicle access and relocating parking from Aldermanbury between Gresham Street and Love Lane, and introducing new seating, planting and other features to create a welcoming space. This is a developer-requested initiative, and although it is not necessary to make the development acceptable, it is a strong aspiration of the developer. 5.3 Should the full pedestrianisation of Aldermanbury prove prohibitively expensive or be unfeasible in another way, the developer is committed to delivering more modest changes to accommodate the refurbished building, namely footway and carriageway resurfacing on the above-mentioned streets. 5.4 There may also be additional options that provide some form of pedestrian priority in Aldermanbury but which stop short of full pedestrianisation; these will be explored and presented at the next Gateway but may include a timed closure of the street to vehicles.

6. Consequences if project not approved	6.1 The applicant would be in breach of their planning permission should approval not be granted to progress this project. Opportunities for developer funded improvements identified through the Transport Strategy will be missed.
7. SMART project objectives	• Pedestrian priority and public realm improvements on Aldermanbury, between Gresham Street and Love Lane, subject to affordability and deliverability criteria. • Integration of the ground floor uses of the development with the surrounding public highway. • Improved walking and cycling conditions to streets in the vicinity of the development.
8. Key benefits	• An enhanced pedestrian environment in the vicinity of the 65 Gresham Street development, potentially including the creation of a new public space in Aldermanbury. • Integration of the new development with the surrounding public realm.
9. Project category	7a. Asset enhancement/improvement (capital)
10. Project priority	A. Essential
11. Notable exclusions	None.

Options Appraisal

12. Overview of options	12.1 The Section 106 agreement obligates the City of London and the developer to work together to assess the feasibility of delivering a pedestrian priority street in Aldermanbury, between Love Lane and Gresham Street. 12.2 It is currently anticipated that three options will be taken forward for assessment at the next Gateway: • Full pedestrianisation of Aldermanbury, between Love Lane and Gresham Street, and the creation of a new public space featuring additional green infrastructure, seating and public amenities; • Pedestrian priority measures in Aldermanbury, such as a raised carriageway and / or timed traffic restrictions, which will improve the pedestrian environment but stop short of full pedestrianisation; • Retaining the existing street layout with an improved footway on Aldermanbury.

	12.3 All options will include the repaving of pavements on Love Lane, Wood Street and parts of Gresham Street as a minimum.

Project Planning

13. Delivery period and key dates	**Overall project:** The overall project duration is not yet known, but will align with the programme of the development. **Other works dates to coordinate:** There will be a need to assess the scheme in the context of other projects taking place in the area, to ensure that adverse impacts on vehicle movement are mitigated. This will be coordinated within the Policy & Projects section, and in liaison with relevant Corporation departments where necessary.
14. Risk implications	**Overall project risk:** Low 14.1 The City Operations division has delivered many Section 278 projects and is experienced in managing the risks involved with such works. 14.2 Early-stage risks identified include: • Gateway 1 to 5 – The development is delayed impacting on project programme and budget. • Gateway 1 to 6 – Inaccurate or incomplete project estimates, including inflationary issues, lead to budget increases. • Gateway 1 to 5 – Utility survey issues lead to increased costs and / or scope of work. • Gateway 1 to 6 – Issues with external engagement and buy-in lead to projects delays and / or increased costs. • Gateway 1 to 6 – Third party delays impact negatively on project delivery (time and / or costs). Further information available within the Risk Register (Appendix 2).
15. Stakeholders and consultees	• Developer • Local businesses & organisations • Transport for London (regarding the Cycle Hire station) • City divisions & departments, including Planning & Development, Natural Environment, Chamberlains and Comptroller & City Solicitors • Pageantmaster

Resource Implications

<table>
<tr><td>16. Total estimated cost</td><td colspan="2">Likely cost range (excluding risk): £500,000 to £3m
Likely cost range (including risk): Not applicable at this stage.
The broad cost range is reflective of the current options available and the uncertainties about what can be delivered, and will be refined at future Gateways.</td></tr>
<tr><td>17. Funding strategy</td><td>Choose 1:
All funding fully guaranteed</td><td>Choose 1:
External - Funded wholly by contributions from external third parties</td></tr>
<tr><td></td><td colspan="2"><table><tr><th>Funds/Sources of Funding</th><th>Cost (£)</th></tr><tr><td>Section 106 agreement</td><td>100,000</td></tr><tr><td>Section 278 agreement</td><td>500,000 – 3,000,000</td></tr><tr><td>Total</td><td>600,000 – 3,600,000</td></tr></table></td></tr>
<tr><td>18. Investment appraisal</td><td colspan="2">Not applicable.</td></tr>
<tr><td>19. Procurement strategy/route to market</td><td colspan="2">Specialist input is likely to be required to determine the feasibility and design options for the scheme. All such appointments will be sourced through the Transport & Public Realm Framework or a competitive tender process in line with City Procurement regulations.</td></tr>
<tr><td>20. Legal implications</td><td colspan="2">Where the City Corporation are satisfied it will be of benefit to the public, Section 278 of the Highways Act 1980 allows the City Corporation as highway authority to enter into an agreement with any person for the execution of works by the authority on terms that that person pays the whole or such part of the costs of the works as may be specified. Planning obligations secure the highway works necessary to make the relevant developments acceptable in planning terms.</td></tr>
<tr><td>21. Corporate property implications</td><td colspan="2">None.</td></tr>
<tr><td>22. Traffic implications</td><td colspan="2">22.1 The proposed pedestrianisation of Aldermanbury, between Gresham Street and Love Lane, will require detailed assessment to ensure its viability, including the relocation of existing parking, waiting and loading facilities.</td></tr>
</table>

	22.2 The impact of the closure on the surrounding street network will be assessed as part of the design process and reported in more detail at the next Gateway.
23. Sustainability and energy implications	23.1 The project will have sustainability impacts that will be assessed through the design process. It is anticipated that all materials will be sustainably sourced where possible and be suitably durable for the design life of the asset. 23.2 Any greening and planting in the public realm will help to improve the scheme's climate resilience and meet the City's Climate Action Strategy objectives. Further information will be provided at the next Gateway.
24. IS implications	None.
25. Equality Impact Assessment	A Test of Relevance will be undertaken and where indicated, an equality impact assessment will be undertaken. The CoLSAT (City of London Street Accessibility Tool) and Equalities Analysis processes will form a key part of the design process to ensure the deliverables maximise accessibility and inclusivity opportunities and improvements for as many users as possible.
26. Data Protection Impact Assessment	The risk to personal data is less than high or non-applicable and a data protection impact assessment will not be undertaken.

Appendices

Appendix 1	Project Briefing
Appendix 2	Risk Register

Contact

Report Author	Tom Noble
Email Address	tom.noble@cityoflondon.gov.uk
Telephone Number	020 7332 1057

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Project Briefing

Project identifier			
[1a] Unique Project Identifier	12421	**[1b] Departmental Reference Number**	N/A
[2] Core Project Name	65 Gresham Street s278		
[3] Programme Affiliation *(if applicable)*	N/A		

Ownership	
[4] Chief Officer has signed off on this document	Ian Hughes
[5] Senior Responsible Officer	Bruce McVean
[6] Project Manager	TBC

Description and purpose

[7] Project Description

The project seeks to deliver improvements to areas of public highway related to the refurbishment of 65 Gresham Street, including Aldermanbury, Love Lane, Wood Street and Gresham Street. The options are likely to include the pedestrianisation of Aldermanbury to create a new public space, and other options such as a timed closure to vehicles. The project is to be fully funded by the developer by entering into a Section 278 agreement.

[8] Definition of Need: What is the problem we are trying to solve or opportunity we are trying to realise (i.e. the reasons why we should make a change)?

Under the Section 106 Agreement the developer is obligated to fund the required works on the public highway to mitigate the impacts as a result of the new development. There is also an opportunity to deliver new public space and / or a pedestrian priority street in Aldermanbury.

[9] What is the link to the City of London Corporate plan outcomes?

[1] People are safe and feel safe.

[9] Our spaces are secure, resilient and well-maintained.

[10] Our physical spaces have clean air, land and water and support a thriving and sustainable natural environment.

[11] Our spaces are digitally and physically well-connected and responsive.

[12] Our spaces inspire excellence, enterprise, creativity and collaboration.

[10] What is the link to the departmental business plan objectives?

2023/34 business plan:

- Deliver key Strategies: Climate Action, City Plan, Transport, Air Quality, Volunteering
- Provide Thriving, Biodiverse, relevant spaces

• Improve public security, safety and environmental resilience

[11] Note all which apply:					
Officer: Project developed from Officer initiation	N	**Member:** Project developed from Member initiation	N	**Corporate:** Project developed as a large scale Corporate initiative	N
Mandatory: Compliance with legislation, policy and audit	Y	**Sustainability:** Essential for business continuity	N	**Improvement:** New opportunity/ idea that leads to improvement	Y

Project Benchmarking:
[12] What are the top 3 measures of success which will indicate that the project has achieved its aims?
1) Pedestrian priority and public realm improvements on Aldermanbury, between Gresham Street and Love Lane, subject to affordability and deliverability criteria.
2) Integration of the ground floor uses of the development with the surrounding public highway.
3) Improved walking and cycling conditions to streets in the vicinity of the development.
[13] Will this project have any measurable legacy benefits/outcome that we will need to track after the end of the 'delivery' phase? If so, what are they and how will you track them? (E.g. cost savings, quality etc.)
The project may deliver a pedestrian priority street, which is an objective of the City Transport Strategy.
[14] What is the expected delivery cost of this project (range values)[£]?
Lower Range estimate: £600,000 Upper Range estimate: £3,600,000 The broad cost range reflects the options as defined in the Section 106, as set out in Section 8 of this Briefing, and the uncertainties about what can be delivered. This will be refined at future Gateways.
[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:
Commuted sums to maintain upgraded sections of the highway and greenery will be presented at future Gateways, and will be covered for a period of 20 years as per Section 278 projects' standard.
[16] What are the expected sources of funding for this project?
The project will be fully funded by the developer through a Section 278 agreement.
[17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)?
Lower Range estimate: to be confirmed with the developer's programme Upper Range estimate: to be confirmed with the developer's programme

Project Impact:	
[18] Will this project generate public or media impact and response which the City of London will need to manage? Will this be a high-profile activity with public and media momentum?	
No	
[19] Who has been actively consulted to develop this project to this stage?	
Chamberlains: Finance	Officer Name: TBC
Chamberlains: Procurement	Officer Name: TBC
External	Developer
[20] Is this project being delivered internally on behalf of another department? If not ignore this question. If so: **Please note the Client supplier departments.** **Who will be the Officer responsible for the designing of the project?** **If the supplier department will take over the day-to-day responsibility for the project, when will this occur in its design and delivery?**	
Client	Department: N/A
Supplier	Department: N/A
Supplier	Department: N/A
Project Design Manager	Department: N/A
Design/Delivery handover to Supplier	Gateway stage: N/A

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City of London: Projects Procedure Corporate Risks Register

Project Name:	65 Gresham Street s278	**PM's overall risk rating:**	Low	**CRP requested this gateway**	£ -	**Average unmitigated risk**	5.5	**Open Risks**	6
Unique project identifier:	12421	**Total estimated cost (exec risk):**	£ 3,600,000	**Total CRP used to date**	£ -	**Average mitigated**	3.7	**Closed Risks**	0

General risk classification										Mitigation actions								Ownership & Action				
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to issues	Comment(s)
R1	2	(3) Reputation	Gateway 1 to 5 - The development is delayed, impacting on project programme and budget	Further time and therefore resource may be required if planned alignment with the development programme is extended.	Possible	Serious	6	£0.00	N	B – Fairly Confident	* Early engagement with the developer via the project's communications plan and the planned working group.	£0.00	Possible	Minor	£0.00	3	£0.00	0	22/01/2024		Tom Noble		
R2	2	(2) Financial	Gateway 1 to 6 - Procurement procedures impact negatively on project delivery	Additional resource may be required if there is a delay or issue with a project's procurement of goods or services from external suppliers.	Possible	Minor	3	£0.00	N	B – Fairly Confident	* Map out any resources using the Annual Procurement Plan with the procurement team * Consider early engagement with internal suppliers where required (Highways, Traffic Enforcement, Open Spaces, M&E, etc)	£0.00	Unlikely	Minor	£0.00	2	£0.00	0	22/01/2024		Tom Noble		22/01/24 - The project does carry some risk in this regard as it is proposed to procure external services in the next stage of work. However, this proposed work is standard in nature and therefore no mitigation (other than usual BAU work) is planned.
R3	2	(2) Financial	Gateway 1 to 6 - Inaccurate or incomplete project estimates, including baxters / inflationary issues	If an estimate is found at a later date to be inaccurate or incomplete, more funding and/or time resource would be needed to rectify the issue or fund/ underwrite the shortfall. More specifically, inflationary amounts predetermined earlier in a project may be found to be insufficient and require extra funding to cover any	Possible	Serious	6	£0.00	N	B – Fairly Confident	* Undertake internal re-estimates prior to each Gateway stage, including discussions with procurement/ finance in regards to external factors such as baxters/ inflation	£0.00	Possible	Minor	£0.00	3	£0.00	0	22/01/2024		Tom Noble		
R4	2	(10) Physical	Gateway 1 to 5 - Utility survey issues lead to increased costs and / or scope of work	At the earlier stages of a project, delays could occur which result unplanned costs if utility companies don't engage as expected or further topographical or utility surveys are required.	Possible	Serious	6	£0.00	N	B – Fairly Confident	* Work with design engineers to work out an appropriate sums to cover utility delays or on-site discoveries. * Consider and budget for trial holes if the location is thought to be particularly difficult.	£0.00	Possible	Serious	£0.00	6	£0.00	0	22/01/2024		Tom Noble		
R5	2	(3) Reputation	Gateway 1 to 6 – Issues with external engagement and buy-in lead to projects delays and / or increased costs.	Further time and therefore resource may be required if planned engagement work with main stakeholders takes longer, requires more work or doesn't go as planned. Also, they may change their requirements for a project which results in abortive work and costs.	Possible	Serious	6	£0.00	N	B – Fairly Confident	* Establish the working group as proposed and create a log of their aspirations/ requirements for the project. * Identify key stakeholders through the Communication Plan and ensure regular engagement.	£0.00	Unlikely	Serious	£0.00	4	£0.00	0	22/01/2024		Tom Noble		
R6	2	(3) Reputation	Gateway 1 to 6 – Third party delays impact negatively on project delivery (time and / or costs).	Activities planned by third parties in the project area clash with project-related workstreams, leading to delays to implementing the project deliverables.	Possible	Serious	6	£0.00	N	B – Fairly Confident	* Map out key external dependencies and assess their timescales. * Engage early with key identified stakeholders.	£0.00	Unlikely	Serious	£0.00	4	£0.00	0	23/01/2024		Tom Noble		

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Committees: Streets and Walkways Sub-Committee - for Decision Projects and Procurement Sub-Committee – for Information	**Dates:** 19 March 2024 15 April 2024
Subject: Fenchurch Street Area Healthy Streets Plan **Unique Project Identifier:** *PV ID confirmed post CPB via PMO.*	**Gateway 2: Project Proposal** Regular
Report of: Interim Executive Director, Environment **Report Author:** Stephen Oliver, Policy and Projects, City Operations	**For Decision**
PUBLIC	

Recommendations

1. Next steps and requested decisions	**Project Description:** The Fenchurch Street Area Healthy Streets Plan will provide a framework for improvements to streets and public realm in the area. The proposals will reflect the aspirations of stakeholders, including the Eastern City Business Improvement District group (the EC BID), and the Aldgate Connect BID and opportunities arising from development. Developing the plan will include testing the feasibility of any proposals which may include traffic management changes if necessary. The final Plan will include a series of proposed projects and a programme for implementation. Subsequently funding bids will be submitted for projects, which once initiated will be subject to additional consultation and approvals as detailed proposals are developed. The Fenchurch Street Area Healthy Streets Plan is funded through Section 106 funds. **Next Gateway:** Gateway 3/4 - Options Appraisal (Regular) **Next Steps:** • Establish the scope and parameters of the plan. • Liaise with the EC Bid and Aldgate Connect BID on objectives and priorities for improvements in the area.

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Engage with ward members, local residents and businesses to consider objectives of the Transport Strategy including pedestrian priority, the comfort and safety for people walking, wheeling and cycling and maximising opportunities to improve the public realm.
Appointment of a transport consultancy to provide baseline traffic and pedestrian surveys and provide technical advice on the detail and scope of the traffic/pedestrian modelling required to inform the Healthy Streets Plan for the Gateway 3/4 report to meet Transport for London’s modelling requirements.
Develop concept options for the Gateway 3/4 report, which would be seeking permission to go to public consultation on the draft plan and proposals.

Requested Decisions:

That a budget of £100,000 is approved to reach the next Gateway.
Note the total estimated cost of the project to develop the plan is £240,000 (excluding risk).
Approve the boundary of the Fenchurch Street Area Healthy Streets Plan as set out in Appendix 3.

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<td>2. Resource requirements to reach next Gateway</td>
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<table>
<tr><th>Item</th><th>Reason</th><th>Funds/ Source of Funding</th><th>Cost (£)</th></tr>
<tr><td></td><td></td><td></td><td></td></tr>
<tr><td>P&T Staff Time</td><td>Project Management, stakeholder engagement and area analysis.</td><td>S.106</td><td>60,000</td></tr>
<tr><td>Fees</td><td>Initial data collection and engagement.</td><td>S.106</td><td>40,000</td></tr>
<tr><td>Total</td><td></td><td></td><td>100,000</td></tr>
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The staff costs are consistent of the time required to set up the project and other project management requirements. The staff costs include time for a Project Manager and for staff supervision. This equates to approximately two and a half days of project management time per week over a 10-month period.

Costed Risk Provision requested for this Gateway: None requested.
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3. Governance arrangements	**Service Committee:** Streets and Walkways Sub-Committee **Senior Responsible Officer:** Bruce McVean, Assistant Director Policy and Projects. **Project Board:** The already established City Cluster Programme Board will guide the development of the Healthy Streets Plan.

Project Summary

4. Context	4.1. The Fenchurch Street Area Healthy Streets Plan was originally within the scope of the City Cluster Healthy Streets Plan and was approved to be initiated on the 14 June 2019 as the 'City Cluster and Fenchurch Street Healthy Streets Plan'. However, in December 2019 the Streets and Walkways Sub-Committee agreed to split the work into 2 phases to create two more practical and manageable areas of work. The first phase for the City Cluster was completed and adopted by committees in July 2021. This report now recommends bringing forward the second phase to establish the Fenchurch Street Area Healthy Street Plan. 4.2. The Fenchurch Street Area Healthy Streets Plan comprises the area between, Fenchurch Street / Aldgate to the north, and the A3211 Lower Thames Street (managed by TFL) to the south, Gracechurch Street (managed by TfL) to the west and Minories to the east. The project boundary is set out in Appendix 3. Fenchurch Street itself has had a significant amount of development completed and more is under construction, and in the pipeline. 4.3. The project area also includes the streets of Eastcheap and Great Tower Street which bisects the area. There are a series of Local Access streets within the area that have existing traffic management orders that restrict turning movements and/or restrict motor vehicles to one direction of travel. The area also includes the railway terminus of Fenchurch Street Station, and the Monument Underground station (part of the Bank station complex). 4.4. Members should also note that the EC BID are developing their own Public Realm Strategy which will include much of the Fenchurch Street Area Healthy Streets Plan area. As with the work in the Fleet Street area Healthy Street Plan, City officers intend to work closely with the EC BID and their consultants on their work to ensure the outputs

	between the two documents are aligned and to maximise data and resource sharing. 4.5. The Fenchurch Street Area Healthy Streets Plan is a key deliverable of the City's Transport Strategy and further supports the Climate Action Strategy in developing spaces that are climate resilient. The Healthy Streets Plan also aligns with the ambitions for the area, as set out in the draft City Plan 2040 and will support the ambitions of delivering Destination City for the future.
5. Brief description of project	5.1. The Heathy Streets Plan will identify and develop proposals for future projects to build upon the existing traffic management in the area and outline further changes to enable the priority, comfort and safety of people walking, wheeling and cycling. It will also identify proposals to create high quality public realm. It will build upon and complement the improvements being delivered from the City Cluster Vision Healthy Streets Plan. Projects identified in the plan will be subject to further engagement and consultation. The preparation of the Healthy Streets Plan will include the following: • A comprehensive data collection exercise to identify the scope and parameters of the project and inform a base line understanding of opportunities and issues in the study area. • The appointment of a transport consultancy to provide comprehensive baseline traffic and pedestrian surveys and the technical advice on the traffic/pedestrian modelling for the G3/4 report and to meet Transport for London's modelling requirements. • Developing a draft plan and proposals for public consultation. 5.2. The Fenchurch Street Area Healthy Streets Plan provides the opportunity to work closely with the EC BID and the Aldgate Connect BID to ensure that their goals and opportunities are considered within our plan and encourage further positive partnership working in the future.
6. Consequences if project not approved	6.1. The Fenchurch Street area has seen significant change with new developments and associated public realm improvements to date and further change is proposed. Further delays to the development of the Healthy Streets Plan will result in a missed opportunity to provide a holistic overview of the required additional space for the increase in people walking, wheeling, cycling and using public transport in this area, and consider the ongoing requirements for vehicular access. It would also miss the opportunity of aligning ongoing developments in the area to

	successfully deliver the required street changes as part of their S278 and S106 delivery.
7. SMART project objectives	7.1. The draft HSP will set out an integrated approach to improving the public realm and managing traffic to support delivery of the following Transport Strategy outcomes: • The Square Mile's streets are great places to walk and spend time. • Street space is used more efficiently and effectively. • The Square Mile is accessible to all. • People using our streets and public spaces are safe and feel safe. • More people choose to cycle. • The Square Mile's air and streets are cleaner and quieter. • Delivery and servicing are more efficient, and impacts are minimised. • Our street network is resilient to changing circumstances.
8. Key benefits	8.1. An area-based approach to identify traffic management measures allows for a holistic overview of the required network changes, including coordination with other area-based projects and local freight and servicing requirements. 8.2. The Healthy Streets Plan will identify an initial delivery plan of projects and temporary changes that can be undertaken to restrict traffic on streets, prior to full implementation of the proposals that will provide medium and long-term infrastructure changes. 8.3. The Healthy Streets Plans will further provide an opportunity to work with the BIDs and with local stakeholders to develop a framework of projects.
9. Project category	4a. Fully reimbursable
10. Project priority	B. Advisable
11. Notable exclusions	None

Options Appraisal

12. Overview of options	1. Healthy Streets Plan developed in full.

	This option allows the Healthy Streets Plan to be completed in full and will encompass all aspects of a Healthy Streets Plan. The Healthy Streets Plan allows all potential scenarios to be tested collectively, as well as identify any required changes to the highway network. This is a cost-effective approach with best value for money to ensure transformational change can be delivered. This is the preferred option. 2. Light-touch Health Streets Plan approach. This option presents a light-touch approach in developing the Healthy Streets Plan. Under this option, the Healthy Streets Plan will focus on developing key aspects, such as traffic modelling, and existing projects identified in the Transport Strategy but may miss opportunities for a more holistic approach particularly projects that are identified through engagement with stakeholders. 3. Do nothing scenario. This option would result in a Healthy Streets Plan not being undertaken and opportunities to improve the comfort and safety of people walking and cycling and improvements to the public realm may be missed as part of ongoing development proposals.

Project Planning

13. Delivery period and key dates	**Overall project:** March 2024 – December 2025 This is the longest anticipated timescale to develop the Healthy Streets Plan. **Key dates:** Key dates for the project/development of the plan, up to Gateway 5 include the following: • Gateway 1/2 – March 2024 • Review of existing projects and developments in the area, area analysis and traffic and pedestrian data collection - April to August 2024 • Initial stakeholder engagement – September - November 2024 • Gateway 3/4 – December 2024 • More detailed traffic and pedestrian modelling –January 2025 – May 2025 • Development of full draft Healthy Streets Plan– January – July 2025 • In depth stakeholder consultation (presenting Healthy Streets Plan scenarios) – July - September 2025 • Healthy Streets Plan finalisation – September to November 2025 • Gateway 5 – December 2025

14. Risk implications	**Overall project risk:** Low Risks associated with the development of the plan include: R2 - Proposals identified are not supported by key stakeholders. R4 - Funding is not secured for the delivery of projects. R6 - Public Consultation responses do not support the proposed changes. Further information available within the Risk Register (Appendix 2)
15. Stakeholders and consultees	The key stakeholders and consultees consist of the following: • Transport for London • Business and occupiers within the area • Local Ward Members (Candlewick, Bridge, Billingsgate, Tower and Aldgate) • City of London Access Group • EC BID and Aldgate Connect BID • Residents • Places of worship • The Monument and other visitor destinations Engagement timeframes are outlined within the Healthy Streets Plan programme (Appendix 4).

Resource Implications

16. Total estimated cost	**Likely cost range (excluding risk):** £200,000-£240,000
17. Funding strategy	All funding fully guaranteed

Funds/Sources of Funding	**Cost (£)**
Section 106 - 20 Fenchurch Street	£240,000
Total	**£240,000**

The report to the Streets and Walkways Sub-Committee of the 26th September 2023 identified the Fenchurch Street Healthy Streets Plan as one of the City Cluster High Priority projects. It was agreed to allocate £240,000 of S106 to its development.

18. Investment appraisal	Not applicable.

19. Procurement strategy/route to market	19.1. Traffic and pedestrian surveys will be undertaken by an external traffic survey company. This will be procured via the Transport and public realm framework contract.
20. Legal implications	20.1. In exercising its traffic management functions, the City has statutory duties to secure the expeditious, safe and convenient movement of traffic (Section 122 Road Traffic Regulation Act 1984) and the efficient use of the road network, avoiding congestion and disruption (Section 16 Traffic Management Act 2004). 20.2. Traffic modelling will ensure efficient and convenient vehicular movements can be appropriately managed when delivering the Healthy Streets Plan proposals. 20.3. Public sector duty for ensuring the Equalities Act principles is considered within the Healthy Streets Plan proposals.
21. Corporate property implications	None noted.
22. Traffic implications	22.1. The preparation of the Healthy Streets Plan itself will cause no traffic implications. 22.2. The traffic modelling component of the Healthy Streets Plan will test a number of options for the proposals and will identify any traffic displacement throughout the wider network. 22.3. The appointed traffic modelling consultant will assist in the early engagement with Transport for London on their modelling requirements to understand the impact on the wider network and the Strategic Road Network.
23. Sustainability and energy implications	23.1. The overall outcome of the Healthy Streets Plan will enable the prioritisation of people walking, wheeling, cycling and using public transport.
24. IS implications	None
25. Equality Impact Assessment	25.1. An equality impact assessment will be undertaken.
26. Data Protection Impact Assessment	26.1. A data impact assessment will be undertaken in relation to the procurement of any engagement tool or relevant data collection.

Appendices

Appendix 1	Project Briefing
Appendix 2	Risk Register

Appendix 3	Fenchurch Street Area Plan Area
Appendix 4	Healthy Street Plan areas.

Contact

Report Author	Stephen Oliver
Email Address	Stephen.Oliver@cityoflondon.gov.uk

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Project Briefing

Project identifier			
[1a] Unique Project Identifier	-	**[1b] Departmental Reference Number**	-
[2] Core Project Name	Fenchurch Street Area Healthy Streets Plan		
[3] Programme Affiliation *(if applicable)*	None.		

Ownership	
[4] Chief Officer has signed off on this document	
[5] Senior Responsible Officer	Gillian Howard
[6] Project Manager	Stephen Oliver

Description and purpose

[7] Project Description

The Fenchurch Street Area Healthy Streets Plan will, as set out in the Transport Strategy, address the following objectives:

- How to reduce the use of Local Access streets by through traffic, while maintaining access
- Opportunities to introduce pedestrian priority, improve the experience of walking and cycling, improve air quality, enhance the public realm and create new public space
- Potential changes to kerbside uses including loading and parking
- Opportunities for area-based approaches to the management of freight and servicing, including consolidation and retiming of deliveries
- The need for network changes to support planned and future development

The proposals and the traffic management changes required to enhance the public environment for all those who live, work and visit the area both in the short term to include temporary/interim changes to the function of the streets and longer-term transformational projects.

[8] Definition of Need: What is the problem we are trying to solve or opportunity we are trying to realise (i.e. the reasons why we should make a change)?

The Fenchurch Street plan area is bounded by City and London Access Streets (managed by TFL) with Fenchurch Street and Fenchurch Street/Aldgate and East Cheap and Great Tower Street the primary east-west corridor. Within the area many of the local access streets have traffic and turning restrictions. To the north of the project area there is already a City Cluster Healthy Streets Plan. The area will continue to undergo new development that will bring greater of numbers of workers and visitors into the area.

The Fenchurch Street Area Healthy Streets Plan will provide a framework for the transformation of streets and spaces, by way of prioritising people walking and cycling and reducing motor traffic levels. This transformation will also provide for a high-quality public realm environment. This framework will set out viable proposals to rebalance the street hierarchy, implement traffic management measures and create a more welcoming public realm.

[9] What is the link to the City of London Corporate plan outcomes?

[1] People are safe and feel safe.
[9] Our spaces are digitally and physically well-connected and responsive.

[10] Our spaces inspire excellence, enterprise, creativity and collaboration.
[12] Our spaces are secure, resilient and well-maintained.

[10] What is the link to the departmental business plan objectives?

This project is linked to the following Department of Environment business plan objectives:

- The number of people killed and seriously injured on our streets (KSI, 7am-7pm), baseline 54 in 2017.
- Number of kilometres of pedestrian priority streets, baseline 25km (25%) in 2017.
- Reduction in all-day motor vehicle traffic volumes, baseline 185k in 2017.

The project also supports the delivery of the City of London Transport Strategy, including the following proposals:

1. Embed the Healthy Streets Approach in transport planning and delivery
2. Put the needs of people walking first when designing and managing our streets
7. Provide more public space and deliver a world-class public realm
12. Design and manage the street network in accordance with the City of London Street Hierarchy
27. Promote and celebrate cycling.

In addition, the project further supports the City of London Climate Action Strategy and the City of London Local Plan which align to the above proposals.

[11] Note all which apply:

Officer: Project developed from Officer initiation	Y	**Member:** Project developed from Member initiation	N	**Corporate:** Project developed as a large scale Corporate initiative	N
Mandatory: Compliance with legislation, policy and audit	N	**Sustainability:** Essential for business continuity	N	**Improvement:** New opportunity/ idea that leads to improvement	Y

Project Benchmarking:

[12] What are the top 3 measures of success which will indicate that the project has achieved its aims?

1) A tested and recommended phasing schedule for the delivery of the Fenchurch Street Healthy Streets Plan.
2) An indication in the reduction of traffic volumes and the identification of the number of pedestrian priority streets within the area.
3) Create opportunities for enhanced stakeholder engagement.

[13] Will this project have any measurable legacy benefits/outcome that we will need to track after the end of the 'delivery' phase? If so, what are they and how will you track them? (E.g. cost savings, quality etc.)

Data collected to prepare the Fenchurch Street Area Healthy Streets Plan will provide baseline data that will inform post-implementation mointoring of the individual projects.

[14] What is the expected delivery cost of this project (range values)[£]?

Cost range: £200,000 to £240,000

[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:

None.

[16] What are the expected sources of funding for this project?

Section 106 funding will be used to fund this HSP. The Section 106 funds have been approved for use for the HSP through the Departmental Prioritisation report which was approved by members in 2019.

[17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)?
Lower Range estimate: March 2024 – September 2025 Upper Range estimate: March 2024 – December 2025

Project Impact:	
[18] Will this project generate public or media impact and response which the City of London will need to manage? Will this be a high-profile activity with public and media momentum?	
The outcome of this project may generate media attention. The Healthy Streets Plan may identify significant network changes to provide adequate capacity, quality and the safety for people walking and cycling, as well as changes to local freight movements and servicing requirements. Local occupiers, businesses and their employees that will be impacted by the delivery of the Healthy Streets Plan in terms of vehicle access will be fully engaged throughout the entire duration of the programme.	
[19] Who has been actively consulted to develop this project to this stage?	
Chamberlains: Finance	Officer Name: Darshika Patel/Olumayowa Obisesan
Chamberlains: Procurement	Officer Name: N/A
IT	Officer Name: NA
HR	Officer Name: NA
Communications	Officer Name: NA
Corporate Property	Officer Name: N/A
External	NA

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City of London: Projects Procedure Corporate Risks Register

Project name: *Fenchurch Street Healthy Streets Plan*

Unique project identifier: -

Total est cost (exc risk) *£240000*

PM's overall risk rating	Low
Avg risk pre-mitigation	5.7
Avg risk post-mitigation	3.1
Red risks (open)	0
Amber risks (open)	5
Green risks (open)	2

Corporate Risk Matrix score table

	Minor impact	Serious impact	Major impact	Extreme impact
Likely	4	8	16	32
Possible	3	6	12	24
Unlikely	2	4	8	16
Rare	1	2	4	8

Costed risks identified (All)	£0.00	0%	*Costed risk as % of total estimated cost of project*
Costed risk pre-mitigation (open)	£0.00	0%	" "
Costed risk post-mitigation (open)	£0.00	0%	" "
Costed Risk Provision requested	£0.00	0%	*CRP as % of total estimated cost of project*

	Number of Open Risks	Avg Score	Costed impact	Red	Amber	Green
(1) Compliance/Regulatory	3	6.0	£0.00	0	2	1
(2) Financial	1	6.0	£0.00	0	1	0
(3) Reputation	0	0.0	£0.00	0	0	0
(4) Contractual/Partnership	3	5.3	£0.00	0	2	1
(5) H&S/Wellbeing	0	0.0	£0.00	0	0	0
(6) Safeguarding	0	0.0	£0.00	0	0	0
(7) Innovation	0	0.0	£0.00	0	0	0
(8) Technology	0	0.0	£0.00	0	0	0
(9) Environmental	0	0.0	£0.00	0	0	0
(10) Physical	0	0.0	£0.00	0	0	0

		Extreme	Major	Serious	Minor
Issues (open)	0	**Open Issues**	0	0	0	0
All Issues	0	**All Issues**	0	0	0	0

Cost to resolve all issues (on completion)	£0.00	**Total CRP used to date**	£0.00

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City of London: Projects Procedure Corporate Risks Register

Project Name:	Fenchurch Street Healthy Streets Plan	**PM's overall risk rating:**	Low	**CRP requested this gateway**		**Average unmitigated risk**	5.7	**Open Risks**	7
Unique project identifier:	-	**Total estimated cost (exc risk):**	£ 240,000	**Total CRP used to date**	£ -	**Average mitigated risk score**	3.1	**Closed Risks**	0

General risk classification											Mitigation actions						CRP used to date	Use of CRP	Ownership & Action				
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score			Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to Issues	Comment(s)
R1	2	(4) Contractual/Partnership	Some or all of the data collection exercise cannot be completed due to survey companies having no available capacity at this time	Delay and possible increased cost to project programme	Unlikely	Serious	4	£0.00	N	B – Fairly Confident	Procure the surveys as an open tender to increase the possibilty of a company able to undertake the surveys, and complete the procurement exercise as early as possible to increase the likelihood of companies having spare capacity	£0.00	Unlikely	Serious	£0.00	4	£0.00		12/01/2024	Gillian Howard	Stephen Oliver		
R2	2	(4) Contractual/Partnership	Proposals identified are not supported by key stakeholders.	The BID in particular may not agree with proposals that are identified in early emgagement.	Possible	Serious	6	£0.00	N	B – Fairly Confident	Work closely with the EC BID to understand/identify their objectives and goals	£0.00	Unlikely	Minor	£0.00	2	£0.00		12/01/2024	Gillian Howard	Stephen Oliver		
R3	2	(1) Compliance/Regulatory	Change in political leadership within TfL or City Corporation	The project is no longer supported or withdrawn	Unlikely	Major	8	£0.00	N	B – Fairly Confident	Informing City of London members of progress and benefits of the project and identifying in Transport Strategy delivery plan	£0.00	Rare	Major	£0.00	4	£0.00		12/01/2024	Gillian Howard	Stephen Oliver		
R4	2	(2) Financial	Insufficent funds to progress HSP or the project loses a funding source	Will delay HSP progression or result in the cancellation of the project	Possible	Serious	6	£0.00	N	B – Fairly Confident	Work closely with City's Planning Team to understand/identify upcoming developments within the project area	£0.00	Unlikely	Serious	£0.00	4	£0.00		12/01/2024	Gillian Howard	Stephen Oliver		
R5	2	(1) Compliance/Regulatory	Brexit or external factors affect labour costs	Higher or lower costs of traffic surveys and traffic modelling than estimated	Unlikely	Serious	4	£0.00	N	B – Fairly Confident	Review costs at each stage of HSP developemnt	£0.00	Unlikely	Minor	£0.00	2	£0.00		12/01/2024	Gillian Howard	Stephen Oliver		
R6	2	(4) Contractual/Partnership	Public consultation responses do not support the proposals.	Businesses, residents and highway users do not support proposals.	Possible	Serious	6	£0.00	N	B – Fairly Confident	Engagement will seek the opinions of the wider community including businesses, residents and visitors.Proposals will balance the responses by all stakeholders.	£0.00	Unlikely	Minor	£0.00	2	£0.00		12/01/2024	Gillian Howard	Stephen Oliver		

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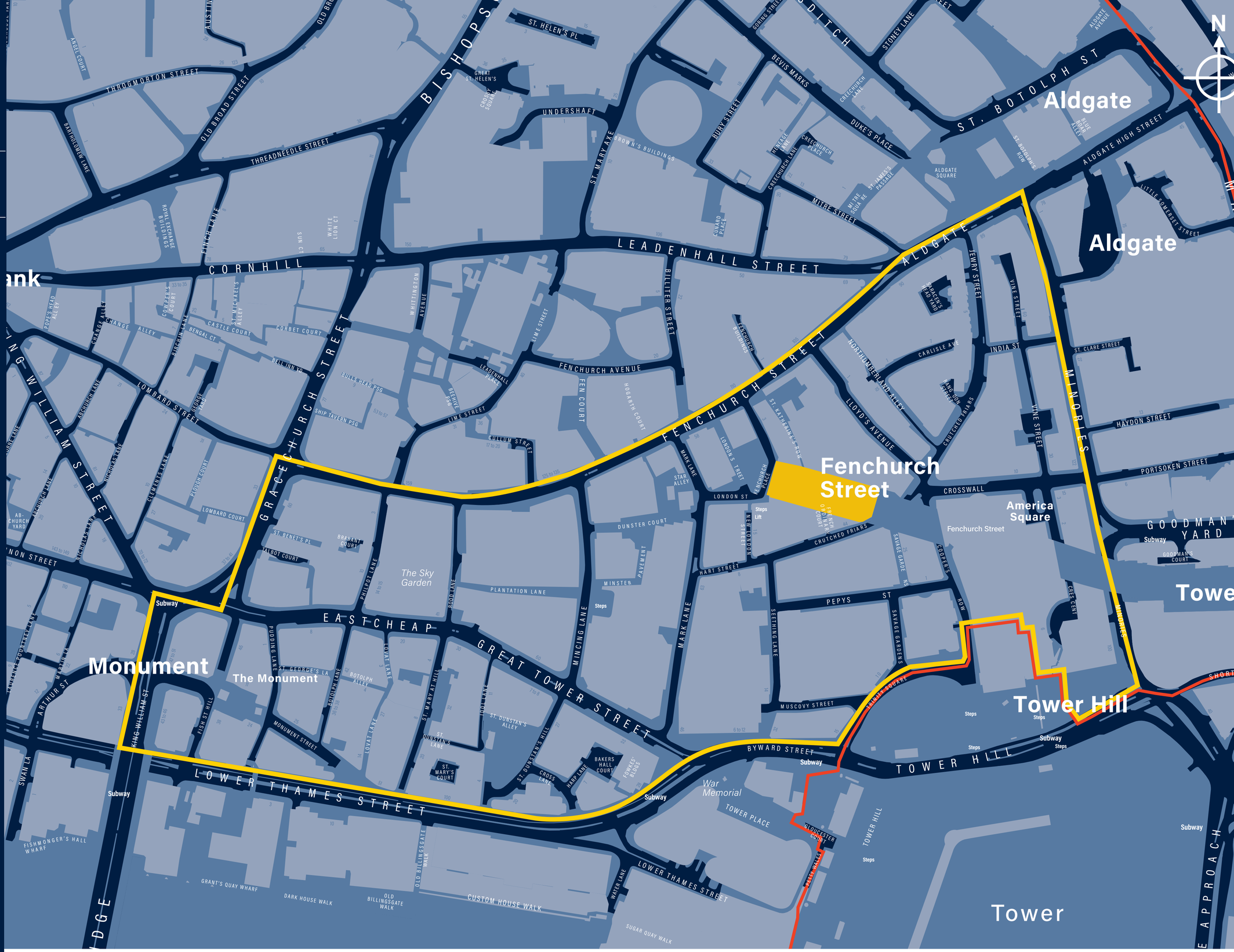
Fenchurch Street Healthy Street Plan

KEY

- Healthy Streets Plan Area
- CoL Boundary



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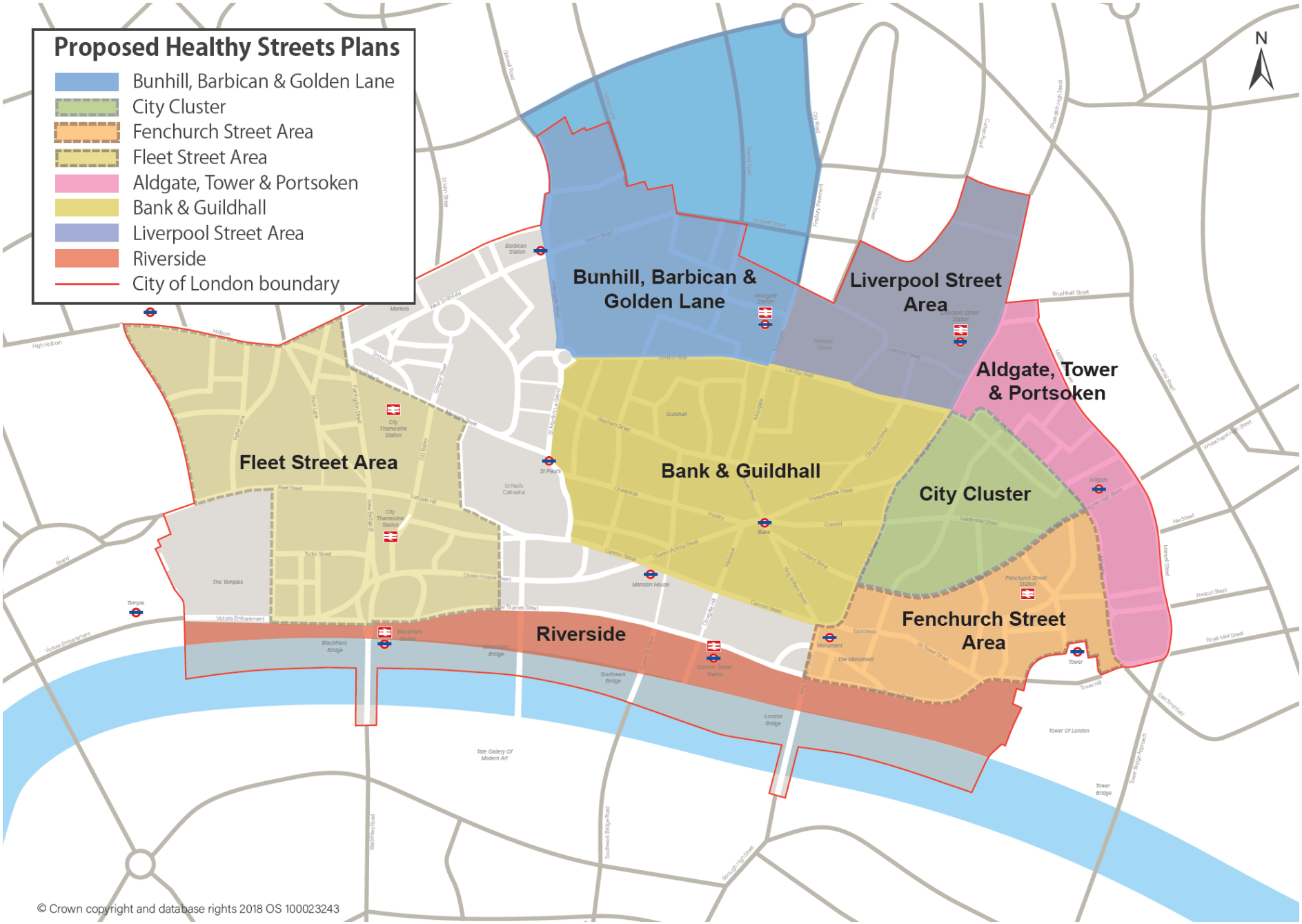
APPENDIX 4 Proposed Healthy Streets Areas Plans



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Committees: Streets and Walkways Sub Committee *[for decision]* *Projects And Procurement Sub Committee [For Information]*	**Dates:** 19 March 2024 12 February 2024
Subject: **Bevis Marks Sustainable Urban Drainage system (SUDs)** (City Cluster Programme 2- Well-being and Climate Change Resilience programme) City Cluster Programme - 12295	**Gateway 6:** **Outcome Report** Regular
Report of: Interim Executive Director, Environment Department **Report Author:** Maria Herrera, Policy and Projects, City Operations	**For Decision**
PUBLIC	

Summary

1. Status update	**Project Description:** The project delivered an attractive and high-quality space, increasing the provision of greenery by relandscaping two existing planters to enable the introduction of a sustainable urban drainage system (Suds). The objective is to capture rainwater from the surrounding hard paving area and re-direct it to the planters, reducing the amount of rainfall going into the sewers. This is a pilot project and has been developed in response to the Climate Action Strategy and will help to inform future Suds schemes in the City. Resilient planting was selected to reduce maintenance implications and respond to potential extended periods of droughts in the future. Construction works were practically completed in June 2023, with works staggered to accommodate pedestrian and cycling movement in the area and to maintain access to building entrances at all times. **RAG Status:** Green (same at last Gateway)

	Risk Status: Low (same at last Gateway) **Costed Risk Provision Utilised:** None **Funding Source: A total of** £387,000 allocated to this project from the Cool Streets and Greening Programme (Climate Action Strategy) and Section 106 Contribution of 40 Leadenhall Street. **Final Outturn Cost:** £291,159
2. Next steps and requested decisions	**Requested Decisions:** • Approve the content of this outcome report. • Approve the budget adjustment summarised in section 13 and Table 2. • Agree to close this project once the budget adjustment to cover an increase in staff costs has been completed (refer to section 13). • Agree for the unspent funds from this project to be re-allocated to the Climate Action Strategy programme – Phase 3.
3. Key conclusions	The Bevis Marks project was completed on time and on budget, with an underspend of a total of £75,841, which will be re-allocated to the Climate Action Strategy programme – Phase 3. The scheme delivered on its main objectives, which are as follows: o Increase the amount of greenery to help mitigate the impacts of climate change, noise and air pollution and soften the urban environment. o Deliver more accessible and attractive spaces to rest and spend time in. o The creation of 'green corridors' along busy pedestrian routes. o Deliver sustainable urban drainage systems (Suds) in line with the Climate Action strategy. Key learning and recommendations for future projects: • Close co-ordination and engagement with consultants, the term contractor and City project teams enables smooth project delivery. • Early engagement with utilities reduces conflicts when accommodating highways activities. • Flexibility on proposed solution for the SuDs infrastructure is important to accommodate unexpected ground conditions.

	• Early engagement with City Gardens and SuDs specialists helped informed the scope of the project and development of details. **Reasons for underspend:** • Construction works were efficiently managed and coordinated with works in the local area, which provided savings in respect to coordinating delivery of materials and other maintenance works in the vicinity of the site. • Soft landscaping works costs were lower than expected, and one tree was not possible to be planted due to utilities, which is reflected in the cost. • Street furniture was relocated from another site, and therefore cost neutral. • Requirement for additional external consultant's input was minimal, which also generated cost savings.

Main Report

Design & Delivery Review

4. Design into delivery	The project involved the relandscaping of a wide area of footway along Bevis Marks and Creechurch Lane (northern section), with the removal of two existing brick planters to enable the integration of the sustainable urban drainage system. New low-level planters were introduced to allow for surface water to be retained within the planter and avoid or reduce run-off into the sewage system. The scheme also included the repaving of the area to achieve a more efficient flow of surface water into the new planters. Where possible, materials were re-used where possible, and a permeable surfacing was introduced near the planters to allow for the surface water to also permeate into the ground. Three semi mature and multi-stem trees were planted, alongside a range of resilient planting which reduces long term maintenance cost. The scheme also introduced areas of seating and cycle parking. The design of the scheme utilised the City's existing palette of materials in accordance with the Public Realm SPD and the

	Technical Manual (and in line with the recently published Public Realm tool Kit). **Impacts on the Delivery Programme** A two-month delay at the beginning of the project was experienced due to the longer than anticipated procurement of materials. Also, the installation of the Suds infrastructure took longer due to the need to adapt the proposed system following the discovery of archaeological remains on site. However, during this delay other areas of the project were progressed and overall, the archaeological remains delay had a minor impact on the overall delivery of the project.
5. Options appraisal	The scope of the project was agreed in response to the objectives of the Climate Action Strategy and was focused on delivering a sustainable urban drainage in the area. A single option was therefore considered that was adapted within the existing footprint of the brick planters. The design adjusted the profile of the planters in order to maximise the amount of greenery and the area to capture rainwater run-off. Standard materials such as Yorkstone and granite were utilised, with a permeable surfacing introduced in the area between the planters to support the climate resilience design principles. The material selection is line with the recently adopted Public Realm Toolkit which includes a section on permeable surfacing options to be considered in line with the Climate Action Strategy. The location of the trees was adjusted following site excavation works, to ensure sufficient depth was achieved for the long-term establishment of the trees.
6. Procurement route	• The design and construction package were produced by a specialist Sustainable Urban Drainage landscape consultant, with input from City's Highways engineers. • Hard landscaping and civils work on-site were undertaken by the City's term contractor. • All soft landscaping was delivered by City Garden's team.
7. Skills base	• The project team has the skills, knowledge, and experience to manage delivery of this and similar future projects. Input from specialist consultants was required at certain stages of the project. • A communication strategy was developed in the initial stages of the project to include immediate stakeholders and ensure good

	coordination of the construction works and to minimise disruption.
8. Stakeholders	• The main stakeholders of the project were occupiers in the immediate vicinity of the site. • Information letters were issued at the beginning of the project, and throughout the construction process to inform them regarding the extent of the works and timescales for delivery. • Access to building premises was maintained at all times, which ensured disruption was kept to a minimum. • Noisy works were conducted in line with CoL Environmental Health policies. • Engagement with stakeholders is ongoing to gather feedback on the impact of the scheme on the users of the space and occupiers.

Variation Review

9. Assessment of project against key milestones	Gateway 5 – April 2022 | Committee Approval • Expected start as per G5 – December 2022 • Expected end date – March 2023 • Actual start date – January 2023 • Actual end date – June 2023 **Delays to the programme** When the public realm works were due to commence, it was soon realised that nearby utility works were required to be undertaken as a matter of urgency. The emergency works were not connected to the project, but excavations were required near the site. Therefore, access was restricted, and this caused a delay on the start of the works. However, construction was managed efficiently by the term contractor. During the construction process, there was a further delay as a result of the procurement of materials and adjusting the provision for the Suds infrastructure due to the archaeological remains.
10. Assessment of project against Scope	The project's scope of the project was fully met as per the objectives as agreed at the outset and is summarised below: • The relandscaping of the wide area along Bevis Marks and Creechurch Lane (northern section), with the removal of two

	existing brick planters to enable the integration of the sustainable urban drainage system. • Low-level planters were then introduced to allow for surface water to be retained within the planter and avoid run-off into the sewage system. • The repaving of the area along the pedestrian section of Creechurch, to achieve a more efficient flow of surface water management into the new planters. • Introduction of three semi mature or multi-stem trees, and resilient planting to reduce maintenance cost. • Introduction of benches and seats.
11. Risks and issues	During the construction phase the follwoing risks materialised: • Whilst utility and underground surveys had been undertaken prior to works, it is not uncommon to uncover prohibitive infrastructure, in this case the London Roman Wall, which was not captured in the survey work. Therefore, there was a need to review an alternative option for the Suds infrastructure and the location of the trees had to be adjusted. • Also, in relation to underground utilities/structures, the SuDs system, which was originally considered for the retention of surface water, had to be changed in response to the archaeological remains found. An alternative option was then selected which still delivers a rain garden by slowing down surface run off water within the planter. This system provides the flexibility to adjust it in response to underground structures, utilities, and archaeological remains.
12. Transition to BAU	This project used standard design practices with a clear plan for transitioning to business as usual. The project has remained within scope with a commonly agreed maintenance regime that will commence when the project has concluded.

Value Review

13. Budget

The project is complete; however, a budget adjustment is required to cover additional staff costs.

The project required an increase in officer resources to manage the project and navigate challenges as summarised in Section 4 and Section 9. This has meant an increase in staff costs to conduct:

- Adjustments to the design of the scheme to respond to site constraints.
- Manage the project throughout an extended timeframe, with additional communication required and liaison with the Term contractor.
- Risk management and communicate with the local occupiers.

Table 1: Spend to Date - 16100463: City Cluster - Bevis Marks Sustainable Urban Drainage System

Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	18,000	19,452	(1,452)
Open Spaces Staff Costs	5,000	1,348	3,652
P&T Staff Costs	20,000	23,031	(3,031)
P&T Fees	8,000	8,000	0
Env Servs Works	266,000	231,827	34,173
Open Spaces Works	30,000	7,501	22,499
Costed Risk Provision	20,000	-	20,000
Total	**367,000**	**291,159**	**75,841**

Table 2: Budget Adjustment Required

Description	Approved Budget (£)	Adjustment Required (£)	Revised Budget (£)
Env Servs Staff Costs	18,000	1,452	19,452
Open Spaces Staff Costs	5,000	-	5,000

	P&T Staff Costs	20,000	3,032	23,032
	P&T Fees	8,000	0	8,000
	Env Servs Works	266,000	(4,484)	261,516
	Open Spaces Works	30,000	-	30,000
	Costed Risk Provision	20,000	-	20,000
	Total	**367,000**	**-**	**367,000**

Please confirm whether or not the Final Account for this project has been verified.

Final account has been verified.
Unspent funds will be reallocated to Phase 3 of the Climate Action Strategy work programme.

14. Investment	This project is funded from the following sources: • Section 106 from Pinnacle Development - 06/01123/FULEIA - 30/11/2007 – LCEIW. • Section 106 from 40 Leadenhall Street - 13/01004/FULEIA - LCE • CAS - Cool Streets and Greening Programme – capital works • CAS - Cool Streets and Greening Programme (for £20,000 for Maintenance works)
15. Assessment of project against SMART objectives	**Objective:** The project has delivered an attractive and high-quality space, increasing the amount of greenery by relandscaping the existing planters to enable the introduction of a sustainable urban drainage system to capture rainwater from the surrounding area. This project is the first of its kind in the City and has been developed in response to the City's Climate Action Strategy. Resilient planting has been planted to reduce maintenance implications and enhance local biodiversity.
16. Key benefits realised	• Increase the amount of greenery to help mitigate the impacts of climate change, noise and air pollution and soften the urban environment.

	• Deliver more accessible and attractive spaces to rest and spend time in. • The creation of 'green corridors' along busy pedestrian routes. • Deliver sustainable urban drainage systems (Suds) in line with the emerging Climate Action strategy.

Lessons Learned and Recommendations

17. Positive reflections	Efficient, joined up thinking between City officers ensured a co-ordinated clear approach to resolving potential issues. This was further strengthened by officers' regular communication with the term contractor to facilitate the success of the project, resulting in a much-improved environment.
18. Improvement reflections	Where there have clearly been issues, it is important to engage in a post project debrief to ensure lessons are learnt and communicated effectively.
19. Sharing best practice	By engaging in regular meetings to share ideas, disseminate and record best practice, improvements are assured.
20. AOB	NA

Appendices

Appendix 1	Plan
Appendix 2	Site photos
Appendix 3	Cover sheet

Contact

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Telephone Number	07526 201100

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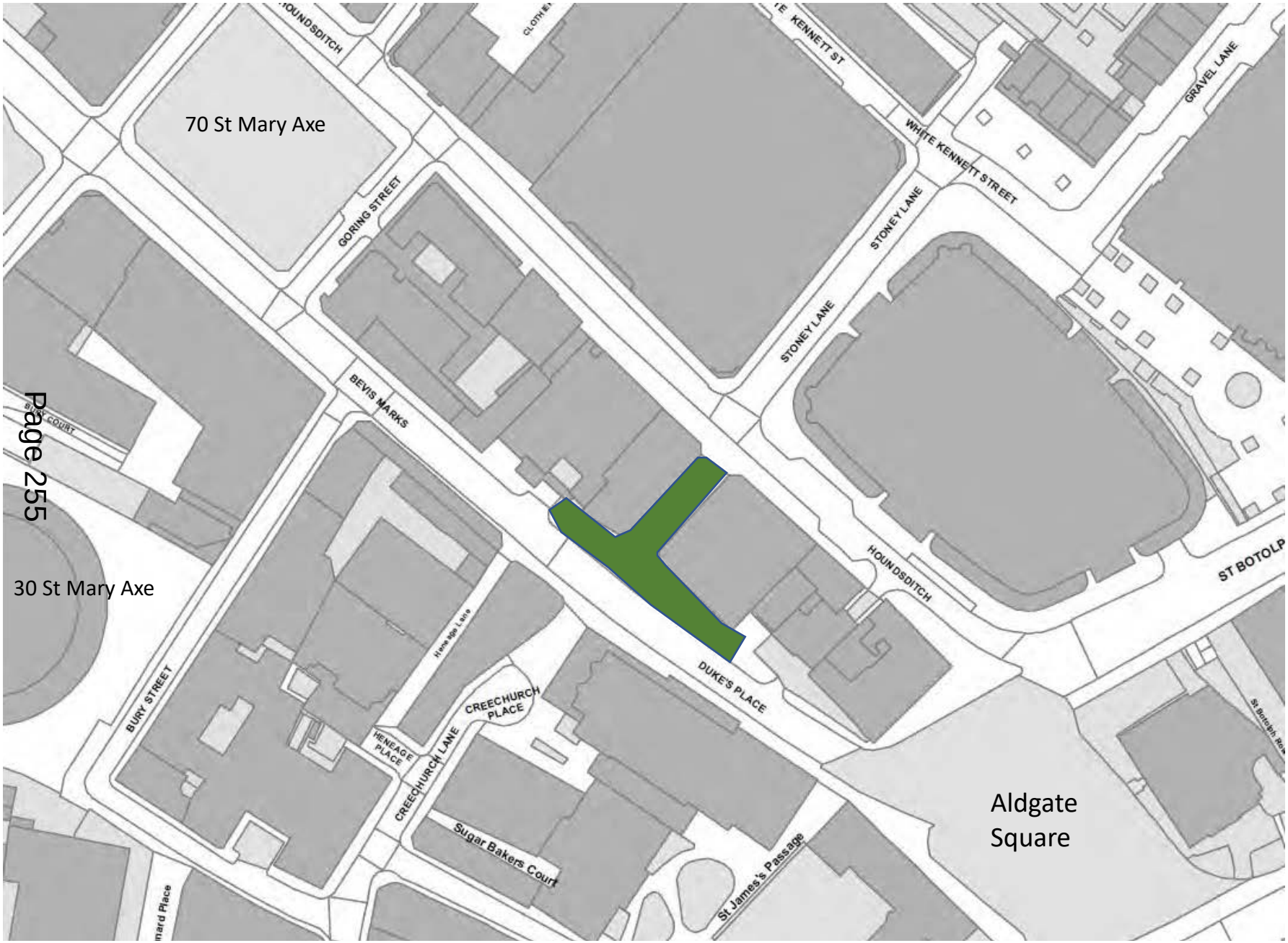
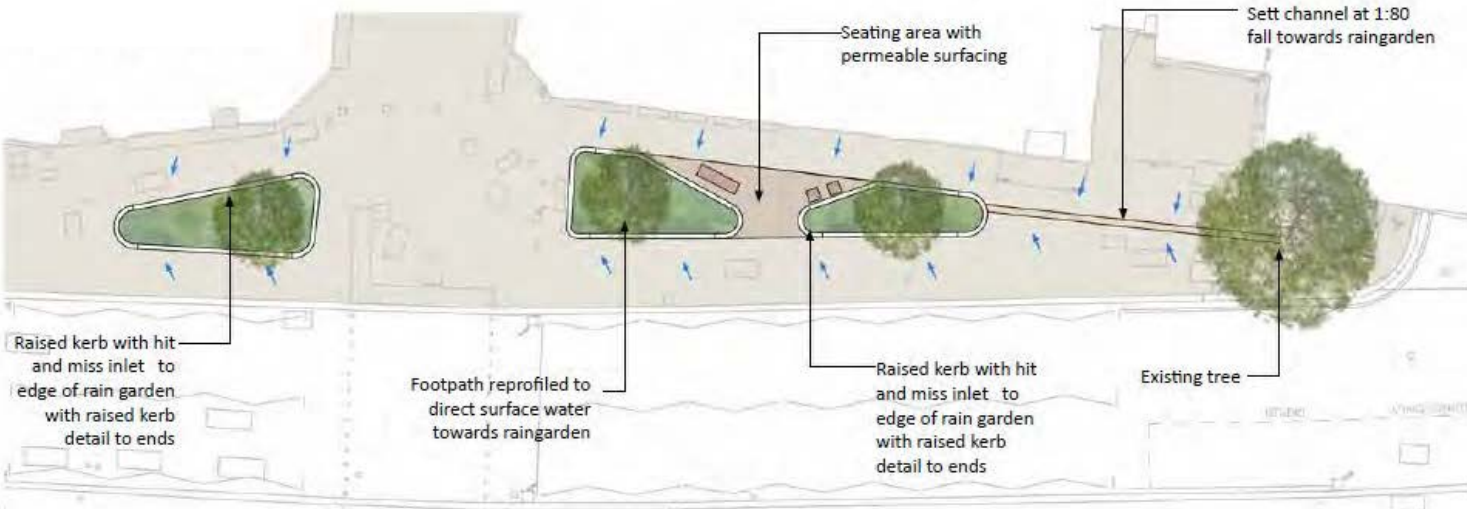
Appendix 1. Site Plan. Bevis Marks/Dukes Place



Appendix 2. Design

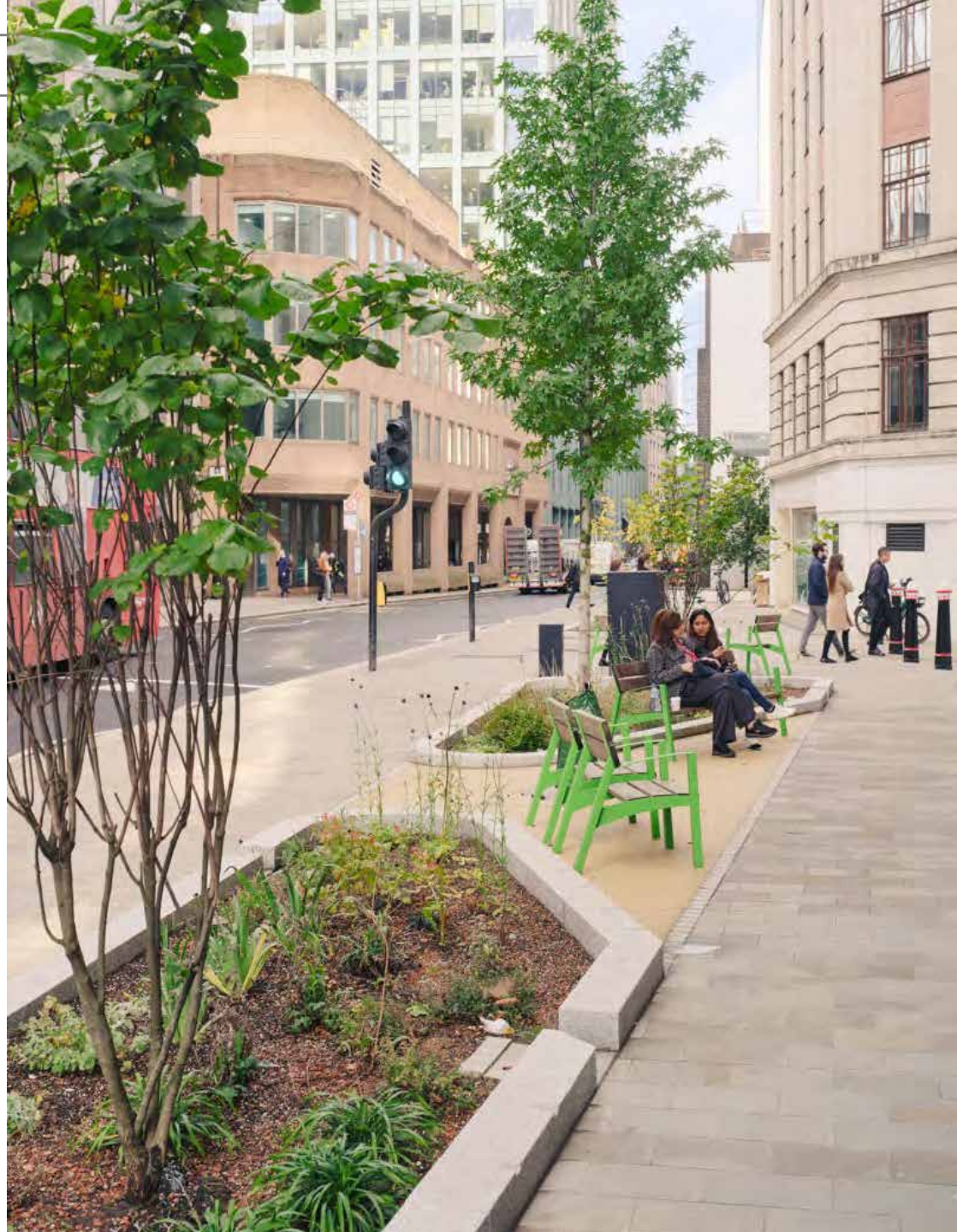


Proposal SuDs planters.

Existing condition

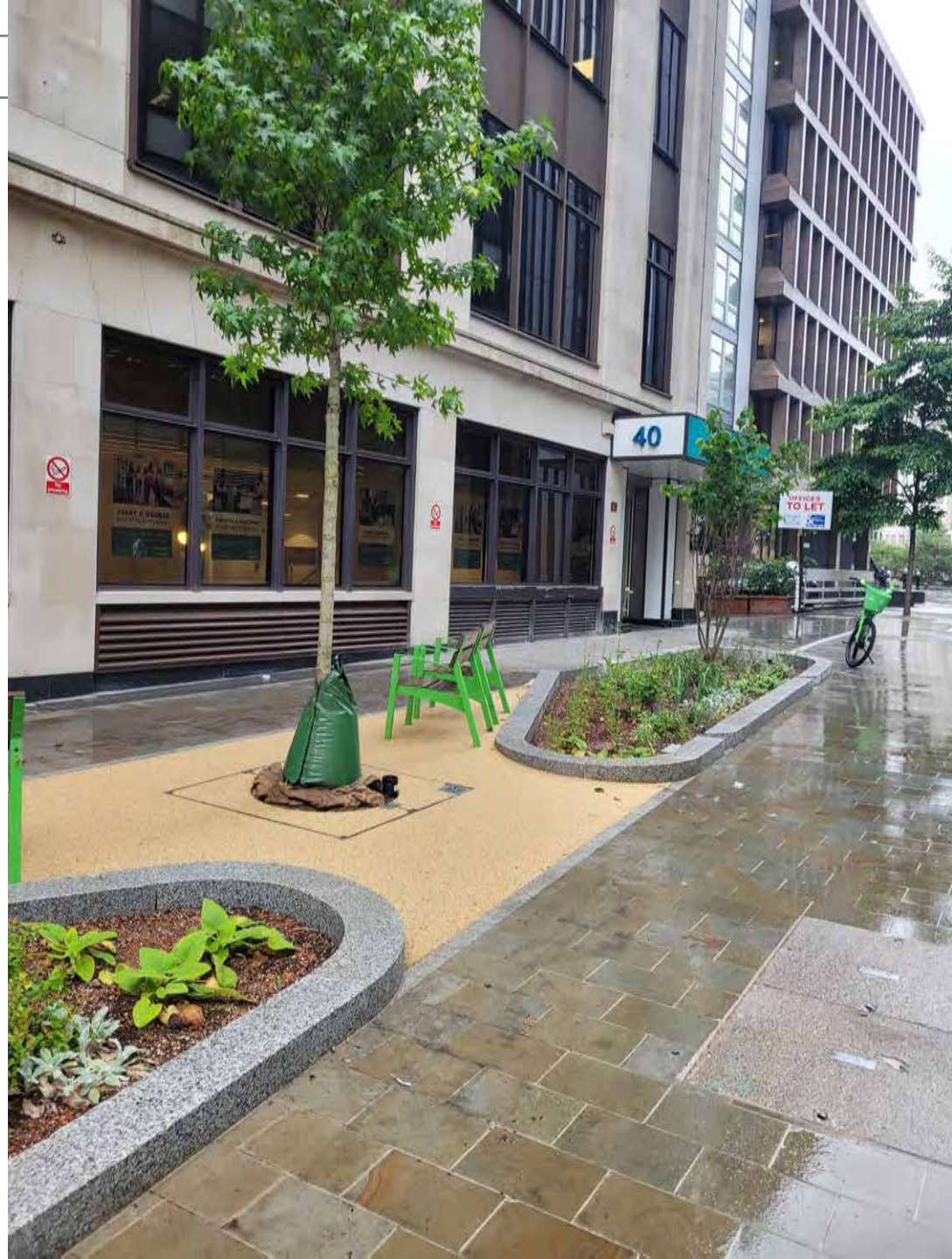
Appendix 2. Pictures. Before

Appendix 2. Pictures. After

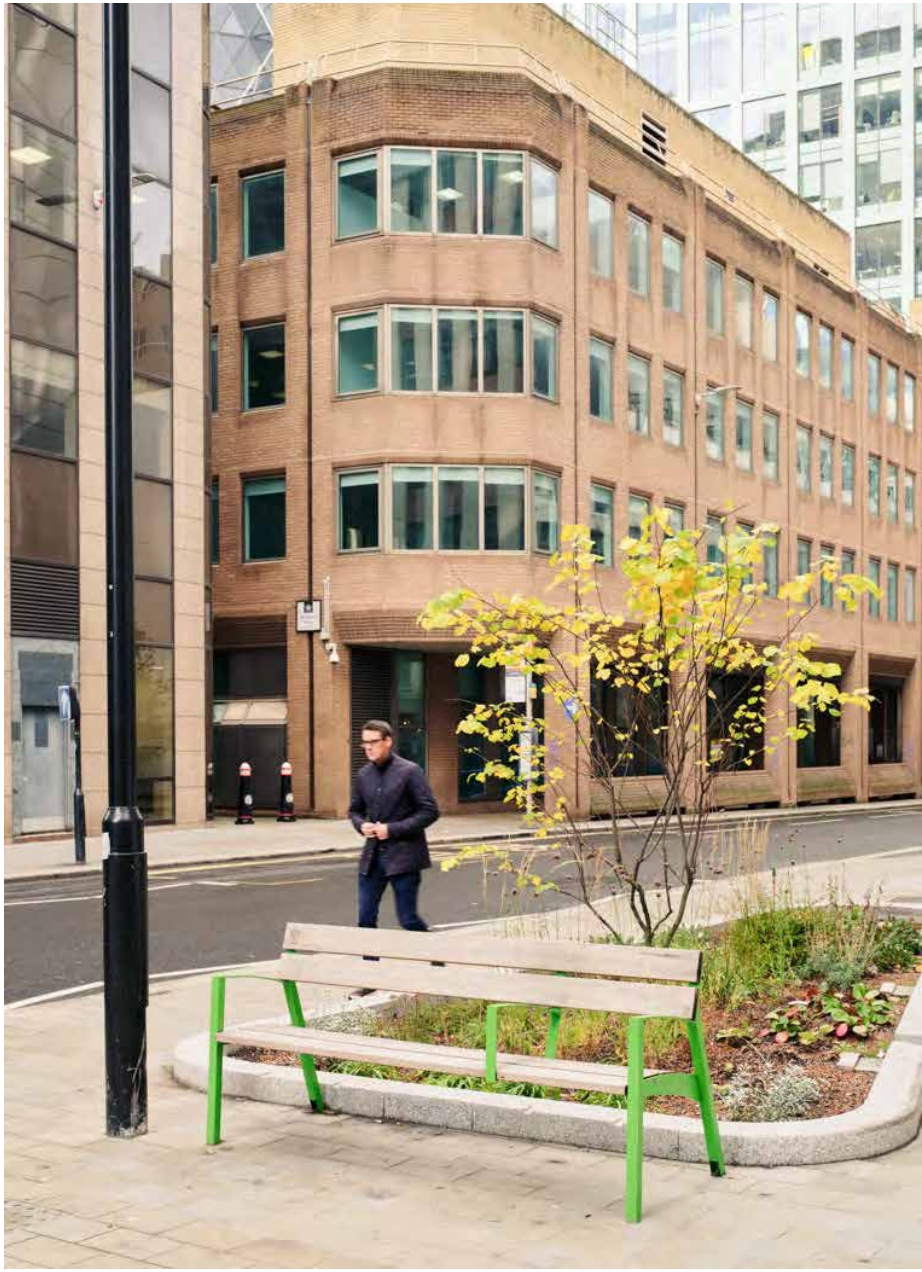


Appendix 4. Pictures. Before.

Appendix 4. Pictures. After.



Appendix 2. After



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Project Coversheet

[1] Ownership & Status

UPI:

Core Project Name: City Cluster - Well-being and Climate Resilience programme: Bevis Marks SUDs

Programme Affiliation: City Cluster programme of work

Project Manager: Maria Herrera (Transportation and Public Realm - Environment Department)

Definition of need: The project delivered an attractive and high-quality space, increasing the provision of greenery by relandscaping two existing planters to enable the introduction of a sustainable urban drainage system (Suds).

Key measures of success:

1. Deliver more accessible and attractive spaces to rest and spend time in.
2. Deliver sustainable urban drainage systems (Suds) in line with the emerging Climate Action strategy

Expected timeframe for the project delivery: December - March 2023

Key Milestones:

1. Implementation of scheme in 2023
2. Planting completed

Are we on track for completing the project against the expected timeframe for project delivery? Yes.
Project is complete.

Has this project generated public or media impact and response which the City of London has needed to manage or is managing?
None reported to date.

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

'Project Briefing' programme report

City Cluster Area – Delivery Plan, as approved by:
Planning and Transportation Committee – For decision, 14 July 2020
Streets and Walkways Sub – For decision, 07 July 2020
Projects Sub – For decision, 30 July 2020
Open Spaces Committee - For information, 14 July 2020

- Total Estimated Cost (excluding risk): £2.4-2.9m delivery of the initial three years of work (2020-23)

- Costed Risk Against the Project: NA

- Estimated Programme Dates: 2020-2023 for the overall programme which consists of several projects across three workstreams.

Scope/Design Change and Impact:
The delivery of the programme was set out within three work programmes:

1. Pedestrian Priority and traffic reduction
2. Well-being and Climate Change resilience (*Bevis Marks SUDS is within this programme of work)*
3. Activation and Engagement

City Cluster Area – Wellbeing and Climate Change resilience programme implementation (2021-2024) Gateway 3, as approved by:

Planning and Transportation Committee – For decision-14 July 2020
Streets and Walkways Sub – For decision – 07 July 2020
Projects Sub – For decision – 30 July 2020
Open Spaces Committee - For information – 14 July 2020

- Total Estimated Cost (excluding risk): £750-850k for the projects within the programme.
- Estimated Programme Dates: 2020-25

Scope/Design Change and Impact:
Projects within the programme have been developed further and this reflects the increase in overall estimated costs. External funding has been taken into account in the estimated programme costs.

City Cluster Area – Wellbeing and Climate Change resilience programme implementation (2021-2024) Gateway 4, as approved by:

Open Spaces Committee - For decision – 27 April 2021
Streets and Walkways Sub Committee – For decision – 29 April 2021
Projects Sub Committee– For decision – 17 May 2021

- Total Estimated Cost (excluding risk): £1.4-£1.5 for the projects within the programme.
- Resources to reach next Gateway (excluding risk): within project budget as set out in report.
- Spend to date: £149,659 on this programme only (June 2021).
- Costed Risk Against the Project: NA
- Estimated Programme Dates:2021-24

Scope/Design Change and Impact:
Detailed project scope has been presented with seven projects proposed to be taken forward to gateway 5. The Green Streets project is one of the projects within the programme.

'Authority to start Work' G5 report (Delegated Approval, April 2022):

- Total Estimated Cost (excluding risk): £387,000
- Spend to date: £291,159
- Costed Risk Against the Project: £20,000
- CRP Requested: None
- CRP Drawn Down: None
- Estimated Programme Dates: Project completed in June 2023

Scope/Design Change and Impact: None, scope remained unchanged.

Total anticipated on-going commitment post-delivery [£]: Project is complete, no further commitments are anticipated.

Programme Affiliation [£]: £1.4-£1.5 for the projects within the programme.

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