



Streets and Walkways Sub (Planning and Transportation) Committee

Date: TUESDAY, 14 MAY 2024
Time: 1.45 pm
Venue: COMMITTEE ROOM 2 - 2ND FLOOR WEST WING, GUILDHALL

Members:

Graham Packham (Chairman)
Deputy John Edwards (Deputy Chairman)
Deputy Randall Anderson
Mary Durcan
Deputy Marianne Fredericks
Deputy Shravan Joshi MBE
Deputy Alastair Moss
Ian Seaton
Hugh Selka

Vacancy (to be appointed to by the Finance Committee on 7 May 2024)
Vacancy (to be appointed to by the Police Authority Board on 8 May 2024)
Vacancy (to be appointed to by the Natural Environment Board on 16 May 2024)
Vacancy (to be appointed to by the Port Health and Environmental Services Committee on 30 May 2024)

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Ian Thomas CBE
Town Clerk and Chief Executive

AGENDA

NB: Certain matters for information have been marked * and will be taken without discussion, unless the Committee Clerk has been informed that a Member has questions or comments prior to the start of the meeting. These information items have been collated in a supplementary agenda pack and circulated separately.

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 19 March 2024.

For Decision
(Pages 5 - 16)

4. **ST. PAUL'S GYRATORY TRANSFORMATION PROJECT - PHASE 1 (GREYFRIARS SQUARE DESIGN)**

Report of the Interim Executive Director, Environment.

For Decision
(Pages 17 - 112)

5. **PEDESTRIAN PRIORITY STREETS PROGRAMME - CHANCERY LANE**

Report of the Interim Executive Director, Environment.

For Decision
(Pages 113 - 182)

6. **LIVERPOOL STREET AREA HEALTHY STREETS PLAN**

Report of the Interim Executive Director, Environment.

For Decision
(Pages 183 - 248)

7. **COOL STREETS AND GREENING PROGRAMME UPDATE**

Report of the Interim Executive Director, Environment.

For Decision
(Pages 249 - 272)

8. **CITY GREENING AND BIODIVERSITY: LONDON WALL/MOORGATE
RELANDSCAPING**
Report of the Interim Executive Director, Environment.
For Decision
(Pages 273 - 332)
9. **MILLENNIUM BRIDGE HOUSE AREA IMPROVEMENTS S278**
Report of the Interim Executive Director, Environment.
For Decision
(Pages 333 - 356)
10. **GLOBE VIEW WALKWAY - OPENING UP AND ENHANCING THE RIVERSIDE
WALK**
Report of the Interim Executive Director, Environment.
For Decision
(Pages 357 - 384)
11. **EASTERN CITY CLUSTER PHASE 1 (LANDSCAPING)**
Report of the Town Clerk.
For Decision
(Pages 385 - 388)
12. *** BANK JUNCTION IMPROVEMENTS (ALL CHANGE AT BANK): TRAFFIC MIX
AND TIMING REVIEW CONCLUSIONS**
Report of the Interim Executive Director, Environment.
For Information
13. *** PEDICABS (LONDON) BILL 2024**
Report of The Remembrancer.
For Information
14. *** OUTSTANDING REFERENCES**
Report of the Town Clerk.
For Information

15. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
16. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
17. **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

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**

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STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Tuesday, 19 March 2024

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at Committee Room 2 - 2nd Floor West Wing, Guildhall on Tuesday, 19 March 2024 at 1.45 pm

Present

Members:

Graham Packham (Chairman)
Deputy Randall Anderson
Deputy Shravan Joshi MBE
Deputy Charles Edward Lord
Alderswoman Susan Pearson
Ian Seaton
Deputy Paul Martinelli (Ex-Officio Member)

Officers:

Zoe Lewis	- Town Clerk's Department
Melanie Charalambous	- Environment Department
Gillian Howard	- Environment Department
Ian Hughes	- Environment Department
Daniel Laybourn	- Environment Department
Bruce McVean	- Environment Department
David Morris	- Environment Department
Tom Noble	- Environment Department
Giles Radford	- Environment Department
Clarissee Tavin	- Environment Department
Giacomo Vecia	- Environment Department
Clive Whittle	- Environment Department

1. APOLOGIES FOR ABSENCE

Apologies were received from John Edwards, Deputy Marianne Fredericks and Deputy Alastair Moss.

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

In relation to Agenda Item 14, Ian Seaton declared that he was church warden at St Lawrence Jewry and Deputy Edward Lord declared that they were on the Guild Church Council of St Lawrence Jewry.

3. **MINUTES**

RESOLVED, That the public minutes of the meeting of 30 January 2024 be approved as an accurate record of the proceedings.

Matters Arising

Barbican and Golden Lane Healthy Streets Plan

The Chairman stated that he had met with Councillor Rowena Champion, who held the Transport Portfolio at Islington Council and he advised that work was progressing well.

King William Street bus stop at the top of the steps under London Bridge

An Officer stated that TfL had replied to the request to relocate the bus stop and they had advised that it would not be possible to move it further south as it would be closer to the bridge and would interfere with the lanes. They had stated that buses could potentially get stuck behind each other when they were using the bus stop and this could lead to delays and congestion on the bus network. A Member stated that there was currently significant crowding by the bus stop and the steps by King William Street which made it very difficult for pedestrians to pass. They requested that TfL be asked to relocate the bus stop to the north where the pavement was wide and the bus stop would not interfere with lanes. The Officer stated he would request TfL to move the bus stop northwards and would also follow up with TfL on the bridge repairs request at the last meeting as he had not yet received a response.

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

Members considered a report of the Interim Executive Director, Environment concerning the King William Street Transformation and Programme Updates as part of the Pedestrian Priority Streets.

Members were informed that scheme would include wider footways, a narrowed carriageway to 6.4m, the minimum for two-way buses, greening and substantial tree planting, new side entry treatments where they were not already in place to help people walking and wheeling, raised carriageway tables at King William Street at the junction with Lombard Street and Nicholas Lane junctions to complement the London Underground step-free accesses, two purpose built inset loading bays. The scheme accounted for TfL's plans at Monument Junction so less work would be required on the City Network as part of that. It was proposed to start work in Summer 2024 and for work to last for 18 months.

In response to the Chairman's question about the local Members consulted and their responses, the Officer stated that there had been minor comments about design elements e.g. street furniture but there was support from all the Members consulted. Following a Member's question about specific feedback given, the Officer stated that there had been comments about the Lombard Street Corner and the number of people using the London Underground entrance. Officers had responded to the feedback and they would continue with design work on this corner. There were also comments on the cycle stands and

trees. In response to a Member's question, the Officer confirmed that black taxis at Bank Junction had not been raised.

In response to Members' questions, the Officer confirmed that surveys had been undertaken and trees could be planted and the bicycle racks would be Sheffield stands. Also, the inset loading bay loading restrictions mirrored others in the area. Due to the bays being located on the footway, the restrictions sought to avoid peak hours when the footways were busiest.

A Member asked how the Bank Junction decision due to be made by the Court of Common Council in June 2024 would impact upon this scheme. The Officer stated that the design of this scheme would not change regardless of the Bank Junction decision.

A Member asked for confirmation that, if a decision was taken to reopen Bank Junction to black taxis, this would not impact on the design of this scheme. An Officer stated that it would not. He added that Bank Junction did not have 24 hours restrictions in place and therefore vehicle movement was allowed through the junction.

The Chairman asked if there would be any changes to the vehicle restrictions and the Officer responded that in this scheme, there would be no changes to the Traffic Management Order (TMO) that was previously approved. There would be changes to the waiting and loading restrictions.

A Member asked for details on the improved drainage system. The Officer stated that current King William Street was serviced by four drain covers along its 400m length. A more contemporary drainage system would be installed. There would not be an increase in the highways drainage as there would still be the same amount of water, but the extended footways would be accommodated. The Officer confirmed that the high-level drainage would be replaced, but the actual drainage system this would go into, would not change.

The Chairman asked if there would be a pedestrian controlled crossing at the Monument junction end of the street. Members were informed that Officers had worked with TfL and their Safer Junctions team who were designing Monument junction. They planned to consult after the mayoral elections. Officers had designed a scheme that was ready for that project. The Officer stated that the crossing would be improved and moved back so a dropped kerb could be accommodated. It would be an informal crossing with a temporary traffic island until the Monument Junction work was completed and then pedestrian controlled lights would be installed. The Officer stated that the phasing of Monument Junction did not currently allow for a full green man crossing. The system being built would enable TfL to put signals in as part of their scheme.

In response to the Chairman's questions about the phasing of the scheme, an Officer stated that work would start at the southern end and move towards the northern end, working on roughly a third of the street at a time. There would be some full closures of the street to allow for resurfacing and this would be undertaken at the least disruptive times. The Officer stated that there would be

no southbound traffic on King William for 18 months to allow for the working space. Northbound access for motor vehicles, pedestrian access and accessibility access would be retained as best as possible at all times throughout the scheme apart from during resurfacing work. Work was taking place with TfL on the diversion route for buses. Work was also taking place on diversions and phasing plans for cycles and motor vehicles. An Officer stated that there would be publicity and a briefing note on the details of the works and Members of the Sub-Committee would be provided with this in advance.

RESOLVED – That Members of the Sub-Committee

1. Approve the final highway and public realm design for King William Street (shown in Appendices 2, 3 and 4 of the Officer report) which widens the pavements on both sides of the street, allows for the planting of a number of street trees, the 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. Approve 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. Approve 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. 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 6 of this report, is to be delegated to Chief Officer or escalated to committee(s).

5. OLD JEWRY AND IRONMONGER LANE

Members considered a report of the Interim Executive Director, Environment concerning details of the potential improvements to Ironmonger Lane as requested by Members at the last meeting.

An Officer stated that there had been discussion at the last sub-committee meeting around the options for potentially opening Old Jewry in a southbound direction and Members indicated support for Option 2 - the southbound reopening of Old Jewry at all times and then pausing any work on potential improvements whilst conducting an experimental traffic order around the reopening. The Officer stated that there had also been discussion at the meeting about the potential for Ironmonger Lane. Officers were asked to consider how the two schemes might link and whether there was merit in looking at them together. The Officer stated that Officers had concluded that

Ironmonger Lane was unlikely to be an alternative route to most of the people currently using Old Jewry as they were not on the same desire lines. Whilst this could change due to routes available to people walking in the area when the new route through a development on Frederick's Place, Officers did not consider the projects to be linked and suggested that if Members chose to proceed with Option 2A, this scheme would be taken forward separately to any improvements to Ironmonger Lane. Members were informed that some of these improvements would come forward as part of a Section 278.

In response to a Member's question, an Officer stated that the timeframes for the scheme were as outlined in the Officer report to the previous sub-committee meeting and Officers would provide these to the Member.

A Member commented that Ironmonger Lane was scheduled to reopen in July 2024 and asked whether it was appropriate to open it at this point if it would then be substantially closed shortly afterwards. An Officer stated that it was currently closed for construction activity and it was possible it might be needed for longer for fit out works. The Officer stated that he considered it appropriate to allow the street to open up first before the consideration of time restrictions. He added that this could be dealt with separately from Old Jewry. The Officer added that the number of vehicles that previously used the street was minimal so there would be a minimal impact if there was a closure to implement in due course a scheme to improve and enhance the street.

A Member commented that the pavements on Ironmonger Lane were very narrow. She stated that any project should make it more pedestrian friendly. An Officer stated that Officers proposed to extend the scope of the Section 278 project to raise the carriageway and potentially introduce pedestrian zone restrictions and there would be a report on this to a future meeting of the sub-committee. He added that there would need to be a bid for funding as it was not a funded project and funding would need to be secured before a project could proceed.

RESOLVED – That Members of the Sub-Committee

1. 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; and
 2. 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.
6. **PAN-LONDON RENTAL E-SCOOTER TRIAL EXTENSION UNTIL MAY 2026**
Members considered a report of the Interim Executive Director, Environment concerning the extension of the Pan-London rental scooter e-trial until May 2026.

The Officer stated that e-scooters were a form of dockless vehicle. They were managed very differently to dockless bikes as they were regulated in a way that dockless bikes were not. The e-scooter trial had been helpful in informing the forthcoming London wide contract and this could also improve dockless bike management.

The Chairman queried whether, if the City of London Corporation declined to participate, it would free up space for more dockless bikes. An Officer confirmed this would be the case, but the amount of increased space would not be sufficient to resolve the space issues. He added that Officers were looking to identify additional parking spaces for e-scooters and bikes. Officers had explored with TfL and London Councils the option of leaving the trial and having more spaces available and they were keen for the Corporation to stay in the trial. They found having a destination like the City of London as part of the trial was useful in understanding how people used e-scooters. The wider learnings for the trial were helpful in terms of informing the broader policy approach to the management of both bikes and scooters in the future.

A Member commented that the behavioural pattern between cyclists and e-scooters was different. He stated that there was a need to find more space for e-bikes rather than leaving the trial to gain more space.

A Member asked why delegated authority was being sought. An Officer stated that another extension was not anticipated but if there was one, it would be of a similar nature and it was considered that it would be appropriate to work with the Chairmen and Deputy Chairmen to process any necessary extensions should this matter arise.

A Member raised concern that if the City was not part of trial, it could increase the number of scooters being left at the periphery of the City. She asked for statistics of the numbers using e-scooters. An Officers stated that statistics showed there had been a year-on-year increase in the number of e-scooter trips on the trial. There had been enforcement against private e-scooter use and anecdotally it seemed the number of private e-scooter users had declined following the rise in the number of private rental e-scooters. The number of rental dockless bikes had also increased significantly.

A Member asked how the safety statistics in the Officer report compared to other forms of transport. An Officer stated that this information had been requested from TfL who had stated that analysis was ongoing and it would take additional time to provide like-for-like figures. He also added that it was difficult to fully capture the rate of safety incidents on e-scooters because Stats 19, the Department for Transport regulated collision and accident reporting guidance and guidelines, did not list e-scooters as a mode of transport.

In response to a question from the Chairman as to why e-scooters were less problematic than e-bikes, an Officer stated that there were less well used than e-bikes and were more tightly controlled through a contract with TfL. They were not legal for use on the public highway and were only permitted to operate as part of these trials. There were also legal controls around the use of e-scooters

and rental e-scooters, in particular where they were permitted to end journeys and park. Officers considered that the contractual regulatory environment as well as the legal regulatory environment led to higher rates of compliance and officers would continue to advocate for legislation that would provide additional powers to manage dockless bikes.

RESOLVED – That Members of the Sub-Committee

1. Approve the City of London Corporation's participation in the extension of the pan-London rental e-scooter trial until May 2026; and
2. 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.

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

Members considered a report of the Interim Executive Director, Environment which provided an update on the works completed to date.

An Officer stated that the cathedral lighting was over 30 years old and was out of date in terms of technology and energy use. The Corporation had historically managed the lighting and one of the outcomes of this process was to hand control over to the cathedral. The Officer stated that the lighting trial was intended to prove the concepts and demonstrate the control that could be applied over the lighting of the cathedral. The ambition was to better reveal the architecture of the building at night, to improve the quality of the lit environment and to look at how technology could better deliver a low energy solution with approximately a 75% reduction in energy. There were considerable heritage considerations. The Officer reported that the trial was a success with a significant amount of positive feedback. Detailed design would now take place. He added there was considerable work needed to be undertaken around the consent process particularly with the cathedral itself and in relation to the buildings adjacent to the cathedral. The Officer stated the complexity of having to deliver the lighting on such an important building.

Members were shown a number of photographs from the lighting trial which focussed on the west elevation. Members were shown comparisons between the current lighting and the lighting trial with the concept of light coming from within the building to show that it was a live building and a place of worship. The new lighting would reveal the architecture of the building, showing depth and architectural details and features that were currently in shadow. The colour of the lighting would make the building stand out in the local and wider environment. The trials provided a good opportunity to test different levels of lighting with the gradual dimming of lighting throughout the night.

Members were also shown photographs from key points across London. Members were informed that the new lighting would be warmer than that of many other buildings so the Cathedral dome would be more visible.

In response to a Member's question about costs, an Officer stated that this would be part of the next stage with the detailed design work as part of the quantity surveyor process. Officers had worked to secure funding from a number of external sources. The Corporation would also contribute and would continue to look at funding as the programme evolved.

The Chairman asked Officers to outline the operational costs once the lighting was completed. An Officer stated that the cost would transfer to St Paul's Cathedral. The energy and maintenance costs would reduce and would be affordable for the cathedral to take on.

A Member asked if it was possible to shorten the timeframe. An Officer stated that the timeframe was realistic given the required permissions and consents which were outside the Corporation's control. He added that the cathedral was fully engaged with the process. After this time, there could be ways to accelerate the process. Officers would keep Members informed.

In response to a Member's questions, an Officer stated that the delivery phase was not just the time on site but also included fixtures and fittings being made. The procurement process would be followed for the supply of these. The Officer added that challenges in delivering the lighting scheme would include the heritage nature of the building and services taking place which meant there would have to be phased working hours.

In response to a Member's question about funding sources, an Officer stated these were included on page 151 of the agenda pack.

In response to a Member's question, an Officer stated that the project aligned with the Climate Action Strategy objectives and moving the City towards net zero.

The Chairman asked about engagement with Historic England. An Officer stated that the individuals involved had been positive and consultation would be taking place.

The Chairman asked for further details on who was on the joint project board. An Officer confirmed it comprised Officers, external experts and representatives from St Paul's Cathedral. The Officer also confirmed that there was currently one project manager who was an Officer.

RESOLVED – That Members of the Sub-Committee

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).

8. **STONECUTTER COURT S278**

Members considered a Gateway 3/4/5 options appraisal and authority to start work report of the Interim Executive Director, Environment concerning Stonecutter Court S278.

RESOLVED – That Members of the Sub-Committee

1. Approve 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. Approve a Costed Risk Provision of £100,000 (to be drawn down via delegation to Chief Officer) as set out in the risk register in Appendix 4 of the Officer report;
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. Approve the design option shown in Appendix 2;
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; and
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.

9. **65 GRESHAM STREET S278**

Members considered a Gateway 2: project proposal report of the Interim Executive Director, Environment concerning 65 Gresham Street S278.

A Member asked if St Lawrence Jewry would be involved in discussions and an Officer confirmed that they would be approached as a local stakeholder.

In response to a Member's questions, an Officer stated that this proposal had come out of the 278 negotiation as part of the planning process. He added that this was a gateway report stating that there was a potential project in this space that the developer was happy to fund the first piece of work which was to investigate the possibility. He added that there would be transparency about what would be delivered. Any possible road closures would require the sub-committee's approval and a public statutory consultation. Although there was a delegation for projects under £1million, given the traffic order requirement and the interest of members, this would come to the sub-committee.

A Member who was on the Guild Church Council of St Lawrence Jewry, raised concern that the church had not been consulted on the planning application and

stated that under Section 106 there could have been greater engagement with St Lawrence Jewry.

RESOLVED – That Members of the Sub-Committee

1. Approve a budget of £100,000 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 'City of London Project Procedure – November 2023' (Changes to Projects: General) is to be delegated to Chief Officer or escalated to committee(s); and
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.

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

Members considered a Gateway 2: project proposal report of the Interim Executive Director, Environment concerning the Fenchurch Street Area Healthy Streets Plan.

RESOLVED – That Members of the Sub-Committee

1. Approve a budget of £100,000 to reach the next Gateway;
2. Note the total estimated cost of the project to develop the plan is £240,000 (excluding risk); and
3. Approve the boundary of the Fenchurch Street Area Healthy Streets Plan as set out in Appendix 3 of the Officer report.

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

Members considered a Gateway 6: outcome report of the Interim Executive Director, Environment concerning the Bevis Marks Sustainable Urban Drainage System (SUDS).

In response to a question from the Chairman, an Officer confirmed that engineers had stated the square meterage of paving that now flowed into the SUDS beds and the planting and permeable paving was 200 square metres. Officers would undertake a data review on the combined SUDS projects in terms of the amount of water saved from the drainage system and would also look to collate statistics of typical figures from summer storms and the impact of the schemes.

RESOLVED – That Members of the Sub-Committee

1. Approve the content of this outcome report;
2. Approve the budget adjustment summarised in section 13 and Table 2 of the Officer report;

3. Agree to close this project once the budget adjustment to cover an increase in staff costs has been completed (refer to section 13 of the Officer report); and
 4. Agree for the unspent funds from this project to be re-allocated to the Climate Action Strategy programme – Phase 3.
12. *** ANTI-TERRORISM TRAFFIC REGULATION ORDER**
Members considered a report of the Interim Executive Director, Environment concerning an update on the Anti-Terrorism Traffic Regulation Order.
- RESOLVED** – That Members of the Sub-Committee note the usage of the ATTRO during 2023, and that it will remain in place until the next review in two years' time.
13. *** OUTSTANDING REFERENCES RECEIVED.**
14. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
A Member stated that the Moorfields Highwalk had recently come into operation but the lifts and escalators were not working at weekends and evenings. She added that the highwalk was one of the main links to the Barbican Centre and was also used by residents so it was important it was accessible at all times. The Member asked about the planning requirements. An Officer stated that it appeared the developer was switching off the lifts and escalators out of hours. Officers were investigating the requirements of the planning consent. He also advised that from the point of adoption, the Corporation would have more ability to control the timing of the facilities.
15. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
There was no urgent business to be considered.
16. **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.
17. **NON-PUBLIC MINUTES**
RESOLVED – That the non-public minutes of the meeting on 30 January 2024 be approved as an accurate record of the proceedings.
18. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
There were no non-public questions.
19. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**
There was no urgent business to be considered in the non-public session.

The meeting ended at 3.00 pm

Chairman

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

Committees: Streets & Walkways Sub-Committee (<i>for decision</i>) Projects & Procurement Sub-Committee (<i>for information</i>)	Dates: 14 May 2024 10 June 2024
Subject: St. Paul's Gyratory Transformation Project – Phase 1 (Greyfriars Square design)	Gateway 4C: Detailed Design (Complex)
Unique Project Identifier: 113377	For Decision
Report of: Interim Executive Director Environment Report Author: George Wright, Transport and Public Realm, City Operations	
<h1 style="margin: 0;">PUBLIC</h1>	

1. Status update	<p>1.1 Project Description: The project aims to transform the streets and public realm between the old Museum of London site and St. Paul's Underground station through the partial removal of the 1970's gyratory.</p> <p>1.2 The project is split into two phases. Phase 1 covers the project area to the south of the rotunda roundabout. Phase 2 focuses on highway changes on the roundabout and is linked to the Museum of London/Bastion House redevelopment which the City of London Planning Applications Sub-Committee recently resolved to grant planning permission, subject to an Article 31 Direction by the Secretary of State. This report relates to Greyfriars Square within the Phase 1 area.</p> <p>1.3 Project progress: Members approved a Gateway 4C report in January 2024 and agreed a final highway layout option which is currently being progressed to detailed design stage. This report also provided an update on progress with the design for the new public space, Greyfriars Square, and Members approved a recommendation that an area within the new space be set aside for the provision of a play feature.</p> <p>This Gateway 4C report:</p> <ul style="list-style-type: none"> • provides Members with details of the proposed final RIBA Stage 3 developed design for Greyfriars Square. • seeks Member approval to progress the design of the public space to RIBA Stage 4 (detailed design).
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	<p>RAG Status: Amber (Green at last report to Committee)</p> <p>Risk Status: Medium (Medium at last report to committee)</p> <p>Total Estimated Cost of Project (excluding risk): £15-17 million (phase 1 only). Funding sources: Section 106, OSPR, CIL.</p> <p>Change in Total Estimated Cost of Project (excluding risk): No change.</p> <p>Spend to Date: £1,430,768</p> <p>Costed Risk Provision Utilised: 0</p> <p>Slippage: By approximately six weeks (no impact on overall programme)</p>
<p>2. Next steps and requested decisions</p>	<p>Next Gateway: Gateway 5 – Authority to Start Work.</p> <p>Requested Decisions:</p> <p>Members of Streets and Walkways Sub-Committee are asked to:</p> <ol style="list-style-type: none"> 1. Approve the recommended RIBA Stage 3 developed design for the Greyfriars Square new public space and authorise officers to commence the RIBA Stage 4 detailed design; 2. Approve an additional budget of £110,000 from the agreed capital allocation (OSPR) to reach Gateway 5 (see section 3);. 3. Note the revised total proposed project budget of £5,454,622 (including risk) is required to reach Gateway 5. <p>Next Steps:</p> <ul style="list-style-type: none"> • May-December 24: RIBA Stage 4 detailed design for Greyfriars Square finalised, informing detailed construction works estimate. • October 24 – Gateway 5 Authority to Start Work for new highway layout (approved in January 2024). • March 2025 - Gateway 5 Authority to Start Work for Greyfriars Square. • Spring 2025 – Commence highway construction. ** <p>** : Programming for highway construction works is provisional and highly dependent upon the construction programme of 81 Newgate Street; in particular the developer’s ability to clear their construction activities from the highway to enable access for the City’s Highway contractor and enable the required traffic changes.</p>

<p>3. Resource requirements to reach next Gateway</p>	<p>3.1 It is estimated that the following additional resources will be required to reach Gateway 5.</p> <table border="1" data-bbox="528 302 1390 660"> <thead> <tr> <th>Item</th> <th>Reason</th> <th>Source of Funding</th> <th>Cost (£)</th> </tr> </thead> <tbody> <tr> <td>Soft landscaping</td> <td>Contract growing of plants in bespoke soil mix</td> <td>OSPR</td> <td>£110,000</td> </tr> <tr> <td>Total</td> <td></td> <td></td> <td>£110,000</td> </tr> </tbody> </table> <p>3.2 The approach to the procurement of vegetation and plants within the square is still being determined. One option under consideration involves growing in a nursery two years in advance of planting. This would require the release of funds prior to the Gateway 5 report. This is more fully explained in paragraphs 4.21-4.23.</p> <p>The costed risk provision remains unchanged at £280,000.</p>	Item	Reason	Source of Funding	Cost (£)	Soft landscaping	Contract growing of plants in bespoke soil mix	OSPR	£110,000	Total			£110,000
Item	Reason	Source of Funding	Cost (£)										
Soft landscaping	Contract growing of plants in bespoke soil mix	OSPR	£110,000										
Total			£110,000										
<p>4. Design summary</p>	<p>Public consultation on RIBA Stage 2 concept design</p> <p>4.1 In May 2023, Members approved taking the RIBA Stage 2 concept design for Greyfriars Square to public consultation in August/September 2023. The consultation results were presented to Members in January 2024, details of which can be viewed in Gateway 4C January 2024</p> <p>Development of RIBA Stage 3 public space design</p> <p>4.2 LDA Design were re-appointed in October 2023 to progress the RIBA Stage 3 developed design.</p> <p>4.3 The design development has been overseen by a steering group comprising representatives from Historic England, Cheapside and Culture Mile BIDs, St. Paul’s Cathedral, the 81 Newgate Street development team and HSBC, with input and support from officers in City Gardens, Cleansing, Transportation & Public Realm, Highways, Environmental Resilience, Sports Strategy and Planning.</p> <p>4.4 LDA were asked to assess the feasibility of increasing the amount of greenery and seating in the new space as these two components received the most support from consultation respondents. LDA were also asked to ensure that any hard landscaping was designed not to be attractive to skateboarders.</p> <p>4.5 The steering group met on four occasions as the design was further developed and provided valuable input and</p>												

feedback that informed design revisions, leading the recommended Stage 3 design. A key challenge was the competing land use demands within a finite space. These include finding a balance between the need to provide space to hold occasional public events, ensuring adequate permeability to accommodate pedestrian desire lines, re-locating the Santander docking station and the provision of play features.

Play features

4.6 At the January 2024 Streets & Walkways sub-committee meeting, Members agreed to set aside an area of up to 116m² for the provision of a children's play feature. An area of planting to the north of the London Underground ventilation shaft on Newgate Street was the agreed location.

4.7 To inform the design approach for the play features, the project team engaged with the City Parent Carer Forum to get their views and input into how the play feature could best benefit children with additional needs or disabilities. The recommended design proposal reflects the Forum's feedback and is supported by them.

4.8 Members subsequently asked that officers undertook some particulate monitoring in the proximity of the ventilation shaft to assess emissions from the vent and officers commissioned AECOM to undertake this work.

4.9 Monitoring took place during February and March and recorded PM₁₀ and PM_{2.5} particulate concentrations. AECOM also undertook a desk top analysis of research carried out on the air quality impacts of other ventilation shafts. The reports key findings are:

- Whilst particulate concentrations at platform level can be very high, these concentrations are likely to quickly disperse when vented.
- It is likely that the emissions from the ventilation shaft at the new Greyfriars Square location would not be sufficient to impact long term ambient pollutant levels in the area surrounding the shaft.
- The closest monitor to the proposed play feature recorded PM₁₀ and PM_{2.5} concentrations close to the Mayor of London's 2028 target for PM_{2.5} and the WHO limit value for PM₁₀.

4.10 The report concludes the ventilation shaft at the Greyfriars Square does not cause elevated ambient concentrations of PM₁₀ and PM_{2.5} in the monitored locations, providing re-assurance that it is safe to proceed with the play

features in this location. The report summary is provided in Appendix 3. The full report is available on request.

Other features

4.11 The project team has been working with Sustainable Drainage systems (SuDs) specialists on the design specification for rain gardens which will be located to the east and west of the principal north-south walking route through the space. SuDs capture rainwater from the immediate catchment; storing water, reducing and slowing the flow into the sewerage system, helping to alleviate flood risk. Rain gardens provide the added benefit of redirecting this water into purpose designed green infrastructure providing more sustainable landscaping solutions.

4.12 Work has been on-going with the City of London Police to ensure the design incorporates appropriate security features proportionate to the size, location and nature of the proposed public space, taking into account the potential for future events.

4.13 Engagement has taken place with Christ's Hospital School regarding the relocation of the Christ's Hospital statue and they are supportive of the proposal to re-site the sculpture on a new bespoke plinth close to its original location.

4.14 Planning permission has recently been granted to re-locate the Santander cycle hire docking station adjacent to the railings of the Greyfriars churchyard (a move necessary to enable the conversion of Newgate Street to two-way working).

4.15 The project team has continued to work closely with the development team behind 81 Newgate Street, in particular the interface between Greyfriars Square and the western perimeter of the building which was modified under the new planning approval granted in August 2023. This resulted in a new set of steps on the south east corner of the space that required changes to planters and levels. The team has also been meeting regularly with the HSBC project team and they have provided helpful feedback on the Stage 3 design.

4.16 Overall, the recommended Stage 3 design aims to balance the competing land use needs within the space as well as protecting and enhancing key vistas and walking routes. In the context of greening, Appendix 5 shows the existing extent of planted area, what was proposed for the Stage 2 concept design and the proposal for the Stage 3 developed design.

At Stage 3, there is a reduction of approximately 105m² of planted area, primarily due to the introduction of the play feature and the set of steps to the south west of 81 Newgate

Street. This is partially mitigated by an increase in new trees from seventeen in the Stage 2 design to twenty-eight in Stage 3.

Greyfriar's Square: Stage 3 design summary

4.17 Greyfriar's Square will deliver a new public space of approximately 3000m² in the heart of the City. It will provide a new and enhanced view of St. Pauls Cathedral and better integrate Christchurch Greyfriars into the wider public realm. It will create a new space where people can meet and spend time, where children can play and enjoy sensory activity. It will have the infrastructure to host occasional special events and it will introduce new biodiversity on the green corridor between Bankside and the Barbican.

Appendices 6 and 7 show General Arrangement plans of the proposed design and a selection of computer generated images (CGIs).

4.18 Key features of the design are:

- The introduction 580m² of new planted areas to complement the 420m² of existing planting within Christchurch Greyfriars and the proposed 70m² of private planting adjacent to 81 Newgate Street; delivering a total of 1070m² of planted space.
- 322m² of the new planted areas will be rain gardens and 178m² of the adjacent paving will be permeable, allowing surface water to drain into the ground and reducing run-off into the traditional drainage system.
- 28 new trees to complement the existing eight trees within the project area.
- The introduction of a range of seating types and styles throughout the space.
- A play feature with active play equipment and sensory activities.
- The reuse of the Thames Embankment granite blocks to create a 45 metre linear play feature – the “Alee Bridge Walk” - through the rain gardens.
- A lighting scheme specifically designed for the new space.
- Removal of the low wall around Christchurch Greyfriars so the church is fully integrated into the new space. The original church boundary will be outlined within the paving and engraved with historical information about the site.
- The introduction of power supplies to support occasional events or activities within the new space.

4.19 The Stage 3 design includes the provision of cycle stands to the north and the south of Greyfriars Square. However, cycling within the new space will be prohibited. North-south and east-west cycle lanes will be provided on the carriageway and will be protected wherever space permits.

4.20 Appendix 8 contains a package of information on the street furniture, hard and soft landscaping specifications. It includes comprehensive details of proposed paving treatments, seating types, play equipment, planting palette, the Allee Bridge Walk and the SUDs rain gardens.

4.21 The rain gardens will require a specific type of soil mix specification which differs from the soil used by plant nurseries normally used to procure plants by the City. The specialist advice from the City Gardens Manager and the SUDs expert is to source younger, smaller sized bare root plants when planting as they are able adjust to their different growing conditions more quickly and become resilient to environmental stresses of the changing climate.

4.22 Bare roots plants would result in the planting appearing rather underwhelming in years one and two, but in the medium to longer term the planting will be more climate resilient, requiring a lower level of maintenance.

4.23 To help mitigate the reduced visual impact, the project team is exploring the option of contract growing the plants off-site in the correct soil mix so they are better established and larger when ready for planting across the new space. In addition, to manage expectations information panels would be introduced to explain the planting approach, give information on the rain gardens and the need to adopt new approaches to help mitigate the impacts of climate change.

4.24 CGI's of the play feature can be viewed in Appendix 9. The design is a blend of proprietary, active play equipment and sensory features connected to sound and touch. It is expected that the play features will appeal mainly to children under ten. Details of the specific proposed products can be seen in Appendix 8.

Next steps

4.25 Progression of the RIBA Stage 4 detailed design for the new public space will include:

- Further assessment of the below-ground utility infrastructure to confirm buildability of planters and maximise the space available for planting.

	<ul style="list-style-type: none"> • Detailed specifications for seating elements and play features. • Detailed planting specifications. • Creation of a historical interpretation working group to agree content and progress design. • Liaison with nurseries regarding planting specifications, leading to a contract growing of the plants.
<p>5 Confirmation that design solution will meet our SMART objectives</p>	<p>The proposed design will meet the following project objectives:</p> <ul style="list-style-type: none"> • Improve the experience of walking • Create quality public spaces • Create a safer environment for all • Meet the access needs of residents and businesses.
<p>6 Risks</p>	<p>6.1 The key risks relating to Greyfriars Square between this report and Gateway 5 are:</p> <ul style="list-style-type: none"> • <i>Specific technical challenges associated with this element of the project include the location of utility infrastructure and London Underground structures, which are situated under parts of King Edward Street and the Newgate Street slip road.</i> Dialogue is on-going with London Underground and utility companies. This will continue as the design is progressed to its detailed stage to minimise any associated risk with these assets and give confidence that the scheme can be built as per the Stage 3 specification. Any significant changes to the proposed Stage 3 design will be reported to Committee. Costed risk allocation: £170,000. (See also section 7 below). • <i>The stage 3 proposals – particularly the CGIs – raise expectations that are not delivered.</i> It will be important that the messaging makes it clear that the proposed design is at RIBA stage 3 and the next stage of design work will deliver the final design that the City is confident can be built. The messaging should highlight that the final design is dependent on the constraints of below ground utilities being resolved; budget constraints; and the technical requirements of rain garden planting. • <i>Contract grown plants are wasted due to construction delays/project overruns, leading to financial loss and cost increases.</i> The current programmed window for planting in the Greyfriars Square is Autumn 2026 to Spring 2027 which is considered realistic and achievable but if this window is missed some plants may be lost and will need to be replaced and a holding fee would be charged by the nursery. • <i>The nursery providing contract grown plants goes out of business resulting in a financial loss and delays to providing plants.</i> The City would use established nurseries with a proven track record. Financial due diligence would form part

	<p>of the procurement process. Pot grown plants could be sourced should the nursery go out of business but may struggle on the specialist soil required for the rain gardens.</p> <ul style="list-style-type: none"> • <i>Delays to the construction programme due to contractors linked to the 81 Newgate Street development not releasing highway to the City as agreed.</i> Officers are meeting regularly with the contractor working on 81 Newgate Street construction and will also meet with HSBC’s fit-out contractor when appointed. A regular dialogue and close coordination should minimise the risk of unforeseen delays. <p>The full Risk Register for the St. Paul’s gyratory transformation project can be viewed in Appendix 2.</p> <p><u>Issue:</u></p> <p>6.2 In January 2024, Members were informed that an initial (C3) estimate of £2.1m had been received for utility works relating to changes to the highway layout at the St. Martin’s Le Grand, Newgate Street, Cheapside junction. Members approved the release of funds to enable these advance utility works to be undertaken prior to Gateway 5, subject to officers reporting back to Members when a more detailed estimate had been received.</p> <p>6.3 A more detailed cost estimate has been received which, unusually, exceeds the previous cost estimate. At this stage officers are working through a series of mitigation actions with the utility provider to try and establish a more reasonable way forward. Progress on this will be reported at the next Streets and Walkways meeting.</p>
<p>7 Legal and Equality Implications</p>	<p>7.1 In exercising functions as traffic authority, the City Corporation are required to comply with the duty in Section 122 of the Road Traffic Regulation Act 1984 which requires the traffic authority in exercising its functions, to secure the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians), so far as practicable having regard to:</p> <ul style="list-style-type: none"> (a) the desirability of securing and maintaining reasonable access to premises (b) the effect of amenities of any locality (c) national air quality strategy (d) public service vehicles (e) any other relevant matters

7.2 The City Corporation also have a network management duty as the local traffic authority to secure the expeditious movement of traffic and in performing that duty may take any action which the City Corporation consider will contribute to securing the more efficient use of the road network or the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic (S.16 Traffic Management Act 2004).

Regard has also to be had to the relevant statutory guidance.

7.3 Under Section 149 of the Equality Act 2010 the public sector equality duty requires public authorities to have due regard to the need to:

- Eliminate unlawful discrimination, harassment and victimisation
- Advance equality of opportunity and
- Foster good relations between those who share a protected characteristic (i.e. race, sex, disability, age, sexual orientation, religion or belief, pregnancy or maternity, marriage or civil partnership and gender reassignment) and those who do not.

7.4 An interim Equalities Analysis was undertaken in May 2023. It recommended that the public space provided a range of seating types for different audience use, particularly disabled and older people. The Stage 3 design proposals include a range of seating to meet this recommendation. Should the Stage 3 design be approved, a final Equalities Analysis will be undertaken for Members to consider at Gateway 5.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Risk Register
Appendix 3	Financial information
Appendix 4	Newgate Street Underground air vent shaft monitoring summary
Appendix 5	Changes to planting areas
Appendix 6	Stage 3 General Arrangement Plans
Appendix 7	Stage 3 CGIs
Appendix 8	Stage 3 specification for furniture, hard and soft landscaping features
Appendix 9	Play feature CGIs

Contact

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Project Coversheet

[1] Ownership & Status

UPI: 11377

Core Project Name: St Paul's gyratory project

Programme Affiliation (if applicable): N/A

Project Manager: George Wright

Definition of need: The project is identified in the Cheapside and Guildhall Area Enhancement Strategy and the City Transport Strategy as a key project to deliver. The entire gyratory area is traffic dominated and uninviting, causing significant severance for pedestrians between St. Paul's tube station and the Museum of London. Two significant developments within the project area and their associated s278 works have brought renewed momentum to the project.

Key measures of success:

1. Reduction to pedestrian and cycle casualties, working towards Vision Zero.
2. Improved pedestrian comfort levels
3. Delivering outcomes in the Corporate Plan and City Transport Strategy.
4. Meeting the needs of the developer in the coordination and delivery of the Section 278 highway work

Expected timeframe for the project delivery:

Key Milestones:

- October 2024– Gateway 5 (Highway works)
- January 2025-May 2027 – Construction (phase 1 only)
- March 2025 – Gateway 5 (Greyfriars Square)

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

Has this project generated public or media impact and response which the City of London has needed to manage or is managing? Yes, press office are involved

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

'Project Proposal' G1/2 report (approved 2014):

- Total Estimated Cost (excluding risk): Cost range £13-17 million
- Resources to reach next Gateway (excluding risk): £680,442
- Spend to date: £319,967
- Costed Risk Against the Project: N/A
- CRP Requested: N/A
- CRP Drawn Down: N/A
- Estimated Programme Dates: March 2014-September 2022 (G3 report)

Scope/Design Change and Impact: Feb 22: Approval of Issue Report to incorporate 81 Newgate Street s278 into project..

'Options Appraisal and Design' G3 report S&W and OPP approval Sept 2022):

- Total Estimated Cost (excluding risk): £10-22 million (depending on which option is selected)
- Resources to reach next Gateway (excluding risk): £1,235,942
- Spend to date: £601,608
- Costed Risk Against the Project: N/A
- CRP Requested: N/A
- CRP Drawn Down: N/A
- Estimated Programme Dates: Sept 22-May 23

Scope/Design Change and Impact: N/A

Options Appraisal and Design' G4 report S&W and OPP approval May/June 2023):

- Total Estimated Cost (excluding risk): £15-17 million (recommended option)
- Resources to reach next Gateway (excluding risk): £3,227,992
- Spend to date: £900,459
- Costed Risk Against the Project: £280,000
- CRP Requested: 0
- CRP Drawn Down: 0
- Estimated Programme Dates: Sept 22-May 27

Scope/Design Change and Impact: N/A

Options Appraisal and Design' G4C report S&W and OPP approval May/June 2023):

- Total Estimated Cost (excluding risk): £15-17 million (recommended option)
- Resources to reach next Gateway (excluding risk): £5,174,622
- Spend to date: £1,304,945
- Costed Risk Against the Project: £280,000
- CRP Requested: 0
- CRP Drawn Down: 0
- Estimated Programme Dates: Sept 22-May 27

Scope/Design Change and Impact: N/A

Total anticipated on-going commitment post-delivery [£]: There will be on-going maintenance of the new space and highway and these costs will be determined at Gateway 5.

Programme Affiliation [£]: N/A

City of London: Projects Procedure Corporate Risks Register

Project Name:	St Paul's gyratory phase 1	PM's overall risk rating:	Medium	CRP requested this gateway	£ 280,000	Average unmitigated risk	5.6	Open Risks	13
Unique project identifier:	113377	Total estimated cost (exc risk):	£ 14,711,440	Total CRP used to date	£ -	Average mitigated risk score	3.8	Closed Risks	3

General risk classification										Mitigation actions								Ownership & Action				Comment(s)	
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 on 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
R1	4	(1) Compliance/Regulatory	Successful challenge to a permanent traffic order or judicial review	Challenge on procedural or other grounds relating to the traffic order or scheme development process	Possible	Major	12	£100,000.00	N	B - Fairly Confident	Ensure that best practice is followed to mitigate against a successful challenge. Lessons have been learnt from judgements at Beech Street and Bishopsgate.	£0.00	Possible	Serious	£60,000.00	6	£0.00		07/12/2022	Gill Howard	George Wright		Engagement is ongoing as the scheme is developed. On-going discussions with stakeholders indicate they share the project's ambitions. However, recent legal challenges mean the risk of challenge remains possible.
R2	4	(2) Financial	Additional survey data and/or monitoring is required; unforeseen utility costs	A project of this scale at such an early stage of design development may incur additional unforeseen fee costs as scheme development progresses for each element of the project: trial holes, basement surveys, utility costs traffic counts, additional staff time for TfL staff to assess design proposals etc.	Likely	Serious	8	£220,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	A level of data has already been collected and the current budget includes a sum for additional survey works and TfL staff fees that are anticipated.	£0.00	Likely	Serious	£170,000.00	8	£0.00		07/12/2022	Gill Howard	George Wright		The data currently held is considered robust. However, as the project progresses into detailed design, it is possible that additional data will be required. This is particularly pertinent as C3/C4 utility cost estimates are received. Note: 8/9/23: C3 estimate from BT Openreach over £2 million. 21/3/24: Openreach C4 estimate over £10 million.
R3	4	(8) Technology	Additional staff resource is required	As design development progresses there may be issues that are more technically challenging than first envisaged. As a result, the project may incur additional staff resources.	Possible	Minor	3	£60,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	An experienced team of project managers and highway engineers has been assembled. Project manager will keep staff expenditure under regular review but may consider external consultancy support for specialist areas such as SUDs.	£0.00	Possible	Minor	£50,000.00	3	£0.00		07/12/2022	Gill Howard	George Wright		
R4	4	(2) Financial	Compensation payment to TfL Buses	TfL Buses require compensation due to predicted longer journey times arising from new highway layout	Unlikely	Serious	4	£0.00	Y - for costed impact post-mitigation	B - Fairly Confident	Regular and on-going dialogue with TfL Buses to agree measures that will mitigate increases in bus journey times	£0.00	Unlikely	Serious	£0.00	4	£0.00		30/01/2023	Gill Howard	George Wright	08/09/2023	08/09/23: TfL Buses have approved all the proposed changes and have informally indicated that no compensation will be required.
R5	4	(4) Contractual/Partnership	Key stakeholder (s) do not endorse preferred option at concept stage, with regards to access for servicing, building users or changes to waiting and loading.	Delay to programme	Possible	Serious	6	£0.00	N	B - Fairly Confident	Maintain the on-going dialogue with stakeholders to ensure any issues are addressed satisfactorily.	£0.00	Unlikely	Serious	£0.00	4	£0.00		30/01/2023	Gill Howard	George Wright		Meetings will continue to be held with stakeholders so dialogue is on-going. Option 1/1A has received a good level of support at recent public consultation.
R6	4	(3) Reputation	There is a potential that different elements of the scheme could impact negatively on some of the protected characteristics under the equalities act.	Reputational impact	Rare	Serious	2	£0.00	N	B - Fairly Confident	Engagement with various accessibility groups as the preferred option is progressed and consider identified issues.	£0.00	Rare	Serious	£0.00	2	£0.00		30/01/2023	Gill Howard	George Wright		Would impact on the ability to deliver the magnitude of change that members and the public are expecting to see if not managed well to design out identified issues.
R7	4	(2) Financial	Inaccurate or incomplete project estimates, including 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 amounts predetermined earlier in a project may be found to be insufficient and require extra funding to cover any shortfall.	Unlikely	Serious	4	£0.00	N	B - Fairly Confident	Undertake regular cost reviews with the highways team as designs evolve (a costed risk for construction phase has included in the overall budget estimate).	£0.00	Rare	Minor	£0.00	1	£0.00		30/01/2023	Gill Howard	George Wright		A costed risk provision for the construction phase has been set aside in the overall budget estimates. However it does not cover the unfavorable estimates received from Openreach. 8/9/23: C3 estimate from Openreach. 5/12/23: Optioning for HVM for the new public space on-going. Provisional sum in overall budget. 21/3/24: C4 estimate from Openreach
R8	4	(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	£0.00	N	B - Fairly Confident	* Regular and on-going engagement with TfL buses in the design phases so they can consult internally * Design the measures to help minimise impacts on the bus network	£0.00	Unlikely	Minor	£0.00	2	£0.00		30/01/2023	Gill Howard	George Wright		Liason on-going.
R9	4	(3) Reputation	Relocation/rationalisation of coach parking.	Objections from key stakeholders due to reduced provision within project area.	Possible	Minor	3	£0.00	N	B - Fairly Confident	Monitor existing provision to determine current demand. Identify alternative locations for coach parking if demand warrants it.	£0.00	Possible	Minor	£0.00	3	£0.00		30/01/2023	Gill Howard	George Wright	05/12/2023	Surveys undertaken in March 2023 show that across the City there is sufficient coach parking provision. 08/09/23: Further surveys undertaken in July 23 show there is sufficient coach parking provision (if Tower Hill coach park is taken into account). Additional on-street locations have been identified. Will now be picked up as part of the strategy review into the future of on and off-street coach parking in the Square Mile.

R10	4	(3) Reputation	Highway layout changes necessitate changes to routes to Bart's Hospital	Objections from a key stakeholder due to concerns about impact on blue light response times	Possible	Serious	6	£0.00	N	B – Fairly Confident	Regular and ongoing liaison with Bart's hospital to provide re-assurance and explore mitigation measures where required.	£0.00	Unlikely	Minor	£0.00	2	£0.00	30/01/2023	Gill Howard	George Wright	8/9/23: Regular, ongoing dialogue with Bart's and the London Ambulance Service. Two-way working on Montague Street supported by Bart's. 5/12/23: Option 1A recommended. 29/2/24: Meeting held with London Ambulance Service (supportive of option 1A)
R11	4	(1) Compliance/Regulatory	Highway layout changes result in traffic increases on some streets	Concerns have been raised about additional traffic on Little Britain south	Possible	Serious	6	£0.00	N	B – Fairly Confident	Mitigation measures are proposed to reduce this risk.	£0.00	Unlikely	Minor	£0.00	2	£0.00	30/01/2023	Gill Howard	George Wright	05/12/2023 8/9/23: An additional option (1A) with two way working on Montague Street is included in the current public consultation. 5/12/23: Option 1A is proposed and this will include a Pedestrian & Cycle Zone (except access) on Little Britain south
R12	4	(1) Compliance/Regulatory	Delays to TfL approving the TMAN will delay the statutory process for the permanent Traffic Order	Delays to the TMAN approval if TfL have any concerns relating to the impact of a permanent scheme on the highway network	Possible	Serious	6	£0.00	N	B – Fairly Confident	Regular and ongoing liaison with TfL teams	£0.00	Possible	Minor	£0.00	3	£0.00	30/01/2023	Gill Howard	George Wright	On-going, regular liaison with TfL re. various TMAN approvals
R13	4	(3) Reputation	Contractor of 81 Newgate Street does not release highway back to the City on the agreed dates.	Delays in the construction of the project.	Possible	Serious	6	£0.00	N	B – Fairly Confident	Regular meetings with the contractor of 81 Newgate St construction and fitting out contractor to ensure timely release of highway.	£0.00	Possible	Serious	£0.00	6	£0.00	30/09/2023	Gill Howard	George Wright	A construction phasing programme has been shared with the developer and HSBC. Meetings on-going with both.
R20	4	(3) Reputation	The stage 3 proposals for Greyfriars Square raise expectations that cannot be delivered	Computer generated images always present a set of proposals in the best possible light but the final design is dependent on the constraints of below ground utility being resolved; budget constraints; and the technical requirements of rain garden planting.	Possible	Serious	6	£0.00	N	B – Fairly Confident	It will be important that the messaging makes it clear that the proposed design is at RIBA stage 3 and the next stage of design work will deliver the final design that the City is confident can be built.	£0.00	Possible	Minor	£0.00	3	£0.00	23/03/2024	Gill Howard	George Wright	
R21	4	(2) Financial	Contract grown plants are wasted due to construction delays/project overruns.	Financial loss and cost increases as other plants will need to be sourced.	Possible	Serious	6	£0.00	N	B – Fairly Confident	The current programmed window for planting in the Greyfriars Square is Autumn 2026 to Spring 2027 which is considered realistic and achievable. If this window is missed some plants may be lost and will need to be replaced and a costed risk provision will be considered at Gateway 5.	£0.00	Possible	Serious	£0.00	6	£0.00	23/03/2024	Gill Howard	George Wright	
R22	4	(2) Financial	The nursery providing contract grown plants goes out of business.	Financial loss and cost increases as other plants will need to be sourced.	Unlikely	Serious	4	£0.00	N	B – Fairly Confident	The City would use established nurseries with a proven track record. Financial due diligence would form part of the procurement process.	£0.00	Unlikely	Serious	£0.00	4	£0.00	23/03/2024	Gill Howard	George Wright	
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				
R30							£0.00					£0.00				£0.00	£0.00				
R31							£0.00					£0.00				£0.00	£0.00				
R32							£0.00					£0.00				£0.00	£0.00				
R33							£0.00					£0.00				£0.00	£0.00				
R34							£0.00					£0.00				£0.00	£0.00				
R35							£0.00					£0.00				£0.00	£0.00				
R36							£0.00					£0.00				£0.00	£0.00				
R37							£0.00					£0.00				£0.00	£0.00				
R38							£0.00					£0.00				£0.00	£0.00				
R39							£0.00					£0.00				£0.00	£0.00				
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				
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R74							£0.00					£0.00				£0.00	£0.00				
R75							£0.00					£0.00				£0.00	£0.00				
R76							£0.00					£0.00				£0.00	£0.00				

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Table 1: Expenditure to Date			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
16800278: St Paul's Gyratory			
PreEv Env Servs Staff Costs	22,489	22,489	0
PreEv P&T Fees	418,175	417,022	1,153
PreEv P&T Staff Costs	518,780	518,779	1
Traffic Modelling	9,484	9,484	0
Total 16800278	968,928	967,774	1,154
16100278: St Paul's Gyratory (CAP)			
DBE Structures Staff Costs	5,000	-	5,000
Env Serv Staff Costs	229,111	69,191	159,920
Legal Staff Costs	10,000	-	10,000
Open Spaces Staff Costs	22,570	-	22,570
P&T Staff Costs	466,616	151,874	314,742
P&T Fees	1,185,767	241,929	943,838
Trial Works	60,000	-	60,000
Utilities	2,116,630	-	2,116,630
Costed Risk Provision	280,000	-	280,000
Total 16100278	4,375,694	462,995	3,912,699
GRAND TOTAL	5,344,622	1,430,768	3,913,854

Table 2: Resources Required to reach the next Gateway			
Description	Approved Budget (£)	Additional Resources Required (£)	Revised Budget (£)
16800278: St Paul's Gyratory			
PreEv Env Servs Staff Costs	22,489	-	22,489
PreEv P&T Fees	418,175	-	418,175
PreEv P&T Staff Costs	518,780	-	518,780
Traffic Modelling	9,484	-	9,484
Total 16800278	968,928	-	968,928
16100278: St Paul's Gyratory (CAP)			
DBE Structures Staff Costs	5,000	-	5,000
Env Serv Staff Costs	229,111	-	229,111
Legal Staff Costs	10,000	-	10,000
Open Spaces Staff Costs	22,570	-	22,570
P&T Staff Costs	466,616	-	466,616
P&T Fees	1,185,767	-	1,185,767
Open Spaces Works	-	110,000	110,000
Trial Works	60,000	-	60,000
Utilities	2,116,630	-	2,116,630
Costed Risk Provision	280,000	-	280,000
Total 16100278	4,375,694	110,000	4,485,694
GRAND TOTAL	5,344,622	110,000	5,454,622

Table 3: Revised Funding Allocation			
Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
TfL - LIP FY 2014/15	65,442	-	65,442

TfL - LIP FY 2017/18	50,000	-	50,000
S106 - 04/00958/FULL - Austral House - LCEIW	341,000	-	341,000
S106 - 10/00832/FULEIA - London Wall Place - Transportation	224,000	-	224,000
OSPR - Capital Bid 2022/23	555,500	-	555,500
OSPR - Capital Bid 2023/24	4,108,680	110,000	4,218,680
TOTAL	5,344,622	110,000	5,454,622

City of London Underground Vent Shaft Monitoring Project

Report Summary

1.1 A review of baseline air quality at the proposed development site shows that, whilst areas of high NO₂ concentrations persist within the local area, recorded concentrations of PM₁₀ and PM_{2.5} are well within the relevant annual AQS objective values.

1.2 Literature related to PM concentrations at underground railway stations and in vent shafts was also reviewed. The results of similar studies indicated that whilst the concentrations underground can be very high, these concentrations are likely to quickly disperse when vented. It is likely that the emissions from the ventilation shaft at the new Greyfriars Square location would not be sufficient to impact long term ambient pollutant levels in the area surrounding the shaft.

1.3 The average concentrations for the monitoring period were below the relevant annual AQS objective values. At site 281, the closest monitor to the new Greyfriars Square, recorded PM₁₀ and PM_{2.5} concentrations during the monitoring period with also close to the Mayor of London's 2028 target for PM_{2.5} and the WHO limit value for PM₁₀.

1.4 A comparison with regional pollution events in London during the monitoring period revealed that these were the driving factor behind any observed episodes of higher PM concentrations recorded at the monitoring sites, rather than emissions directly attributable to the underground ventilation shaft.

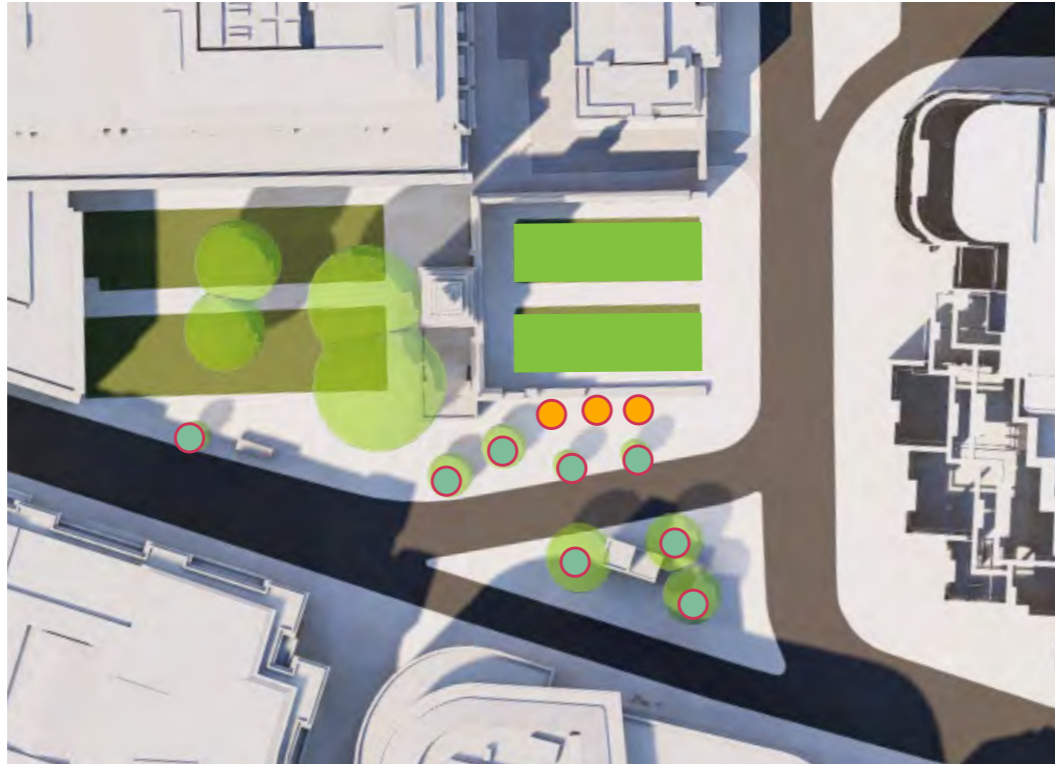
1.5 Based on the particulate matter data collected by the Zephyr monitors over the study period, the ventilation shaft at the Greyfriars Square does not cause elevated ambient concentrations of PM₁₀ and PM_{2.5} in the monitored locations. As such the site would be considered suitable for its intended use and pollutant concentrations considered appropriate for the intended future users of the site.

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Greening

* EXISTING

423 m2 Total planting area
 (equivalent - 1.62 tennis courts)
 11 trees



* RIBA STAGE 2
 Concept

1175 m2 Total planting area
 (equivalent - 4.52 tennis courts)
 8 trees retained
 (3 Yew hedges removed)
 17 new trees



* RIBA STAGE 3

Developed concept

1070 m2 Total planting area
 (equivalent - 4.12 tennis courts)

8 trees retained
 (3 Yew hedges removed)
 18 new trees
 10 new multi stem trees



- Existing removed
- Existing tree
- Proposed tree
- Proposed new planting
- Existing planting
- Planted area losses - Stage 2 - Stage 3
- Additional green areas added to 81 Newgate Street scheme

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NOTES:

FOR GENERAL ARRANGEMENT DETAIL PLAN. (1:100) DWG. 1 of 3 REFER TO DRAWING 8847_102

FOR GENERAL ARRANGEMENT DETAIL PLAN. (1:100) DWG. 2 of 3 REFER TO DRAWING 8847_103

FOR GENERAL ARRANGEMENT DETAIL PLAN. (1:100) DWG. 3 of 3 REFER TO DRAWING 8847_104

FOR ILLUSTRATIVE PLAN. (1:200) REFER TO DRAWING 8847_105

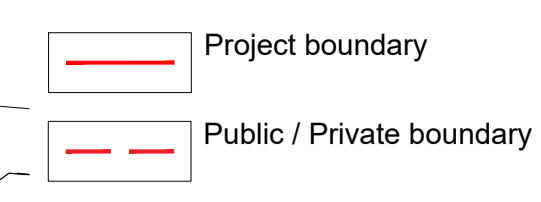
FOR OUTLINE SPECIFICATION REFER TO 8847_901

FOR LIGHTING STRATEGY REFER TO LIGHT FOLLOWS BEHAVIOUR PACKAGE OF INFORMATION.

M&E ENGINEERING DETAIL TO BE SUPPLIED BY OTHERS.

ALL LEVELS AND DRAINAGE TO ENGINEER'S DESIGN AND SPECIFICATION.

ALL WORKS IN PROXIMITY TO EXISTING TREES TO BE RETAINED MUST BE IN ACCORDANCE WITH BS 5837: TREES IN RELATION TO CONSTRUCTION



- LEGEND**
- Planting Planters to 81 Newgate Street building (by others)
 - Planting Rain garden
 - Planting 600mm raised planter
 - Planting Flush planter
 - Paving_01 Yorkstone_Planks
 - Paving_02 Yorkstone_Flags
 - Paving_03 Yorkstone_Setts (permeable)
 - Paving_04 Granite_Setts (vehicular)
 - Paving_05 Yorkstone_Recovered / reused / relaid
 - Paving_06 Yorkstone_Setts (vehicular)
 - Paving_07 / 08 Rubber crumb play surfacing to Play Area
 - Modern raised wall to Greyfriars Church Garden_REDUCED to finished floor level - Decorative interpretation of former wall within paving / ground plane
 - 18 no. Proposed Tree
 - 10 no. Proposed Tree - small multi stem
 - 8 no. Existing / Retained Tree
 - Hedge
 - 1 no. Drinking fountain
 - 2 no. Legible London Midlith
 - Lighting Ref to Light Follows Behaviour documents
 - Allee bridge walk Thames Embankment granite (reused)
 - Allee bridge walk In ground decorative extension (granite)
 - Relocated Christchurch Hospital Artwork
 - 10 no. Armchairs (Proprietary).
 - Communal dining tables and cube seats (Bespoke).
 - Timber and steel seating (Proprietary).
 - Timber top (Bespoke).
 - Timber top with back rest (Bespoke).
 - Timber seating pad approx. 1.5m x 3.5m (Bespoke).
 - Stone / Concrete edge 500mm x 500mm (Bespoke).
 - 37 no. Santander cycles / docking stations / 1 no. Terminal
 - 15 no. Cycle stands
 - 4 no. HVM PAS 69 rated cycle stands
 - 36 no. HVM PAS 68 rated City of London bollards
 - 2 no. HVM PAS 68 rated City of London demountable bollards
 - 2 no. HSBC Lions_By others (location in abeyance)
 - Tactile paving Blister paving
 - Tactile paving Corduroy paving

B	RIBA STAGE 3 - FINAL	MB	26.04.24
A	RIBA STAGE 3 - DRAFT	MB	28.03.24
REV.	DESCRIPTION	APP.	DATE

LDA DESIGN

PROJECT TITLE
GREYFRIAR'S SQUARE
RIBA Stage 3

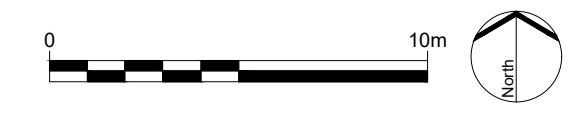
DRAWING TITLE
General Arrangement Overview Plan

ISSUED BY	Exeter	T: 01392 260 430
DATE	Jan 2024	DRAWN MB
SCALE: A1	1:200	CHECKED TS
STATUS	Draft	APPROVED SJT

DWG. NO 8847_101

No dimensions are to be scaled from this drawing. All dimensions are to be checked on site. Area measurements for indicative purposes only.

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Sources Ordnance Survey



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REFER TO DRAWING 8847_101 (1:200)

FOR GENERAL ARRANGEMENT DETAIL PLAN. (1:100) DWG. 2 of 3
REFER TO DRAWING 8847_103

FOR GENERAL ARRANGEMENT DETAIL PLAN. (1:100) DWG. 3 of 3
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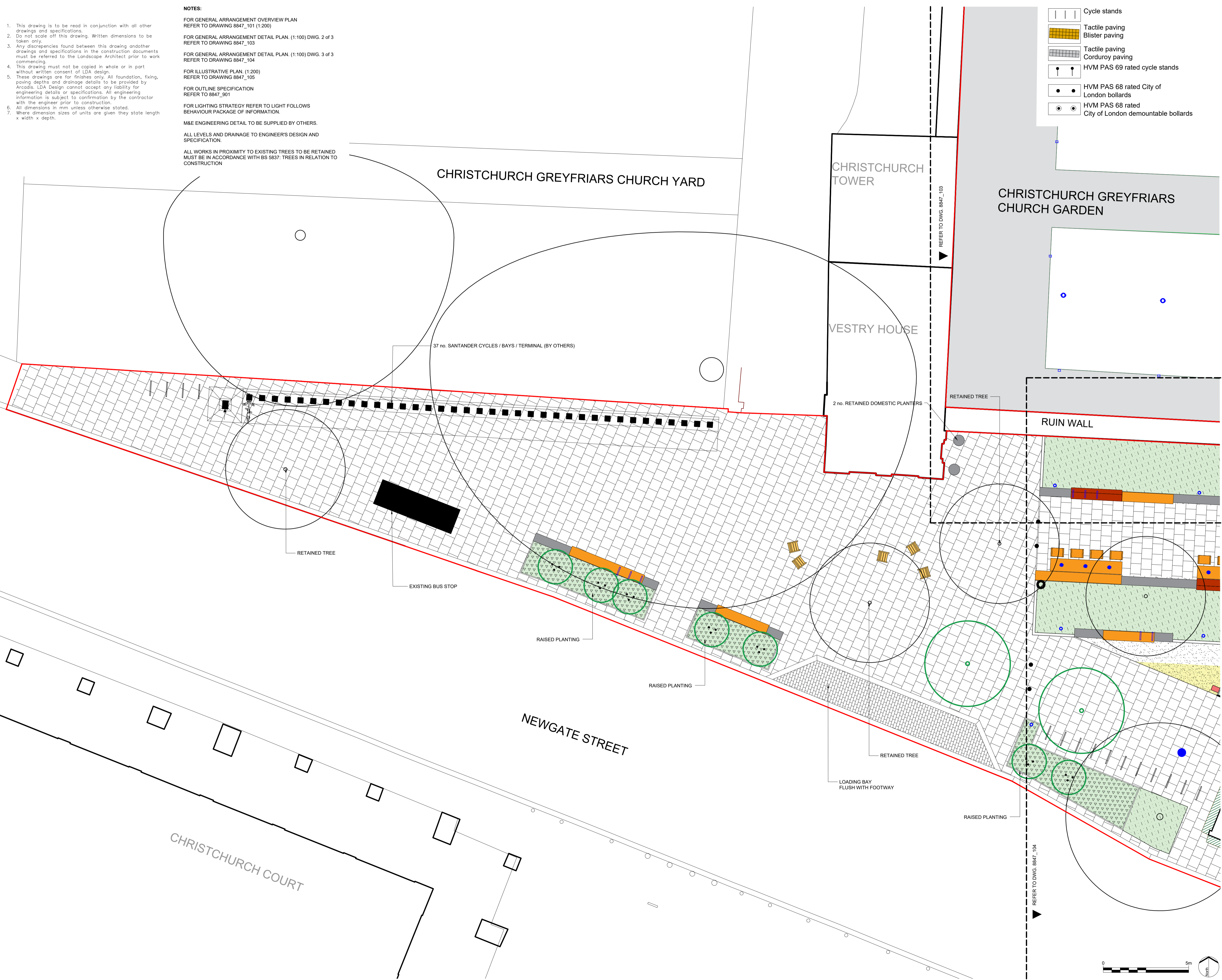
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- Cycle stands
- Tactile paving
- Blister paving
- Tactile paving
- Corridor paving
- HVM PAS 69 rated cycle stands
- HVM PAS 68 rated City of London bollards
- HVM PAS 68 rated City of London demountable bollards

- LEGEND**
- Project boundary
 - Public / Private boundary
 - Planting
 - Planters to 81 Newgate Street building (by others)
 - Planting
 - Rain garden
 - Planting
 - 600mm raised planter
 - Planting
 - Flush planter
 - Paving_01
 - Yorkstone_Planks
 - Paving_02
 - Yorkstone_Flags
 - Paving_03
 - Yorkstone_Setts (permeable)
 - Paving_04
 - Granite_Setts (vehicular)
 - Paving_05
 - Yorkstone_Recovered / reused / relaid
 - Paving_06
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 - Events power
 - To lighting columns
 - Water standpipe
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A	RIBA STAGE 3 - DRAFT	MB	28.03.24
REV.	DESCRIPTION	APP.	DATE

LDA DESIGN

PROJECT TITLE
GREYFRIARS SQUARE
RIBA Stage 3

DRAWING TITLE
General Arrangement Detail Plan
Sheet 1 of 3

ISSUED BY: Exeter T: 01392 260 430
DATE: March 2023 DRAWN: MB
SCALE: A1 1:100 CHECKED: TS
STATUS: Draft APPROVED: SJT

DWG. NO 8847_102

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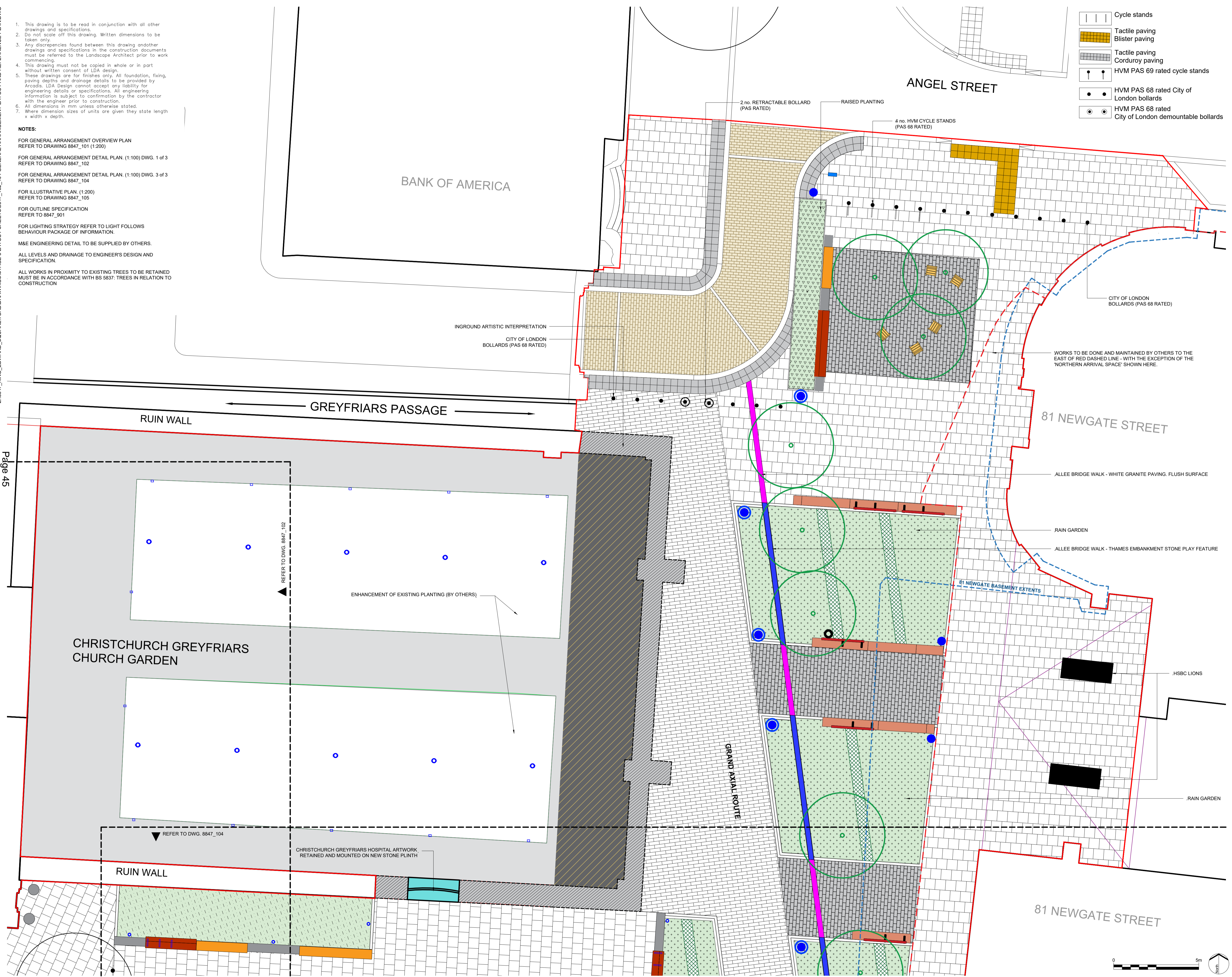
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 - Timber and steel seating (Proprietary).
 - Timber top (Bespoke).
 - Timber top with back rest (Bespoke).
 - Timber seating pad approx. 1.5m x 3.5m (Bespoke).
 - Stone / Concrete edge 500mm x 500mm (Bespoke).
 - HSBC Lions_By others (location in abeyance)
 - Santander cycles / docking stations / 1 no.Terminal

B	RIBA STAGE 3 - FINAL	MB	26.04.24
A	RIBA STAGE 3 - DRAFT	MB	28.03.24
REV.	DESCRIPTION	APP.	DATE

LD A DESIGN

PROJECT TITLE
GREYFRIARS SQUARE
RIBA Stage 3

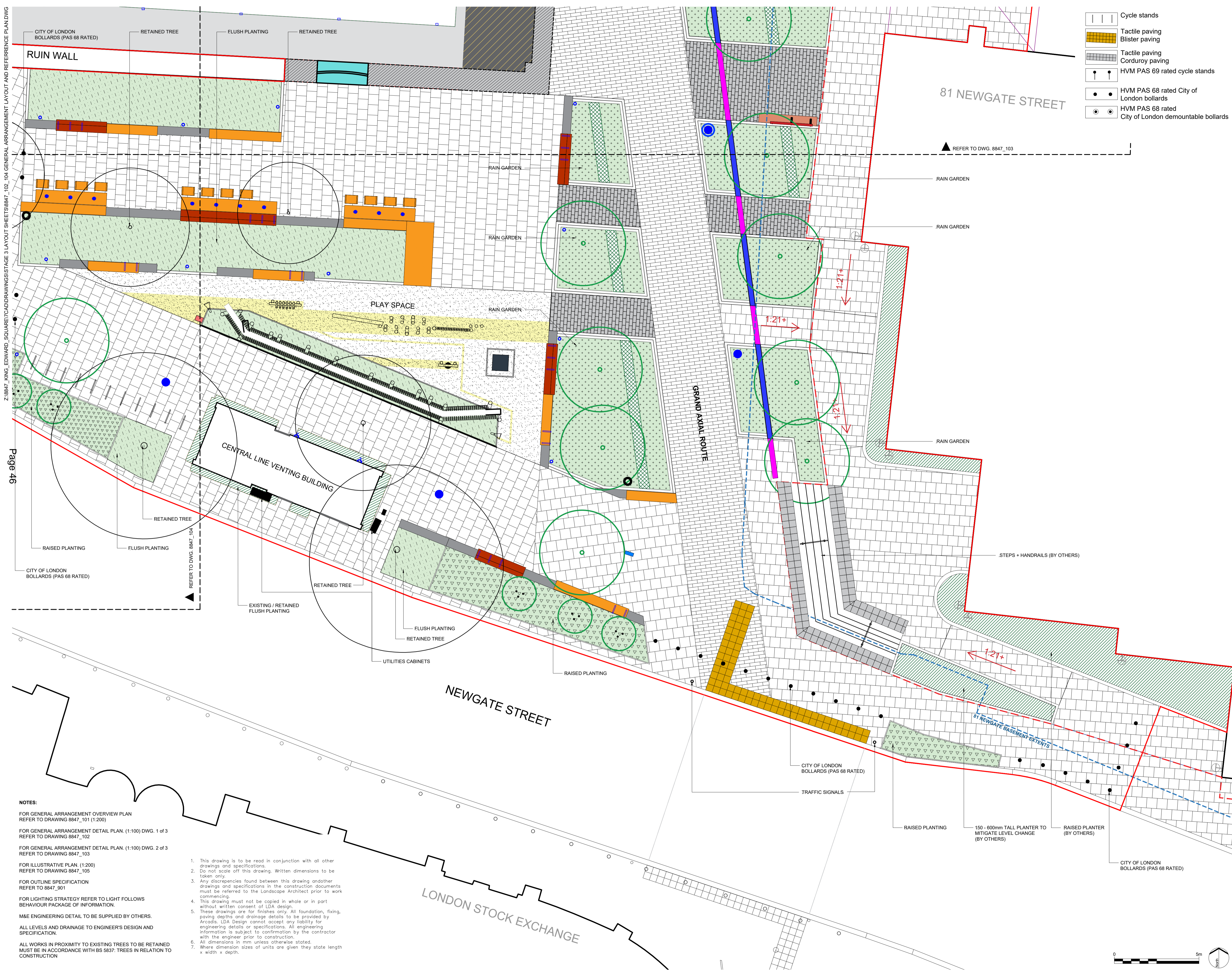
DRAWING TITLE
General Arrangement Detail Plan
Sheet 2 of 3

ISSUED BY	Exeter	T: 01392 260 430
DATE	March 2023	DRAWN MB
SCALE/A1	1:100	CHECKED TS
STATUS	Draft	APPROVED SJT

DWG. NO 8847_103

No dimensions are to be scaled from this drawing. All dimensions are to be checked on site. Area measurements for indicative purposes only.

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Sources: Ordnance Survey



- Cycle stands
- Tactile paving Blister paving
- Tactile paving Corduroy paving
- HVM PAS 69 rated cycle stands
- HVM PAS 68 rated City of London bollards
- HVM PAS 68 rated City of London demountable bollards

- LEGEND**
- Project boundary
 - Public / Private boundary
 - Planting Planters to 81 Newgate Street building (by others)
 - Planting Rain garden
 - Planting 600mm raised planter
 - Planting Flush planter
 - Paving_01 Yorkstone_Planks
 - Paving_02 Yorkstone_Flags
 - Paving_03 Yorkstone_Setts (permeable)
 - Paving_04 Granite_Setts (vehicular)
 - Paving_05 Yorkstone_Recovered / reused / relaid
 - Paving_06 Yorkstone_Setts (vehicular)
 - Paving_07 / 08 Rubber crumb play surfacing to Play Area
 - Modern raised wall to Greyfriars Church Garden_REDUCED to finished floor level - Decorative interpretation of former wall within paving / ground plane
 - Proposed Tree
 - Proposed Tree - small multi stem
 - Existing / Retained Tree
 - Hedge
 - Drinking fountain
 - Legible London Midlith
 - Lighting Ref to Light Follows Behaviour documents
 - Events power To lighting columns
 - Water standpipe
 - Allee bridge walk Thames Embankment granite (reused)
 - Allee bridge walk In ground decorative extension (granite)
 - Relocated Christchurch Hospital Artwork
 - Armchairs (Proprietary)
 - Communal dining tables and cube seats (Bespoke)
 - Timber and steel seating (Proprietary)
 - Timber top (Bespoke)
 - Timber top with back rest (Bespoke)
 - Timber seating pad approx. 1.5m x 3.5m (Bespoke)
 - Stone / Concrete edge 500mm x 500mm (Bespoke)
 - HSBC Lions_By others (location in abeyance)
 - Santander cycles / docking stations / 1 no.Terminal

Z:\8847_KING_EDWARD_SQUARE\CADD\DRAWINGS\STAGE 3\GENERAL ARRANGEMENT LAYOUT AND REFERENCE PLANDWG

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NOTES:

FOR GENERAL ARRANGEMENT OVERVIEW PLAN REFER TO DRAWING 8847_101 (1:200)

FOR GENERAL ARRANGEMENT DETAIL PLAN. (1:100) DWG. 1 of 3 REFER TO DRAWING 8847_102

FOR GENERAL ARRANGEMENT DETAIL PLAN. (1:100) DWG. 2 of 3 REFER TO DRAWING 8847_103

FOR ILLUSTRATIVE PLAN. (1:200) REFER TO DRAWING 8847_105

FOR OUTLINE SPECIFICATION REFER TO 8847_901

FOR LIGHTING STRATEGY REFER TO LIGHT FOLLOWS BEHAVIOUR PACKAGE OF INFORMATION.

M&E ENGINEERING DETAIL TO BE SUPPLIED BY OTHERS.

ALL LEVELS AND DRAINAGE TO ENGINEER'S DESIGN AND SPECIFICATION.

ALL WORKS IN PROXIMITY TO EXISTING TREES TO BE RETAINED MUST BE IN ACCORDANCE WITH BS 5837: TREES IN RELATION TO CONSTRUCTION

1. This drawing is to be read in conjunction with all other drawings and specifications.
2. Do not scale off this drawing. Written dimensions to be taken only.
3. Any discrepancies found between this drawing and other drawings and specifications in the construction documents must be referred to the Landscape Architect prior to work commencing.
4. This drawing must not be copied in whole or in part without written consent of LDA design.
5. These drawings are for finishes only. All foundation, fixing, paving depths and drainage details to be provided by Arcadis. LDA Design cannot accept any liability for engineering details or specifications. All engineering information is subject to confirmation by the contractor with the engineer prior to construction.
6. All dimensions in mm unless otherwise stated.
7. Where dimension sizes of units are given they state length x width x depth.

B	RIBA STAGE 3 - FINAL	MB	26.04.24
A	RIBA STAGE 3 - DRAFT	MB	28.03.24
REV.	DESCRIPTION	APP.	DATE

LDA DESIGN

PROJECT TITLE
GREYFRIARS SQUARE
RIBA Stage 3

DRAWING TITLE
General Arrangement Detail Plan
Sheet 3 of 3

ISSUED BY	Exeter	T: 01392 260 430
DATE	March 2023	DRAWN
SCALE: A1	1:100	CHECKED
STATUS	Draft	APPROVED

DWG. NO 8847_104

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Sources: Ordnance Survey



Greyfriars Square

Illustrative views

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8.0 Illustrative visuals

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Greyfriars Square Outline Specification

Public Realm Hardworks, Furniture and Softworks

26.04.2024 REV A

LDĀDESIGN



1.0 Introduction

This report sets out the broad principles for the materials, furniture and planting proposed for the new public space: Greyfriars Square. The space removes carriageway currently serving as part of the existing gyratory system and extends north from Newgate to Angel Street and from the new development of 81 Newgate (to be HSBC Bank's new HQ) to and including the Grade I Listed Greyfriars Church, also occupying a Scheduled Ancient Monument; with its known sensitivities.

The materials, furniture and planting chosen are inspired by the local context, and intend to set the space apart as being distinctive as well as being complementary to proposed materials used within the local City context having regard for the Council's accepted palette.

Robustness and low maintenance is a key factor in choosing the materials for the space. They have been selected to ensure they are either durable enough to endure the heavy use of a very urban environment with minimal maintenance, or will weather naturally adding richness to the scheme with time.

It is anticipated that the materials will be selected to achieve a minimum 20 year life span, where possible.

All materials will also have regard for embodied carbon, aiming to lower this as much as possible while responding to the targets above. Planting will, as well as responding to CoL targets explained in detail later in this document, seek to sequester carbon to reduce the length of time to carbon neutrality.

This outline specification should be read in conjunction with 8847_101 - 105 Greyfriar's Square General Arrangement drawings.

Important to note

The suggested materials, furniture and planting denoted in this specification are intended to provide an indication of the appearance and qualities of the scheme at this stage of design (RIBA 3 - Spatial and Detail Coordination).

This acknowledges the need for flexibility, allowing further choices to be made by the design team as the project progresses into technical design. In particular, allowing for flexibility in ultimate material choices (albeit the aim is to supply a degree of certainty at time of writing) to respond to the fluctuating market and impacts on supply and procurement that have been a common feature of current challenging construction environment.

Suppliers shown are intended as a guide only and demonstrate a suitable supplier LDA Design have experience with. Further exploration should be completed at the follow on technical design stage.

The final selection will be dependent on further technical design at RIBA 4, further liaison with potential manufacturers and suppliers, reviewing all product samples together (including sample panels provided by contractor on site), client approval, engineering and cost review.

RIBA Stage 3 Design team:

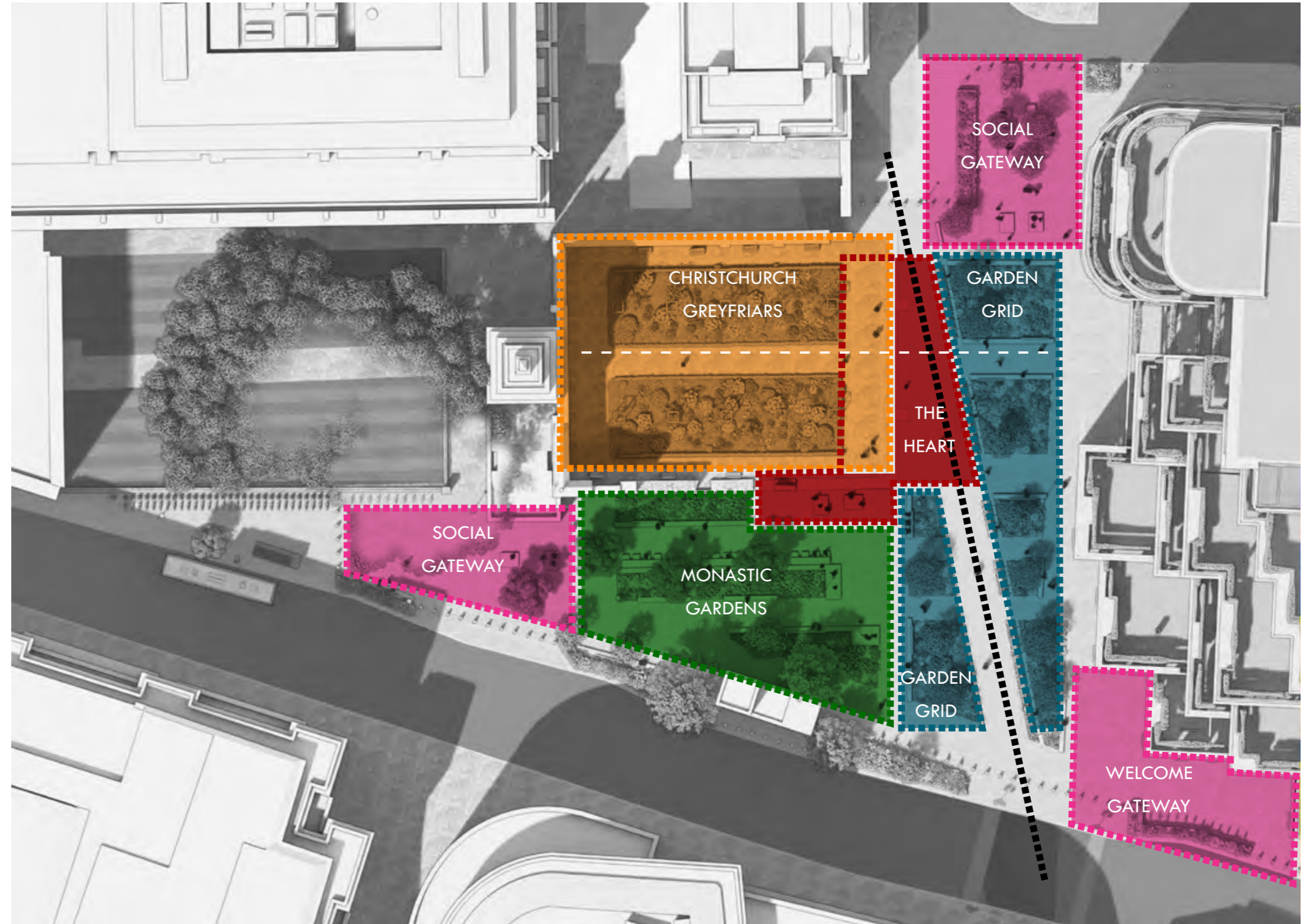
Light Follows Behaviour (LFB) - Lighting design.
 PLUVIAM Environmental - SuDS design
 LDA Design - Landscape design.

Spatial Character and identity

The following reinforces the principle structure of the proposal as agreed and shown at RIBA 2 which has been protected through this current RIBA 3 design stage.

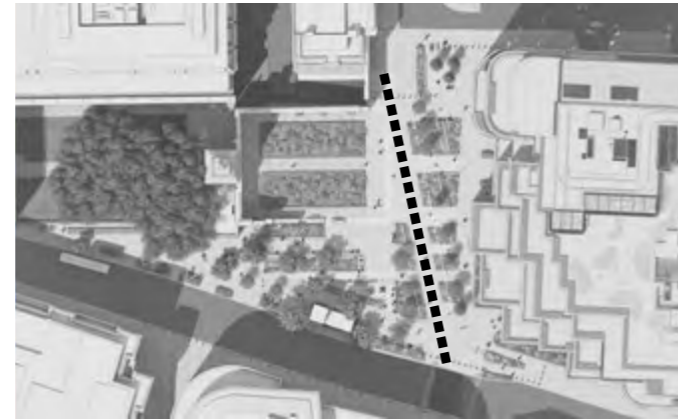
Noting plans and visuals are updated to reflect design development through RIBA 3.

Materials, furniture and planting have been carefully considered to reinforce these special character area identities.



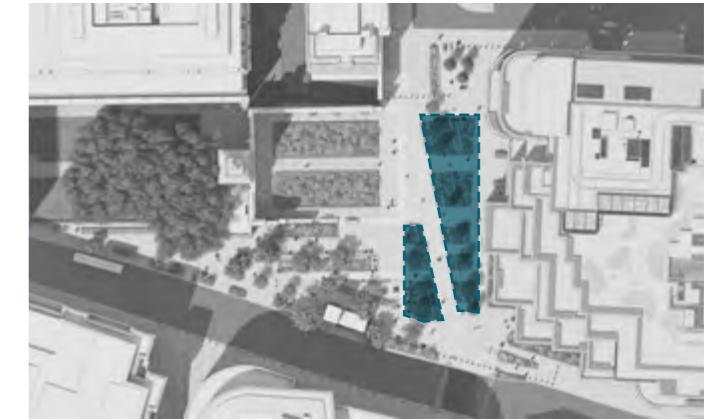
Grand axis

- Processional
- Fast, direct and enticing
- Generous, a primary connection
- Open and clear
- Reinforcing views



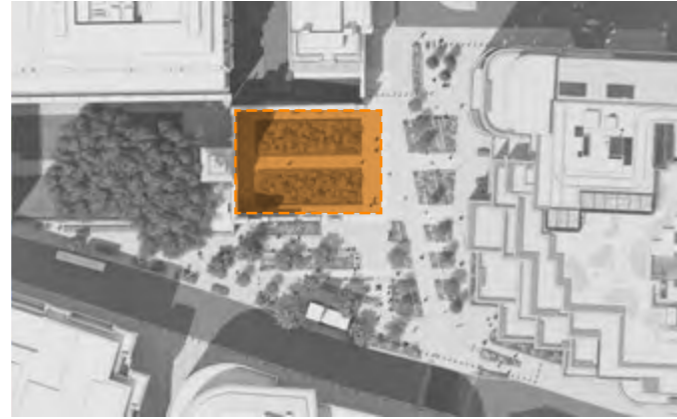
Garden grid

- Transitional, connecting Greyfriars with 81 Newgate Street and the wider geometries
- Maximised planting area
- Playable
- Clear connections and legible
- Close contact with nature



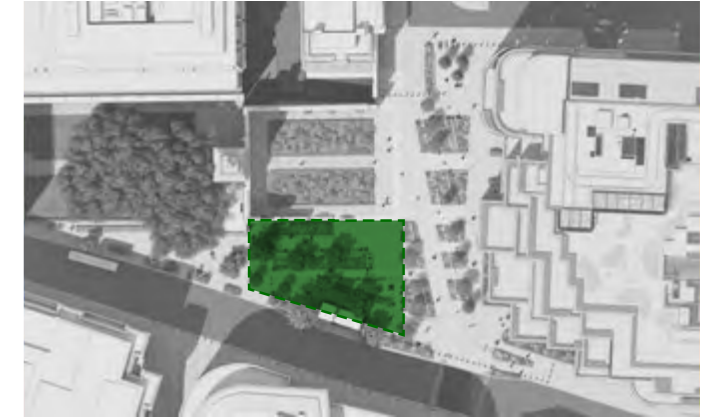
Christchurch Greyfriars

- Protected individual identity
- Distinct from the wider square
- Connected through planting
- Drives wider geometry
- Tranquil and peaceful



Monastic gardens + Play space

- Slower pace, tighter grain
- Rich network of spaces
- A varied social condition
- Immersive and experiential
- Close contact with nature
- Correct balance of accessible to able bodied play

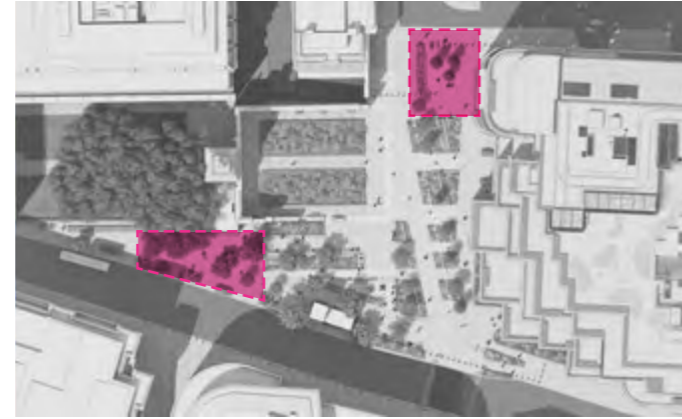


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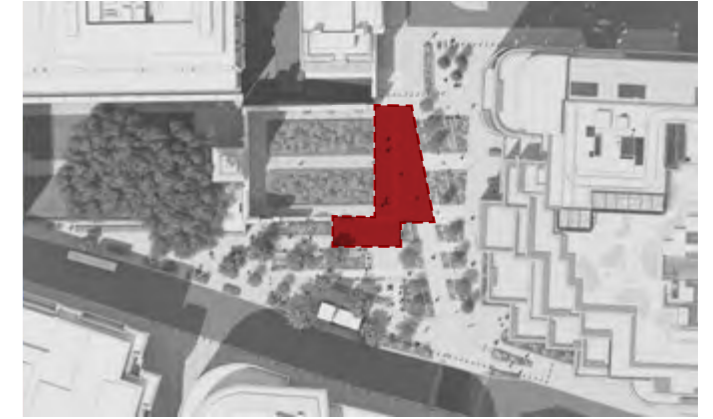
Social gateway

- Suggestive of a welcoming place
- Variety of social opportunities
- A mixture of configurations
- Adaptable and changeable
- A threshold



the HEART

- Greyfriar's Square heart
- Orientation space, busy, high footfall
- A moment to pause with amazing views
- Open and programmable (opportunities for a kiosk)
- Integrated history and narrative of place



2.0 Surface Materials

2.1 Paving type - 01 Yorkstone Planks

Grand Axis

Yorkstone - Sandstone

Desired finish:

- Diamond sawn (all sides).
- Size. Long format/planks approx. (L)600 x (W)100mm
- Flush joints- 6mm, rigid construction.
- Buff/grey mix assorted randomly.
- Laid in staggered stretcher bond. Perpendicular to the path direction (as per visuals)
- Surface sealant to be applied.

Quantity:

- Approx 336sqm



2.2 Paving type 02 - Yorkstone Flags

Primary paving surface throughout scheme

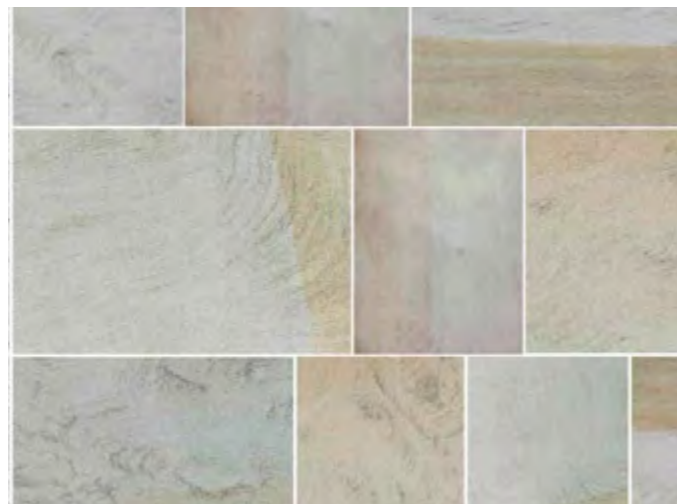
Yorkstone - Sandstone

Desired finish:

- Diamond sawn (all sides).
- Size. Large format paving approx. (L)varies x (W)600mm
- Flush joints- 6mm, rigid construction.
- Buff/grey mix assorted randomly.
- Laid in staggered stretcher bond.
- Surface sealant to be applied.

Quantity:

- Approx 2,505sqm



Detail as shown in the City Public Realm Toolkit (2.2)

2.3 Paving type 03 - Yorkstone Setts (Permeable paving)

Location:

Soil volume for trees is likely to be delivered through connecting rain gardens below surface, with the structure being supported by structural root cells (see outline details provided by Pluviam Environmental). To support this strategy, the paving will need to be permeable to capture rainfall.

Desired finish:

- Extending the same material finish as identified in clause 2.1 / 2.2 / 2.6
- Size. Paving approx. (L)300 x (W)200mm.
- Flush joints - Jointing widths to be determined in coordination with percolation rates (TBC in Stage 4 design - 10-12mm, rigid construction).

- Bound Permeable Jointing Mortar material (and system) to be fully permeable, joint width to be compliant with infiltration surface parameters.

Quantity:

- Approx 150sqm



Product Shown: Tufflow Rigid Jointing Mortar by Steintec®
Image courtesy of Steintec®

2.4 Paving type 04 - Granite Setts (vehicular)

Location:

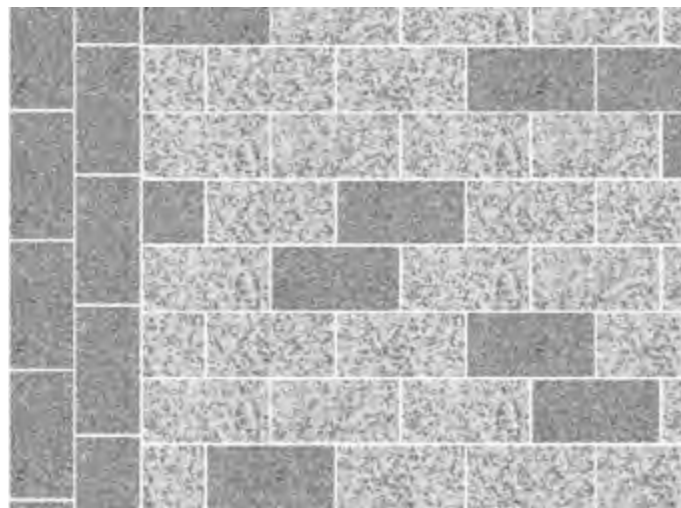
Loading bay / Carriageway to Bank of America entrance. The two colour mix of light and mid grey granite is to be laid in a random pattern, with a double mid grey channel against all kerb edges.

Desired finish:

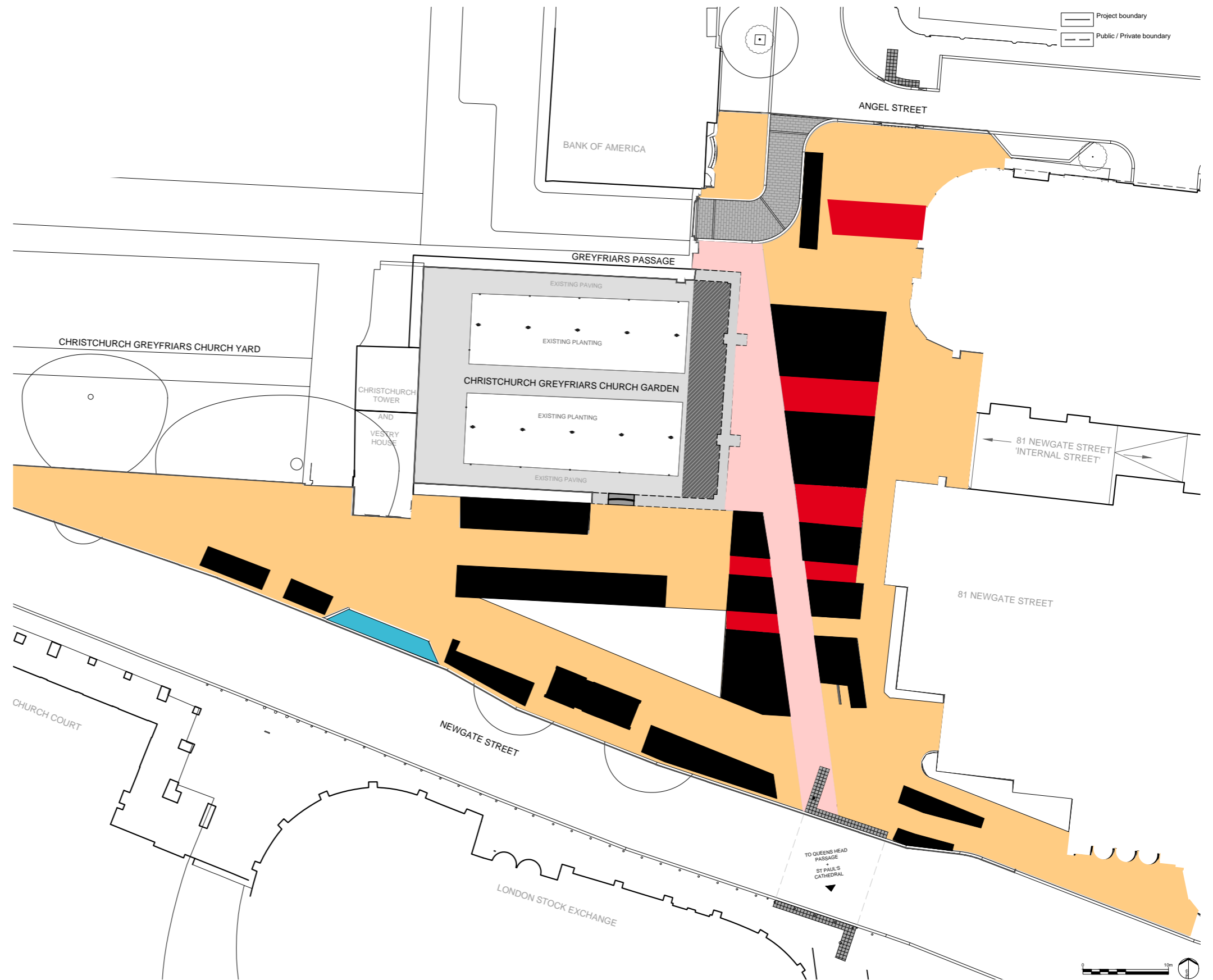
- Flamed top surface
- Size. Paving approx. (L)300 x (W)150mm.
- Flush joints - 6/8mm, rigid construction.
- 30 % mid-grey / 70% silver grey
- Laid in staggered stretcher bond.
- Surface sealant to be applied.
- Diamond sawn (all sides).

Quantity:

- Approx 85sqm



Detail as shown in the City Public Realm Toolkit



2.5 Paving type - 05 Yorkstone Flags (Reclaimed / Reused)

Greyfriar's Garden

Location:

Good quality yorkstone pavers selected from within the project extent and reused to make up and repair paving within Greyfriars Church Ruin, specifically to the eastern edge inside the boundary wall artwork; see clause 2.8.

Desired finish:

- To match surrounding paving.
- Flush joints - 6mm, rigid construction.
- Buff/grey mix assorted randomly (as lifted).
- Laid in staggered stretcher bond.
- Surface sealant to be applied.

Quantity:

- Approx 105sqm

2.6 Paving type 06 - Yorkstone Setts (vehicular)

To cross-over at threshold to Bank of America

Forrest Pennant Sandstone / Yorkstone

Desired finish:

- Diamond sawn (all sides).
- Size. Large format paving approx. (L)300 x (W)150mm
- Flush joints- 6mm, rigid construction.
- Buff/grey mix assorted randomly.
- Laid in staggered stretcher bond.
- Surface sealant to be applied.

Quantity:

- Approx 35sqm

2.7 Paving type 07 - Wet pour safety surface (various colours)

Play surface to play area

To play space, as identified on General Arrangement Plan

Desired finish:

- Continuous seamless surface, no trip hazards.
- Wheelchair friendly.
- To be laid to permeable construction. Depth to suit equipment.
- Colours to sensitively complement the adjacent surfaces - located as shown on General arrangement plan. Contractor to assume three colour mix wearing course for pricing.

Quantity:

- Approx 150sqm - to play space
- Suggested products/suppliers (or equivalent agreed):
A suggested manufacturer/installer and product, or equivalent agreed:
- Lee Crosse, Redlynch Leisure Installations Ltd, Tel 01249 444537, info@redlynchleisure.co.uk, www.Redlynchleisure.co.uk
Product reference: Flexitop.
- Colour wearing course: 3 no colours to compliment yorkstone paving (see visuals for reference).



2.8 Recessed inspection covers

Location:

- Various throughout scheme.

Desired finish:

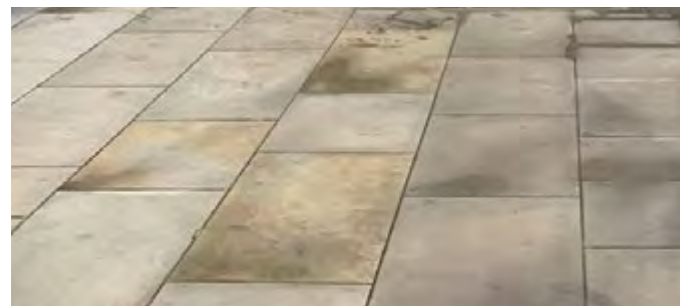
- Existing covers to be replaced with recessed covers in-filled with material to match immediately surrounding surface.
- Aligned with paving orientation and adjacent features where possible and not already installed.

Suggested suppliers (or equivalent agreed):

- Contractor to supply details for agreement.



Detail as shown in the City Public Realm Toolkit



Site photograph; area of existing Yorkstone in good condition, potential for reuse



2.9 Hazard paving

- Tactile paving to crossings - Blister paving
- Tactile paving to steps - Corduroy paving

Yorkstone - Sandstone

Desired finish:

- Diamond sawn (all sides).
- Size. Large format paving approx. (L)400 x (W)400mm
- Flush joints- 6mm, rigid construction.
- Laid in stack bond - as per national guidelines.
- As shown on General Arrangement Plan
- Surface sealant to be applied.
- Raised circular blisters to meet technical access standards
- Grooved stone to meet technical access standards

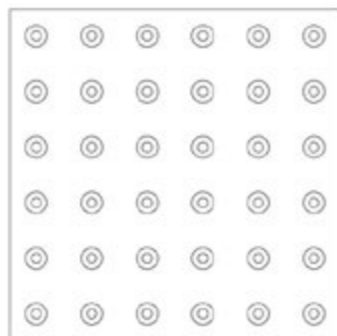
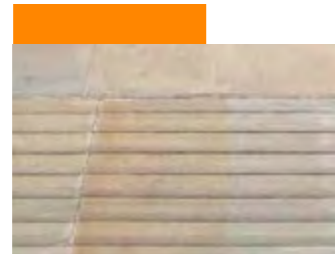
Quantity:

- Blister - Approx 295 units
- Corduroy - Approx 140 units

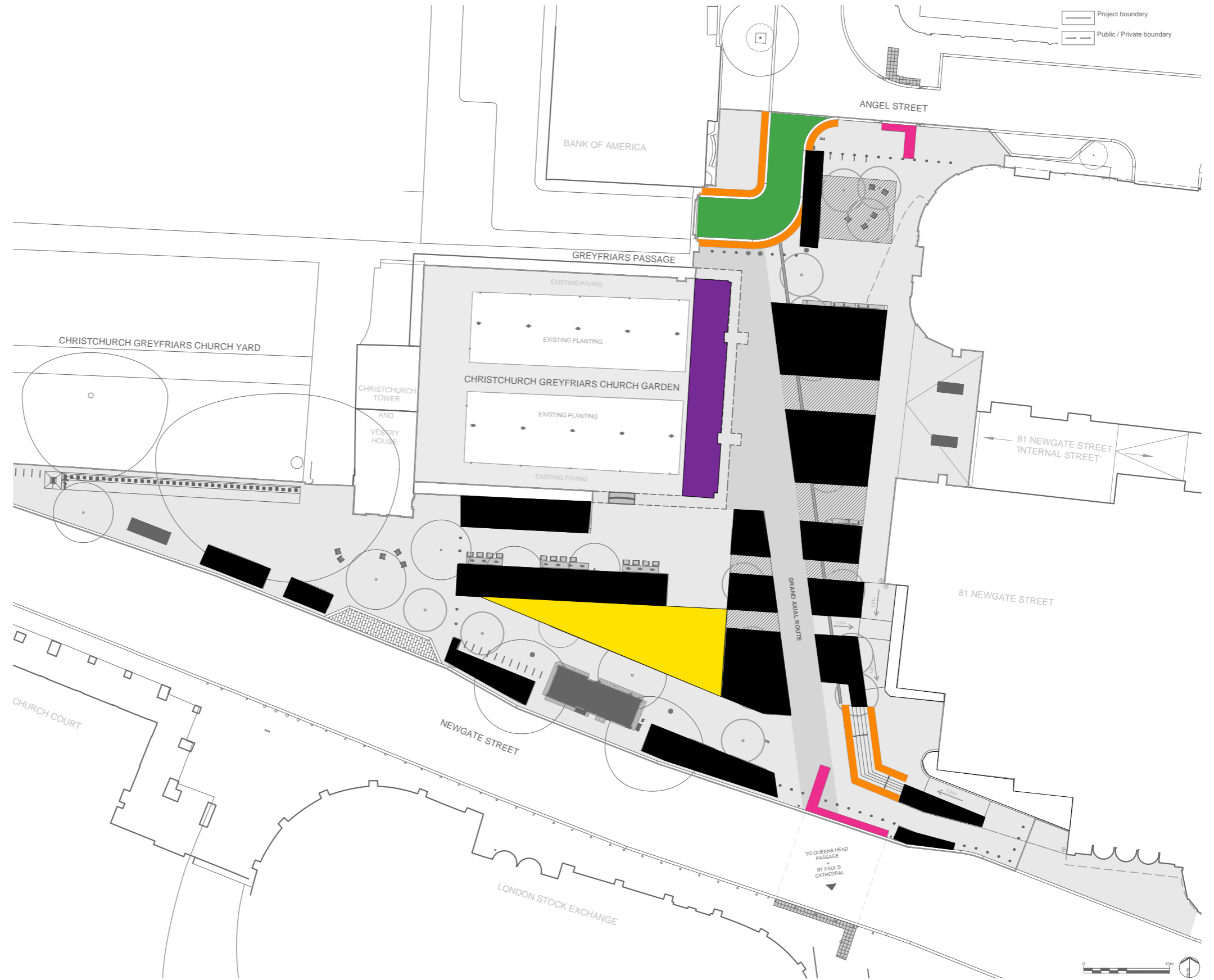
Blister paving



Corduroy paving



Detail as shown in the City Public Realm Toolkit



2.10 Paving type - Decorative interpretation of former wall within paving / ground plane

Introduction:

Greyfriars Square accommodates the remarkable Christchurch Greyfriars ruin whereby the remnants accommodate a pivotal position and provide focus on the space. Ruins of this nature within the City are recognised as evocative relics to both The Great Fire of London and the WWII Blitz. The Greyfriars Square project seeks to enhance the setting of Christchurch Greyfriars and provide an interpretive method of communicating it's significance to the wider public.

Art is one of the most powerful forms of human expression and can help convey an individuals or a communities views and culture. Public art has a vital role to play in our cities as it is an expression of local culture and identity. Good public art engages people with the city and its people and makes people view our cities through a different lens.



White granite / black garite inlay
Image courtesy of Hardscape PLC

Through Stage 3 various opportunities were explored of how to communicate the powerful reference of what occurred within the context and how to interpret the narrative of previous uses. The piece of text sourced from the Times Newspaper in 1944 felt poignantly communicated this; further research should be conducted to understand the origin of this text and who wrote it.

Below illustrates an approach shared with both the project Steering Group and Officer Group at Stage 3. This specific aspect of the design appreciates that further specialist development (including, among others, historic and specialist design expertise) may be necessary as part of a further public arts project.



“The time will come—much sooner than most of us to-day can visualise—when no trace of death from the air will be left in the streets of rebuilt London. At such a time the story of the blitz may begin to seem unreal not only to visiting tourists but to a new generation of Londoners. It is the purpose of war memorials to remind posterity of the reality of the sacrifices upon which its apparent security has been built. These church ruins, we suggest, would do this with realism and gravity.”

The Times Newspaper 1944

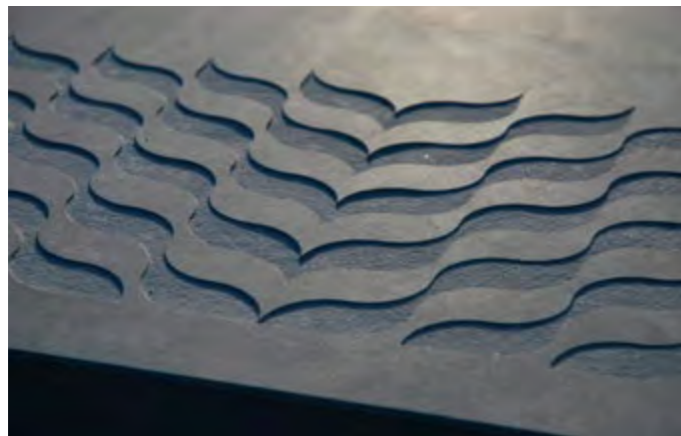
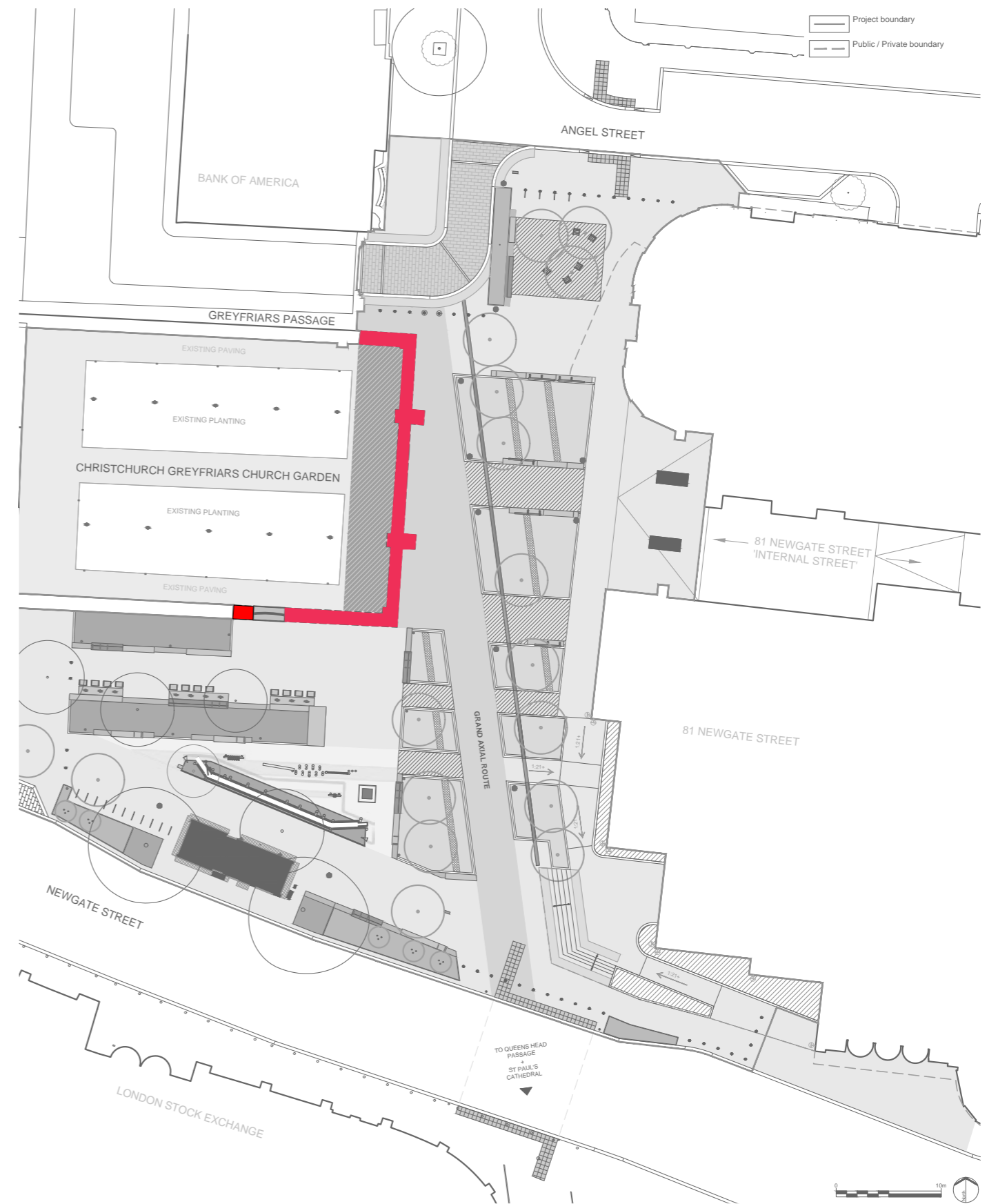


Image courtesy of Hardscape PLC



3.0 Edges

3.1 Plinth to Christ's Hospital Sculpture

Located as per General Arrangement Plan

Yorkstone - Sandstone

Desired finish:

- Sandstone plinth
- Size. (L)3000 x (W)1300 x (H) 660mm
- Plinth to fit within width of removed contemporary wall
- Maintain current height - 660 mm as prescribed:

Design & Access Statement - Christ's Hospital Foundation 5th October 2016

- Finish - Diamond sawn
- Surface sealant to be applied.

Quantity: 1 no.



3.2 Stone edge - Bespoke seating edge

Located as per General Arrangement Plan

Yorkstone - Sandstone

Desired finish:

- Colour - Sandstone seating edge
- Size. (L) varies x (W) 500 x (H) varies 340 - 420mm
- Finish - Diamond sawn
- Surface sealant to be applied.

Note: Anti-skate details will need to be assessed and incorporated as appropriate in to edges to prevent potential damage.



3.3 Stone edge - Raised planter

Located as per General Arrangement Plan

Yorkstone - Sandstone

Desired finish:

- Colour - Sandstone raised planter edge
- Size. (L) varies x (W) 150 x (H) varies
- Finish - Diamond sawn
- Surface sealant to be applied.

Note: Anti-skate details will need to be assessed and incorporated as appropriate in to edges to prevent potential damage.



GREYFRIAR'S SQUARE



3.4 Flush stone edge - Rain garden edge

Located as per General Arrangement Plan

Yorkstone - Sandstone

Desired finish:

- Colour - Yorkstone - Sandstone
- Size. Straight lengths / radial units. (L) 900 x (W) 150 x (H) 100 mm
- Flush joints - 6mm, rigid construction.
- Finish - Diamond sawn
- Surface sealant to be applied.
- 16 - 18mm Resin bound gravel laid to top of kerb haunching to mitigate substrate washout.
- Aggregate Colour & Size: Corn Flint (1-3mm)/ Amber Gold (2-5mm)

3.5 Flush stone edge - Planter

Located as per General Arrangement Plan

Yorkstone - Sandstone

Desired finish:

- Colour - Yorkstone - Sandstone
- Size. Straight lengths / radial units. (L) 900 x (W) 150 x (H) 50 mm
- Flush joints - 6mm, rigid construction.
- Finish - Diamond sawn
- Surface sealant to be applied.

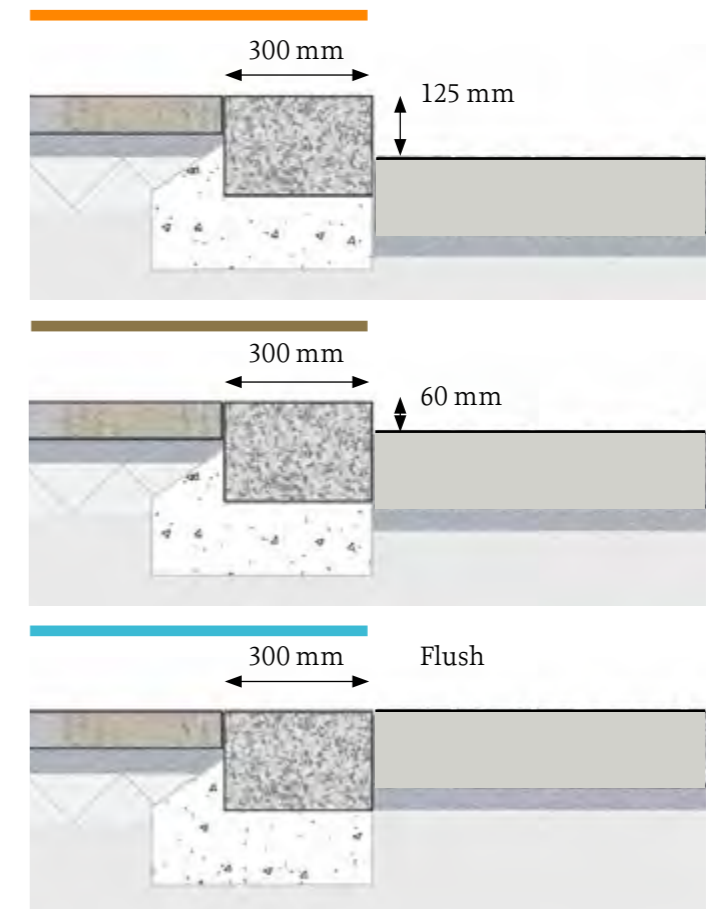
3.6 Kerbs

Located as per General Arrangement Plan

Granite

Desired finish:

- Colour - Silver grey
- Size. Straight lengths / radial units. (L) 900 x (W) 300 x (H) as shown below
- Flush joints - 6mm, rigid construction.
- Finish - Flamed front and top face, sawn all sides



Detail as shown in the City Public Realm Toolkit

3.6 Raised pin kerb edging

Located as per General Arrangement Plan
(Play space)

Yorkstone - Sandstone

Desired finish:

- Colour - Silver grey
- Size. Straight lengths / radial units. (L) 900 x (W) 50 x (H) 50 mm
- Finish - Diamond sawn
- Surface sealant to be applied.



Image - City Public Realm Toolkit

3.7 Steel edge - Flush

Located as per General Arrangement Plan
(and in between all typical paving types)

Anodised aluminium. Commercial grade.

Desired finish:

- Bronze effect
- Laid flush to adjacent surfaces.



Image courtesy of Kinley

3.8 Steel edge - Raised planter (600mm)

Located as per General Arrangement Plan

Power coated steel

Desired finish:

- High quality galvanised steel, zinc thermal sprayed, polyester powder coated finish to RAL 8022



4.0 Furniture

4.1 Bespoke seating - Timber top

Located as per General Arrangement Plan

Hardwood

Desired finish:

- Size.. (L)varies x (W) 555mm
- 70mm timber profile.
- FSC Certified hardwood.
- Timber butt / dummy joints - to avoid litter trapping

Quantity: 12 no.



4.2 Bespoke seating - Timber top with backrest

Located as per General Arrangement Plan

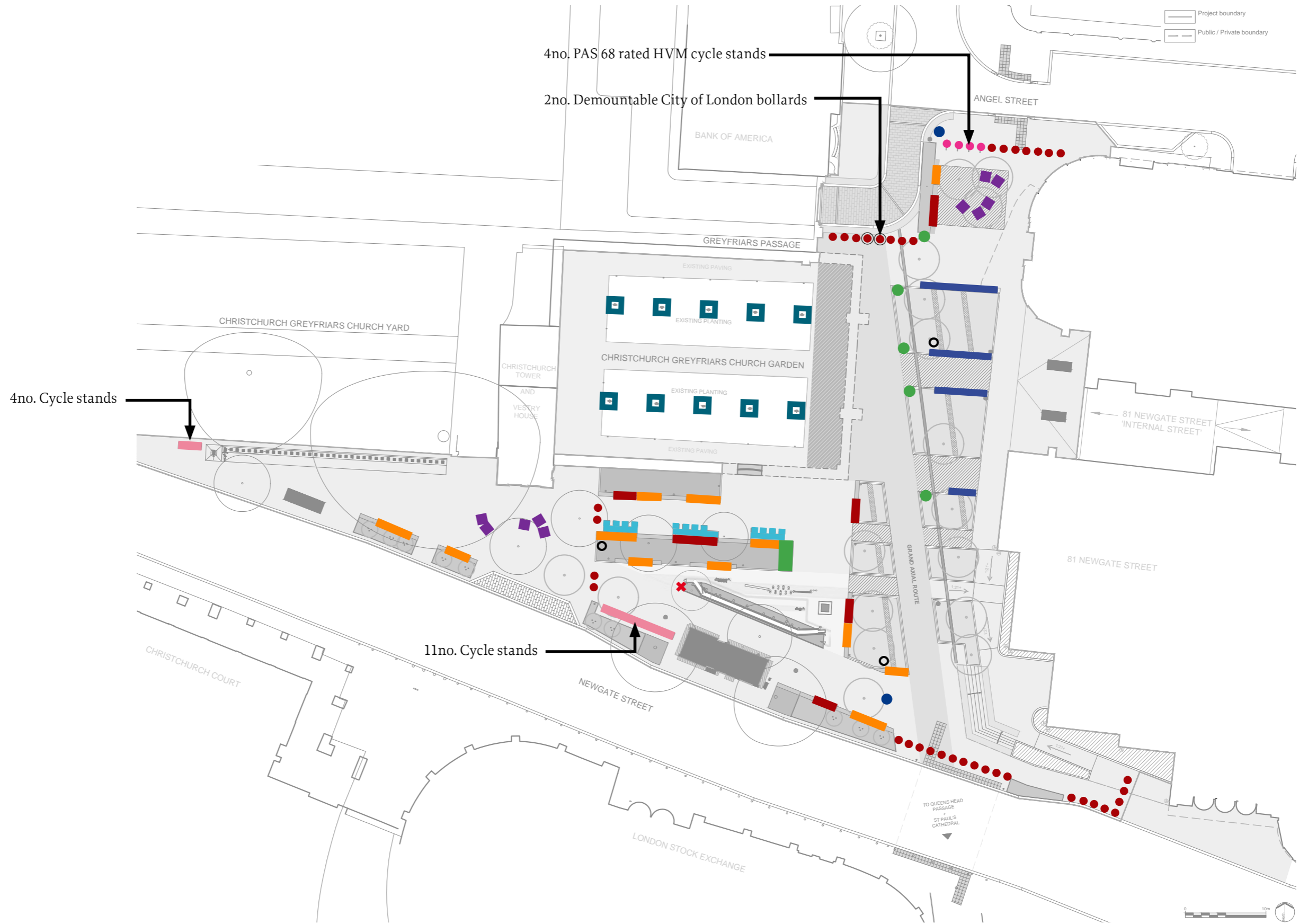
Hardwood

Desired finish:

- Size.. (L)varies x (W) 655mm
- 70mm timber profile.
- FSC Certified hardwood.
- Timber butt / dummy joints - to avoid litter trapping

Quantity: 6 no.





4.3 Bespoke seating - Seating pad

Located as per General Arrangement Plan

Hardwood

Desired finish:

- Size.. (L) 3775 x (W) 1620mm
- 70mm timber profile.
- FSC Certified hardwood.
- Timber butt / dummy joints - to avoid litter trapping

Quantity: 1 no.



4.4 Bespoke dining tables and seats

Located as per General Arrangement Plan

Hardwood

Desired finish:

- Size. (L) 3775 x (W) 1620mm
- 70mm timber profile.
- FSC Certified hardwood.
- Timber butt / dummy joints - to avoid litter trapping

Single seats - Sandstone bases

- Colour - Yorkstone - Sandstone
- Size. (L) 750 x (W) 500 x (H) varies 450mm
- Finish - Diamond sawn
- Surface sealant to be applied.

Integrated lighting.

- See Light Follows Behaviour lighting strategy

Quantity: 3no. benches / 3no. dining tables / 12 no. single seats



4.5 Proprietary seats - Benches with arm rests and backrests

Located as per General Arrangement Plan

Desired finish:

- Size. (L)varies x (W) 540mm x (H) 435
- FSC Certified hardwood.
- Design as per manufactures recommendation

Metalwork

- High quality galvanised steel, zinc thermal sprayed, polyester powder coated finish to RAL 8022
- Design as per manufactures recommendation

Quantity:

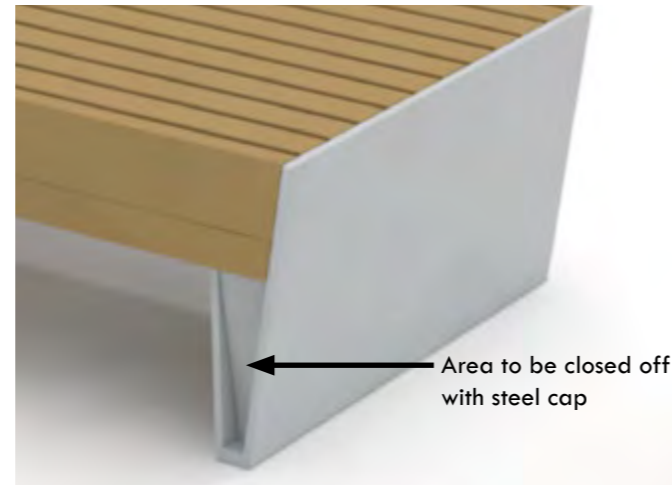
- 5no. benches with backrests and arm rests.
- 3 no. benches
- 3 no. small benches (made to size)

Note:

- Manufacturer to close 'leg' to all seating units with additional steel cap.

Product - Blocq

Company - (mmcite) j.hupian@mmcite.co.uk



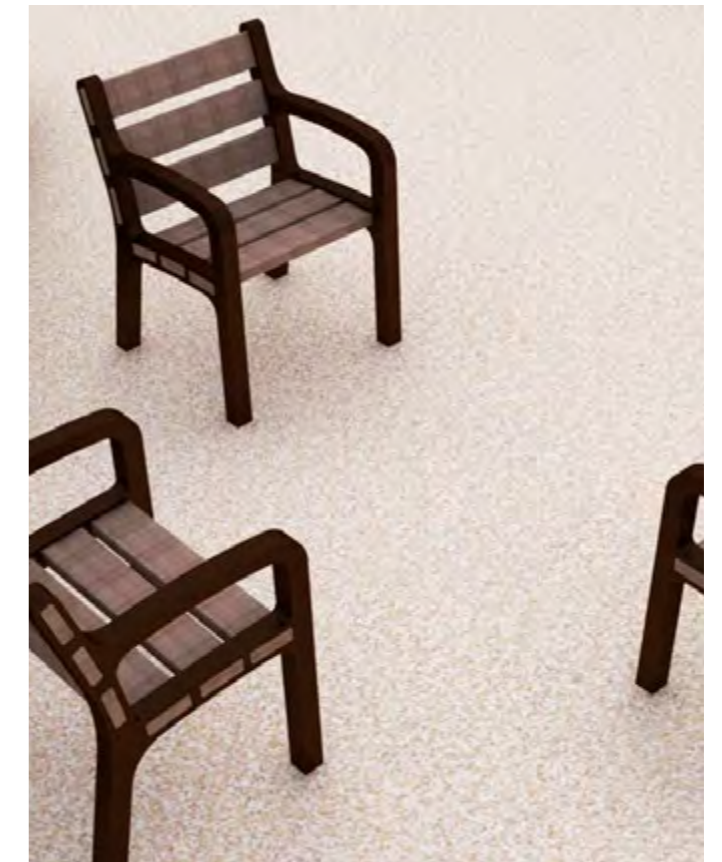
4.6 Proprietary seats - Individual armchairs

Located as per General Arrangement Plan

Desired finish:

- Size. Individual seat (600mm wide)
- FSC Certified hardwood.
- High quality galvanised steel, zinc thermal sprayed, polyester powder coated finish to RAL 8022

Quantity: 10 - 15 no. Seats.



4.7 Cycle stands

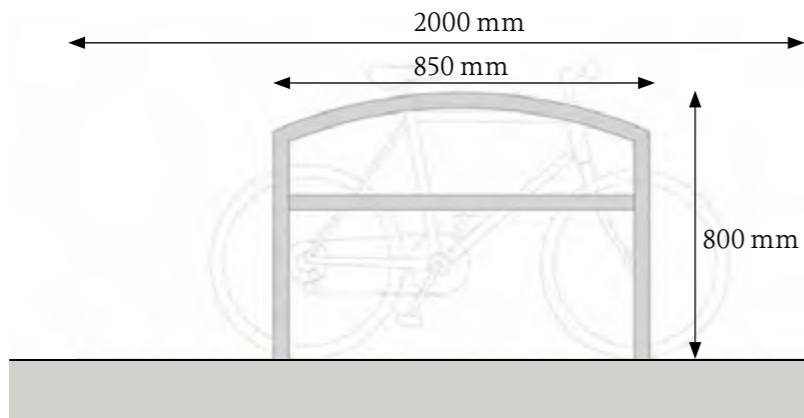
Located as per General Arrangement Plan

'Arc' Cycle stand

Desired finish:

- Stainless steel.
- Size. 48 mm Ø brushed tubular steel.

Quantity: 15 no.



Detail as shown in the City Public Realm Toolkit

Page 80



4.8 Timber frames to Greyfriar's Garden

Located as per original timber frames

Hardwood timber frames - Replacement

Desired finish:

- FSC Certified hardwood.

Quantity: 10 no.



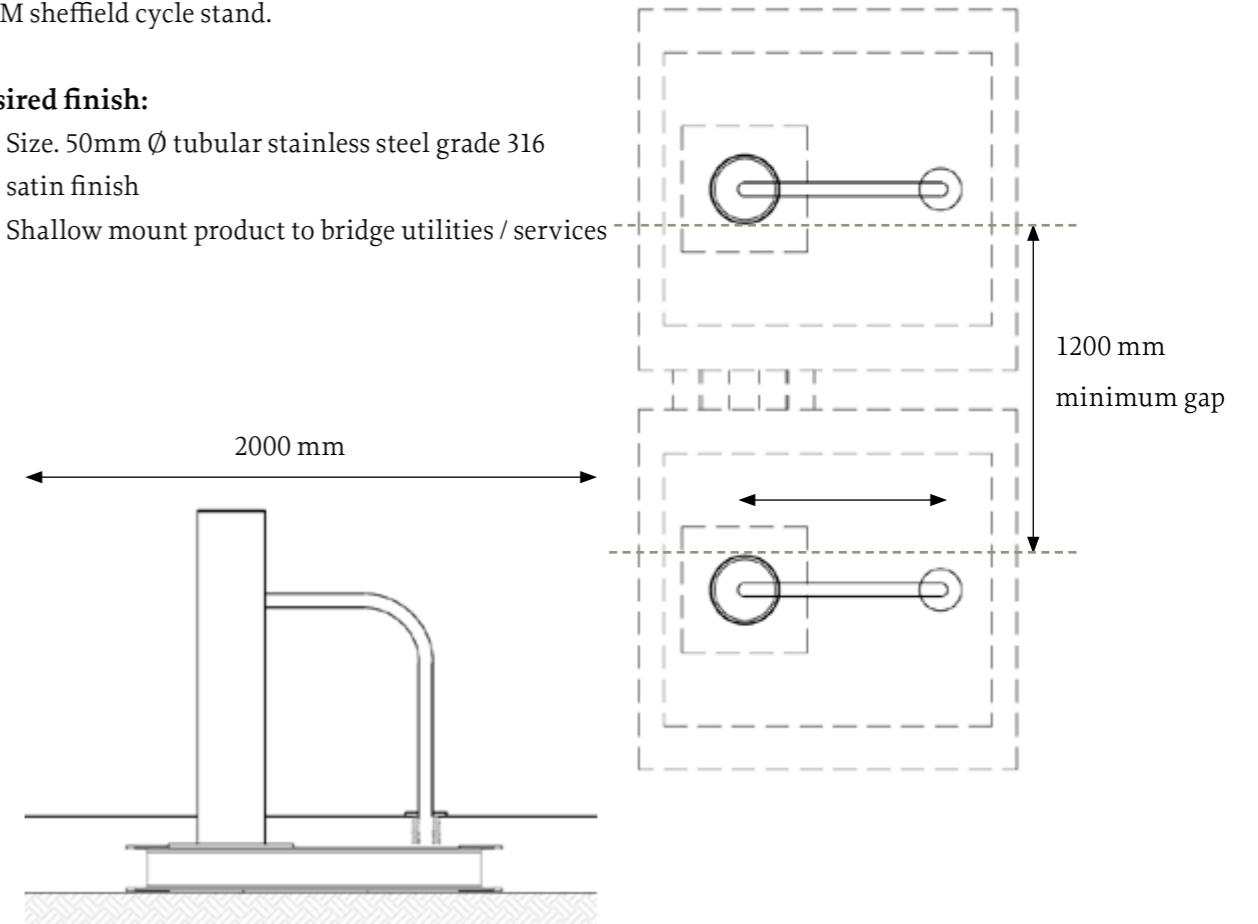
4.9 Pas 68 rated HVM cycle stands

Located as per General Arrangement Plan

HVM sheffield cycle stand.

Desired finish:

- Size. 50mm Ø tubular stainless steel grade 316
- satin finish
- Shallow mount product to bridge utilities / services





4.10 Demountable Pas 68 rated C3 City of London bollards

Located as per General Arrangement Plan

C3 bollard
Company - ATG

Desired finish:

- As per City of London design and specification

Quantity: 2 no.



4.11 Pas 68 rated C3 City of London bollards

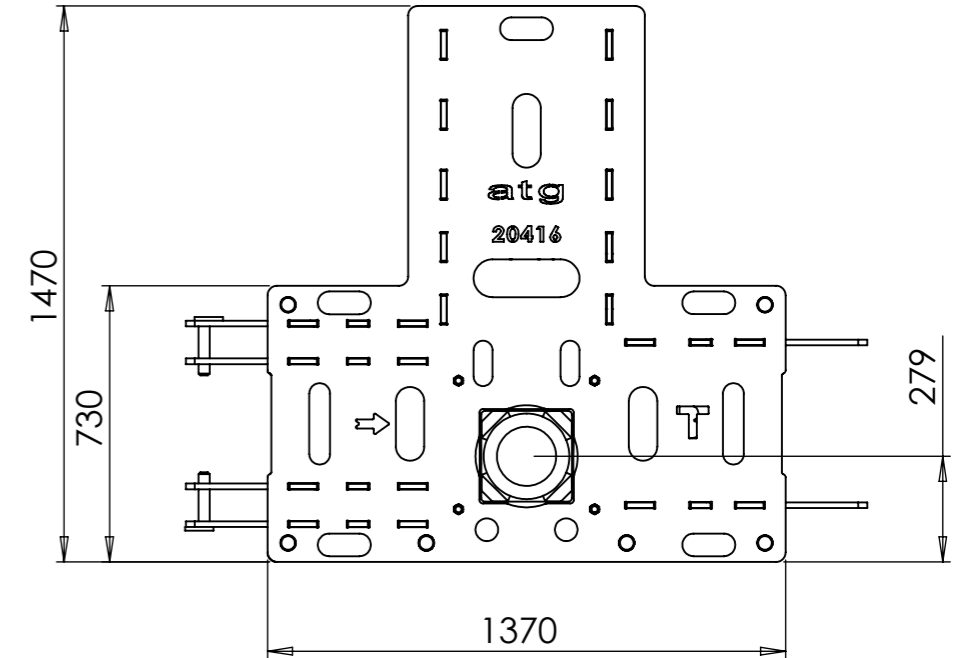
Located as per General Arrangement Plan

C3 bollard
Company - ATG

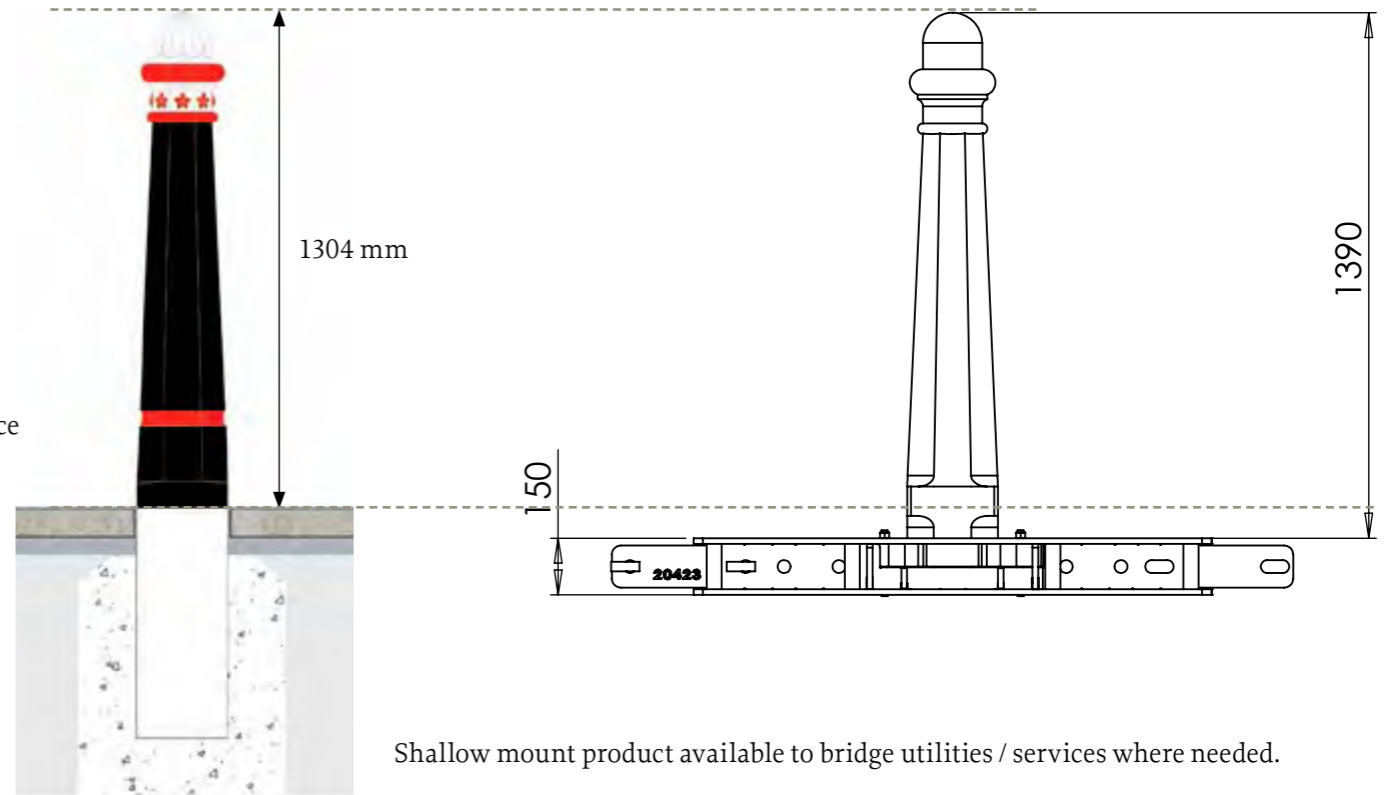
Desired finish:

- As per City of London design and specification

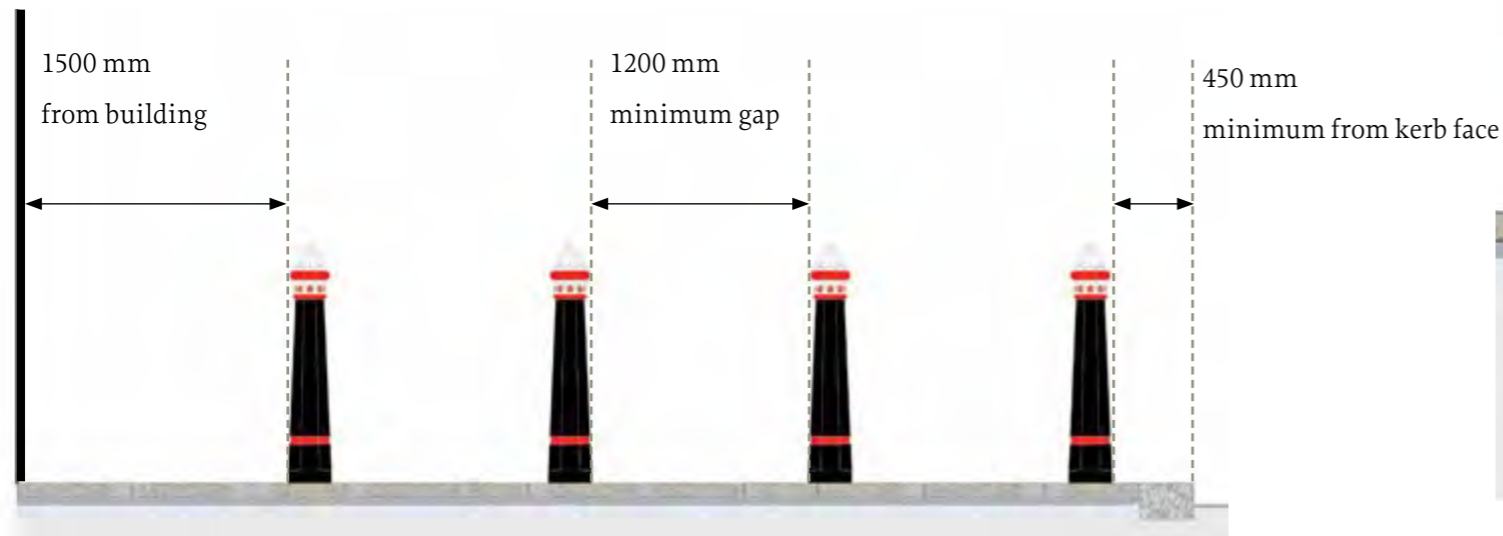
Quantity: 36 no.



204 mm



Shallow mount product available to bridge utilities / services where needed.



Detail as shown in the City Public Realm Toolkit

4.12 Arm rests

Located as per General Arrangement Plan

Aluminium bronze armrests as per St Paul's Cathedral (North Transept balustrade)

Desired finish:

- Aluminium bronze
- Type 01 - Free standing to timber tops.
- Type 02 - Integrated to timber tops with backrests.
- Type 03 - Reduced height to dining tables.

Quantity: total - 32 no.

Type 01 - 14 no.

Type 02 - 15 no.

Type 03 - 3 no.



North Transept staircase as reference finish - St Paul's Cathedral



4.13 Standpipes

Located as per General Arrangement Plan

Tower standpipe with 3/4 bib tap

Desired finish:

- Stainless Steel Grade 304 – 1.5mm thick
- Polyester powder coated finish to RAL 8022
- Size.106 x 106 x1470mm (720mm above ground, 750mm below ground)
- Fixing. Stabilising base plate 255 x 255mm
- As per City of London design and specification

Quantity: 3 no.

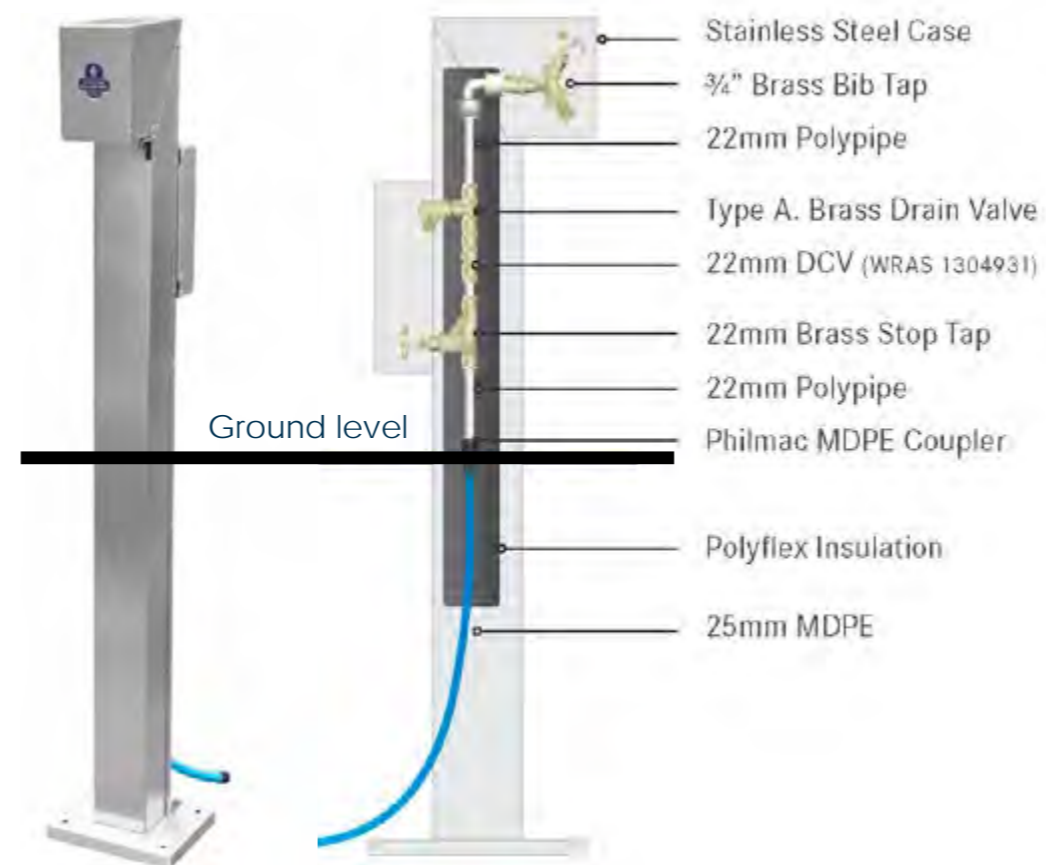
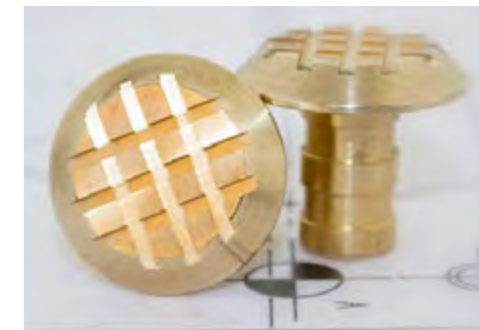
4.14 Demarcation studs

Located as needed - TBC in Stage 4 design

Ingound studs

Desired finish:

- 40mm demarcation studs
- Brass finish with cross grip finish



Detail as shown in the City Public Realm Toolkit

4.15 Legible London Midilith

Located as per General Arrangement Plan

Midilith

Desired finish:

- As per City of London design and specification

Quantity: 2 no.

4.16 Drinking fountain

Located as per General Arrangement Plan

Santa & Cole drinking fountain to play space.

Desired finish:

- Bronze tap
- Size. 1200 x 300 x 150 mm
- Painted to RAL 8022

Quantity: 1 no.

4.17 Events power

Located as per General Arrangement Plan

5 no. Events power points to lighting columns

To be developed in Stage 4 design in coordination with Lighting Designer / M+E

4.18 Heritage signage

Location to be confirmed.

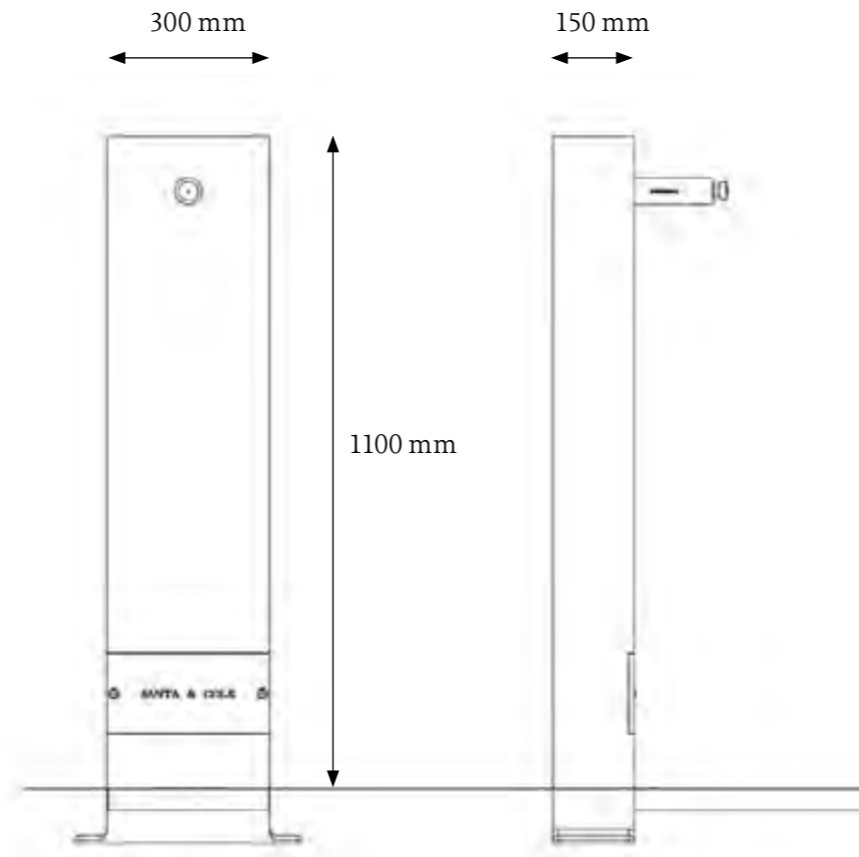
- 3 no. heritage signs.
- Details / Size and shape to be determined with City of London and other stakeholders in Stage 4 design.



Detail as shown in the City Public Realm Toolkit



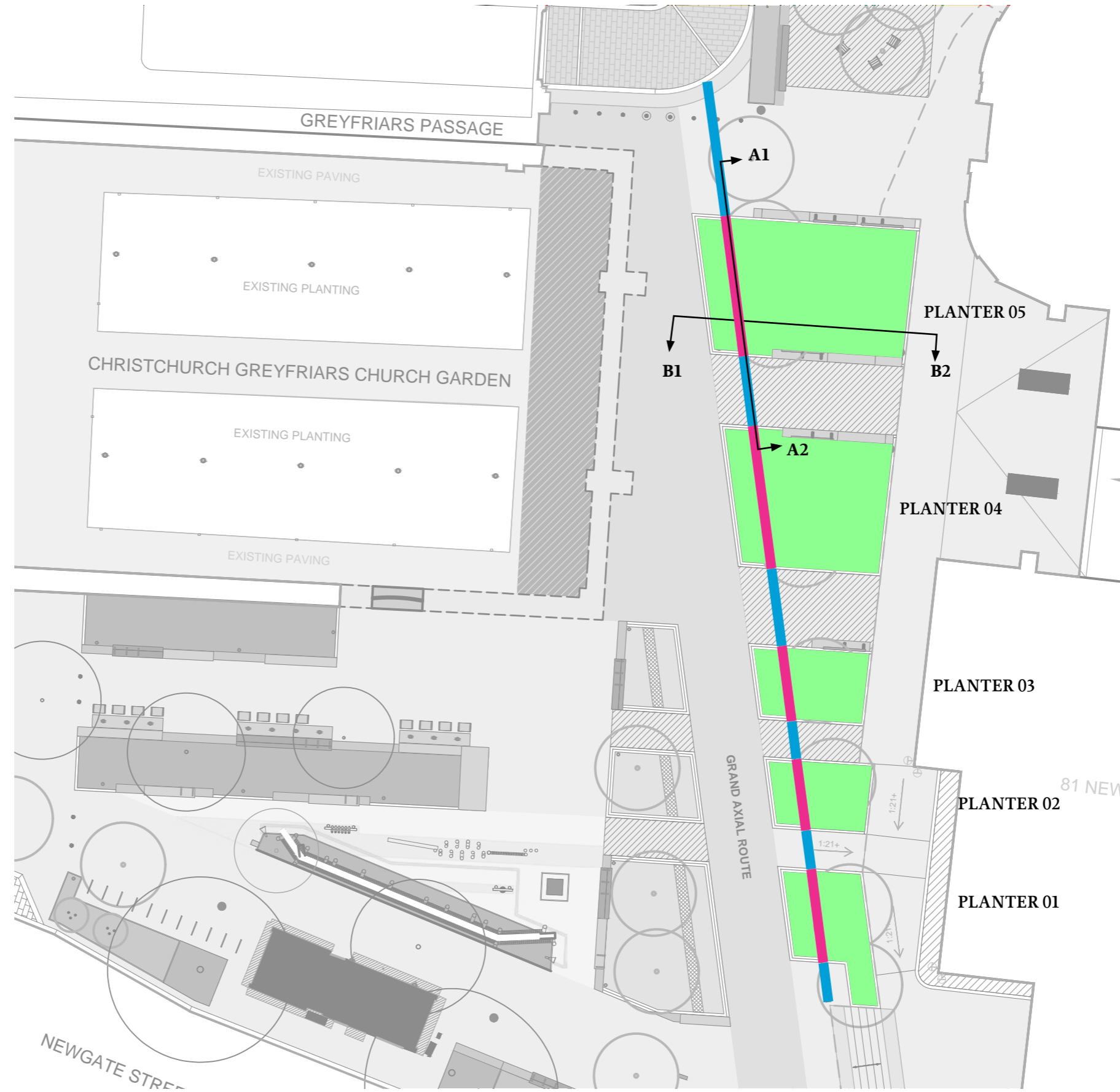
Detail as shown in the City Public Realm Toolkit



Photograph: Empreinte

5.0 Allee bridge walk





Thames Embankment granite blocks



In ground decorative extension



Page 85

Sections - See 5.3



5.1 Thames Embankment granite blocks

Located as per General Arrangement Plan

Reconstituted granite blocks (see Thames to Eternity project)

Desired finish:

- Colour. Silver / white. As per existing granite
- Size. Varies - Blocks should be scheduled and categorised in RIBA Stage 4.
- Liaison with specialist stone mason will determine cutting schedules.
- All edges to be smooth.
- To be laid parallel to Grand Axial Route
- Finish to the tops / treads of stones to be considered to mitigate the collection of water and detritus. (Treatment / reshaping of stones - As a part of Stage 4 design).

Quantity: To be determined in RIBA Stage 4.

5.2 Inground decorative granite extension

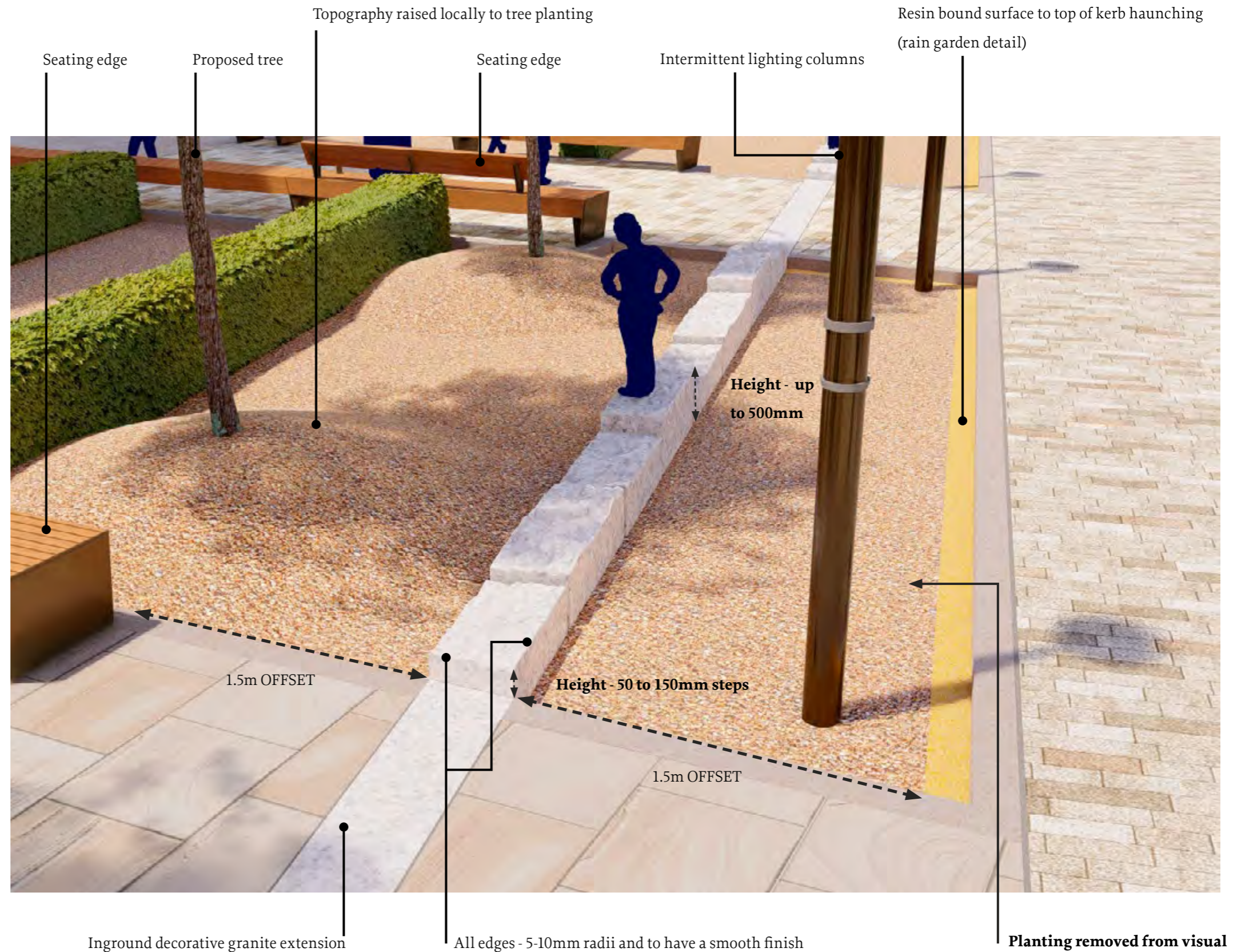
Located as per General Arrangement Plan

Granite paving to continue flush to paving surface

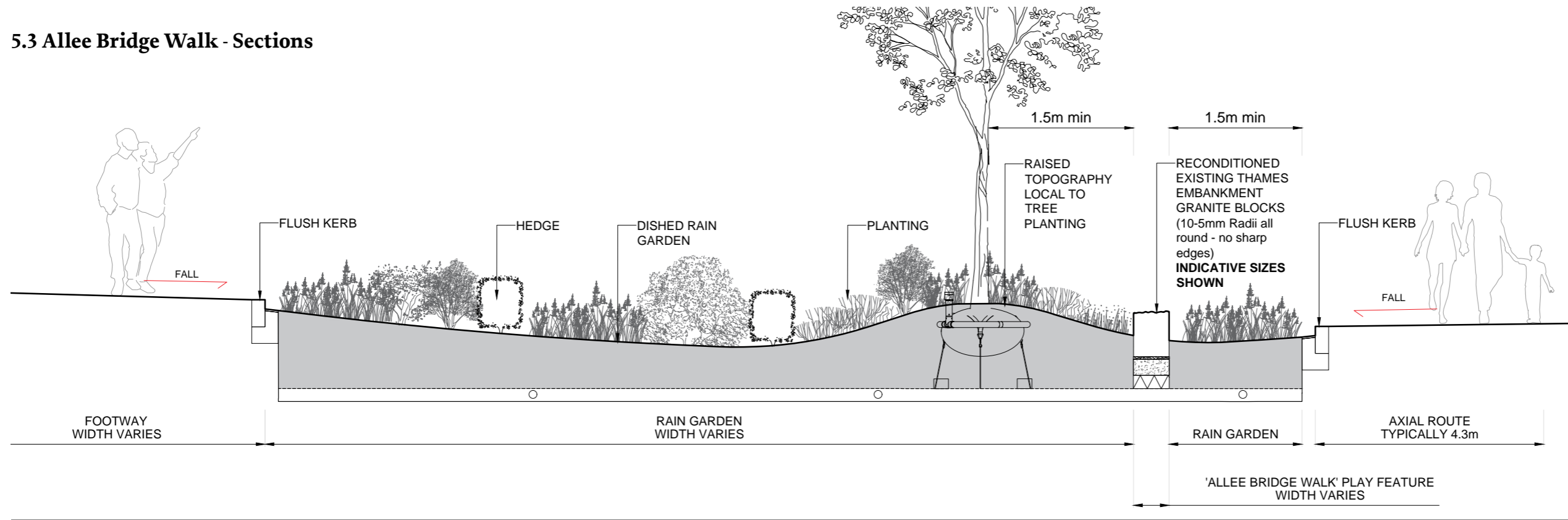
Desired finish:

- Flamed top surface
- Colour. Silver / white granite.
- Size. Varies - Widths to match Thames Embankment granite blocks.
- All edges to be smooth.
- Flush joints - 6/8mm, rigid construction.
- Surface sealant to be applied.
- Diamond sawn (all sides).

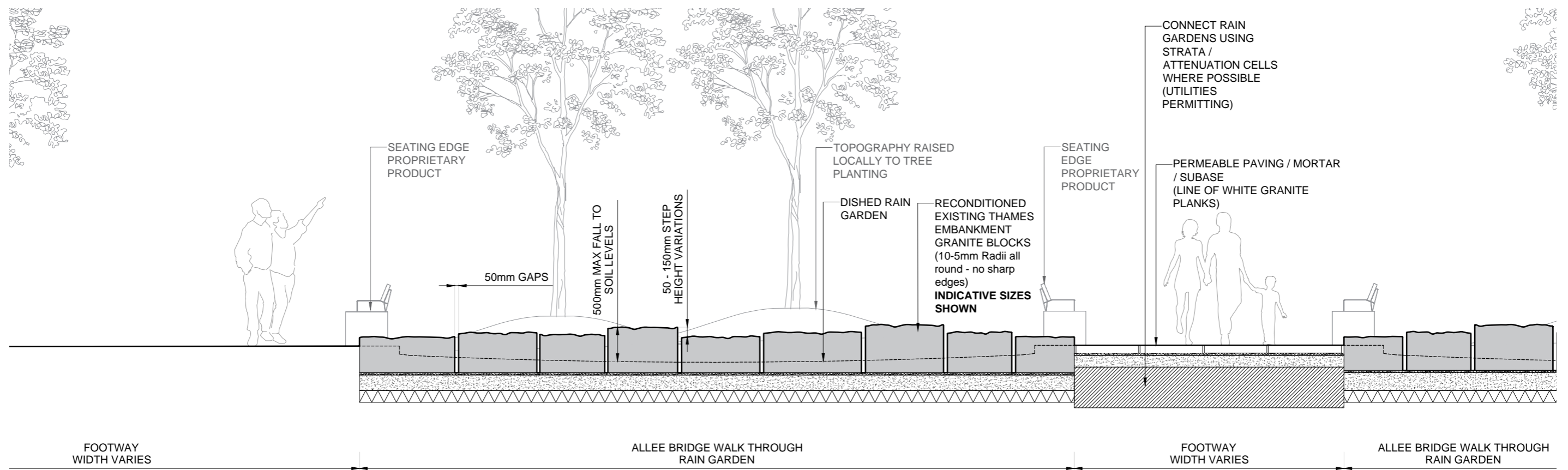
Quantity: As shown on General Arrangement plan.



5.3 Allee Bridge Walk - Sections



Section A1 - A2

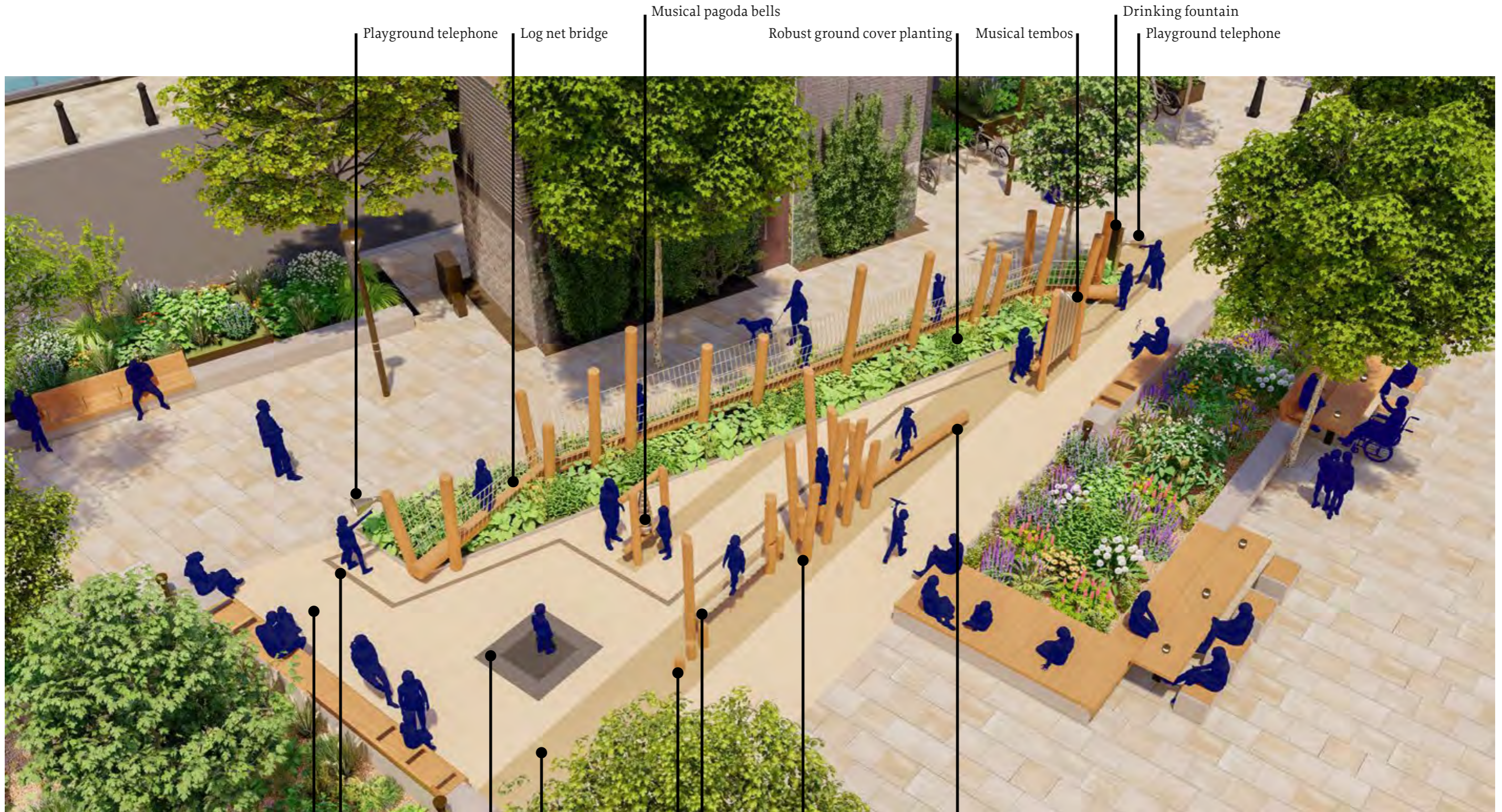


Section B1 - B2

Note: All below ground / foundation details to engineers design and specification

6.0 Play space

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Playground telephone

Log net bridge

Musical pagoda bells

Robust ground cover planting

Musical tembos

Drinking fountain

Playground telephone

Safety surface - Colour 1

Safety surface - Colour 3

Ingound trampoline

Safety surface - Colour 2

Stepping stumps

Balance rope

Stepping pole trail

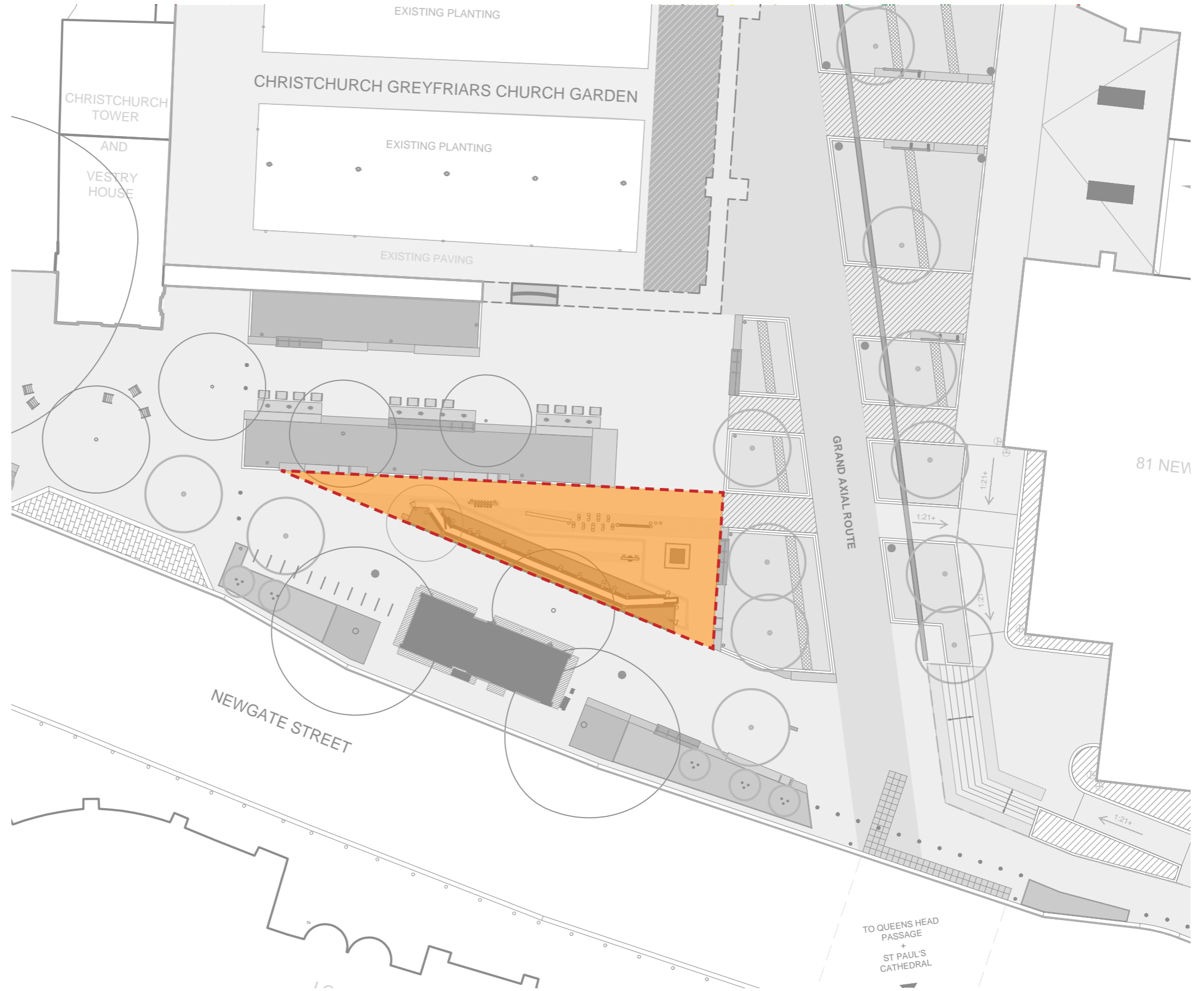
Balance log

Safety surface - Refer to 2.7

Play Strategy

Play strategy to be developed in RIBA Stage 4.

Coordination with a Play Specialist / Manufacturer required, to maximise playability, develop technical design and determine a robust arrangement that fully coordinates with safety regulations and any relevant below ground issues identified in that stage.



Allocated play space



6.1 Playground telephone

Located as per General Arrangement Plan

Playground telephone is designed so children can talk to each other across the play space.

Desired finish:

- Colour. Brushed stainless steel
- Size. Area Required: 0.7 x 0.4m
- Warranty - with steel footings: 30 years
- Age 2+

Quantity:

2no. Telephones



6.2 Musical tembos

Located as per General Arrangement Plan

Musical tembos consist of a hardwood frame, with a beater and 6 different sized tubes which each give off their own unique note.

Desired finish:

- Colour. Brushed stainless steel
- FSC Certified hardwood.
- Area Required: 1.9m x 0.5m
- Warranty - with steel footings: 30 years
- Age 2+

Quantity:

1no.



6.3 Musical pagoda bells

Located as per General Arrangement Plan

Musical pagoda bells consist of a hardwood frame, with a beater and 8 different sized bells which each give off their own unique note.

Desired finish:

- Colour. Brushed stainless steel
- FSC Certified hardwood.
- Area Required: 1.2m x 0.4m
- Warranty - with steel footings: 30 years
- Age 2+

Quantity:

1no.



6.4 Balance log

Located as per General Arrangement Plan

Balance log consists of a natural timber pole held in position with galvanised steel legs.

Desired finish:

- Galvanized steel legs
- FSC Certified hardwood.
- Area required. (L) varies x (W)3.3m
- Critical Fall Height: 0.4m
- Warranty - with steel footings: 30 years
- Age 2+

Quantity:

1no.



6.5 Stepping stumps

Located as per General Arrangement Plan

Stepping stumps are natural timber poles cut to various sizes and work best in a cluster.

Available in a range of diameters and lengths.

Desired finish:

- FSC Certified hardwood.
- Area required. (L) varies x (W)3.3m
- Critical Fall Height: 0.4m
- Warranty - Timber in ground contact: 15 years
- Age 2+

Quantity:

3 - 6 no.



6.6 Balance rope

Located as per General Arrangement Plan

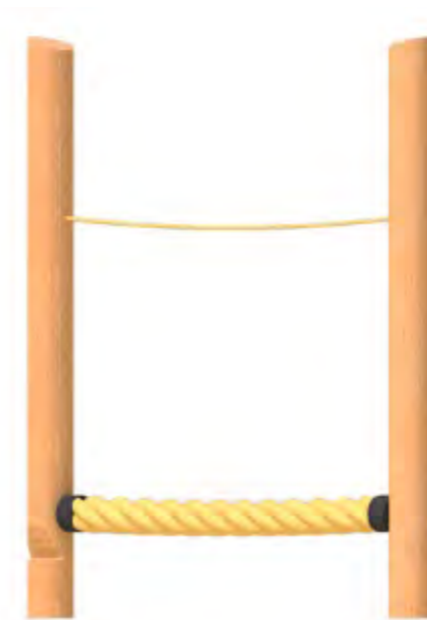
Balance rope consists of two natural timber poles and a large horizontal wire reinforced balance rope as well as a smaller rope to hold. This is designed to allow children to walk along

Desired finish:

- FSC Certified hardwood.
- Area Required: 5.4m x 3.2m
- Critical Fall Height: 0.6m
- Warranty - Timber in ground contact: 15 years
- Age 4+

Quantity:

1 no.



6.6 Stepping poles trail

Located as per General Arrangement Plan

Stepping poles trail consists of a range of natural timber poles with additional stepping stumps bolted on acting as footholds. This is designed to allow children to traverse along

Desired finish:

- FSC Certified hardwood.
- Area Required: 5.3m x 3.4m
- Critical Fall Height: 1.0m
- Safety surfacing required.
- Age 4+
- Warranty - Stainless steel fixings: 30 years
- Warranty - Timber out of ground contact: 20 years
- Warranty - Timber in ground contact: 15 years
- Warranty - Moveable metal parts: 2 years

Quantity:

1 no.



6.7 Log net bridge

Located as per General Arrangement Plan

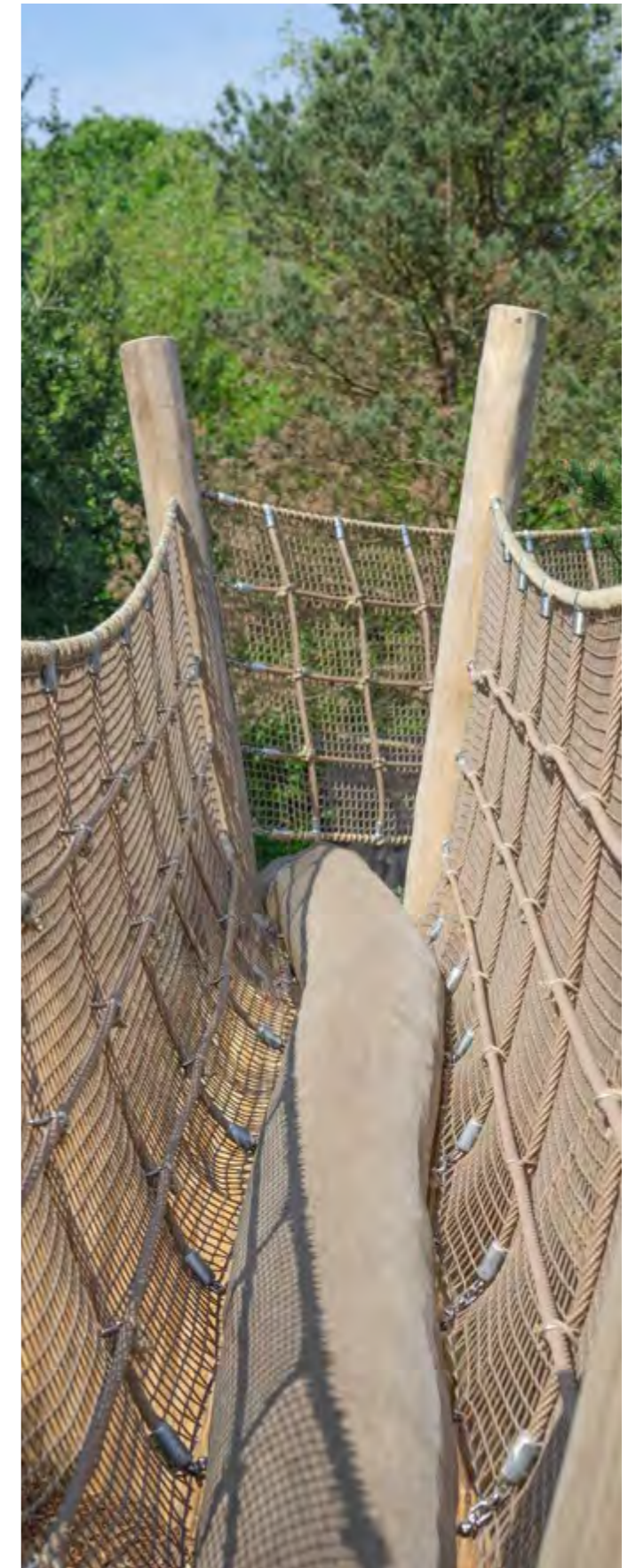
Log net bridge consists of a large diameter natural timber pole, timber uprights and a wire reinforced polypropylene net either side for safety.

Desired finish:

- FSC Certified hardwood.
- Size. Custom
- Critical Fall Height: 0.3m
- Age 2+
- Warranty - Stainless steel fixings: 30 years
- Warranty - Timber out of ground contact: 20 years
- Warranty - Timber in ground contact: 15 years
- Warranty - Moveable metal parts: 2 years
- Wire reinforced ropes: 2 years

Quantity:

1 no.



6.8 Inground trampoline

Located as per General Arrangement Plan

Inground trampoline conforms to EN1176 - Playground Equipment Safety Standard and is resistant to vandalism. The jump mat is very robust and can be used with shoes. This trampoline is also suitable for wheelchair use.

Desired finish:

- Size - 940 x 940mm
- Safety surfacing required - 2m offset
- Age 2+
- Rubber protection bar
- Jumping bed made of PVC-coated lattice fabric
- Warranty - 3 years

Quantity:

1 no.



7.0 Planting Strategy






7.1 Indicative tree planting

Located as per General Arrangement Plan

Trees and plants have been selected for climate resilience and to reinforce the special, distinctive identity of different character areas as shown in Section 1.

Page 94

Quantity:

-  10 no. multi stem trees to raised planters
-  4 no. Feature trees to Monastic Gardens / Play space
-  3no. Specimens suitable for placement on top of basement (fastigate habit to protect views to St Paul's Cathedral)
-  8 no. Trees to Axial Route (fastigate habit to protect views to St Paul's Cathedral)
-  3 no. Acer rubrum Karpick to Gateway Entrance Space



Acer rubrum Karpick
Hard standing
growing to approx. Height 15 - 20m
Width 4 - 6m



Tilia heterophylla prestige
Rain garden
growing to approx. Height 12-15m
Width 5-6m
On top of basement (supplied in air pots)



Pyrus chanticleer
Rain garden
growing to approx. Height 8-12m
Width 4-6m
On top of basement (supplied in air pots)



Ulmus 'New Horizon'
Rain garden
growing to approx. Height 12m
Width 8m



Acer campestre 'Red Shine'
Rain garden + Hard standing
growing to approx. Height 8-10m
Width 4-5m



Magnolia kobus
Hard standing only
growing to approx. Height 10-12m
Width 6-8m



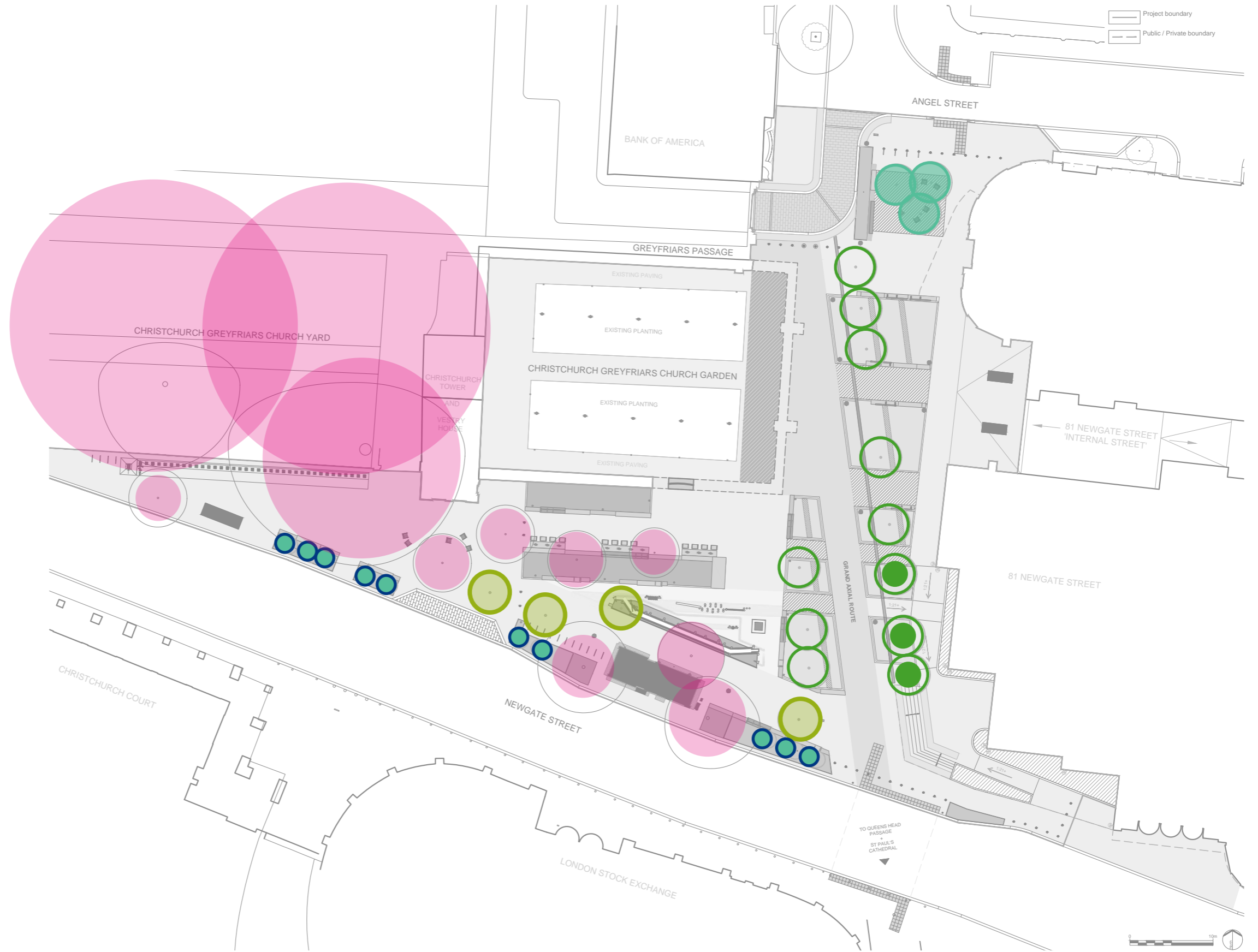
Prunus cerasifera 'Nigra'
Raised planter
growing to approx. Height 6-8m
(growth will be restricted when contained)



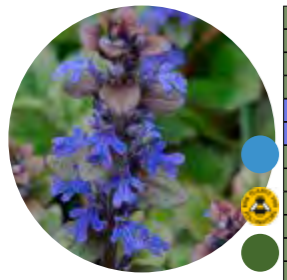
Prunus 'Accolade'
Raised planter
growing to approx. Height 6-8m
(growth will be restricted when contained)



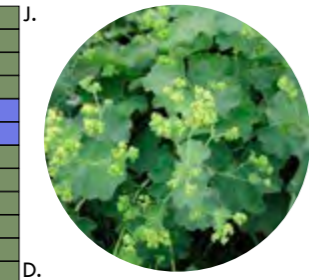
GREYFRIAR'S SQUARE



HERBACEOUS & GRASSES



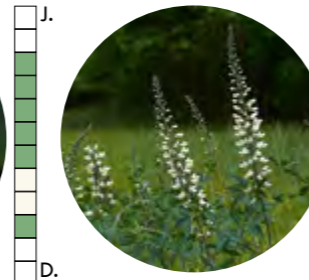
Ajuga reptans



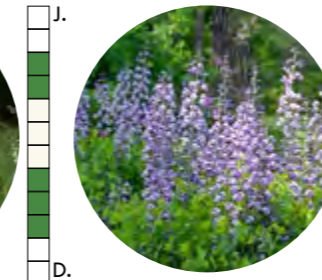
Alchemilla mollis



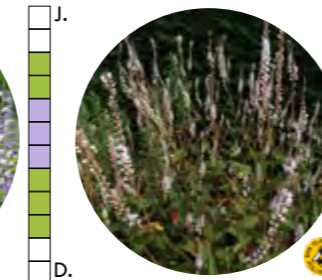
Anemone × *hybrida*
'Honorine Jobert'



Baptisia alba var.
macrophylla



Baptisia australis
'Purple Smoke'



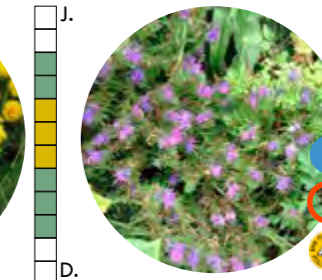
Bistorta amplexicaulis 'Alba'



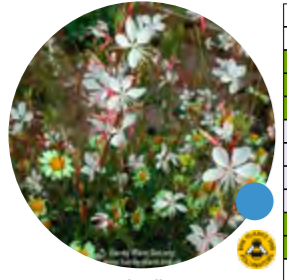
Bistorta officinalis 'Superba'



Achillea filipendulina
'Coronation Gold'



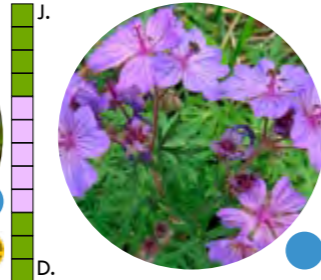
Echium vulgare



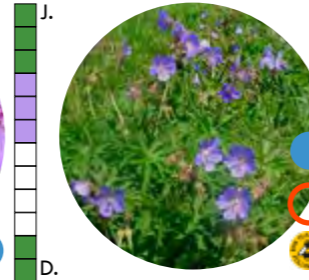
Gaura lindheimeri
'Whirling Butterflies'



Geranium macrorrhizum



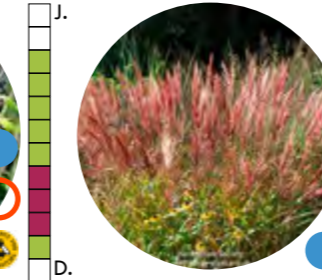
Geranium malviflorum



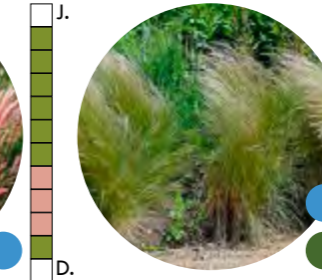
Geranium pratense



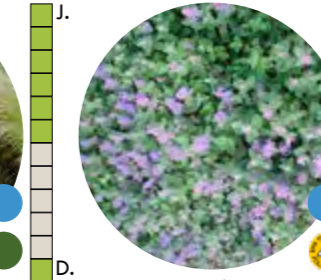
Hylotelephium
'Herbstfreude'



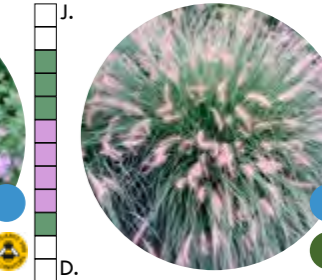
Miscanthus sinensis
'Ferner Osten'



Nassella tenuissima



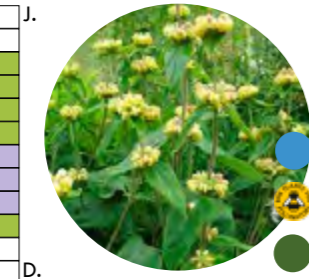
Nepeta × *faassenii*



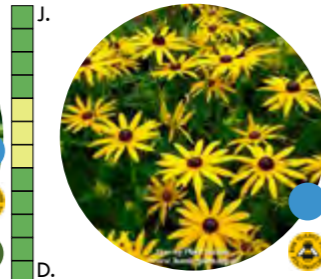
Pennisetum alopecuroides
'Hameln'



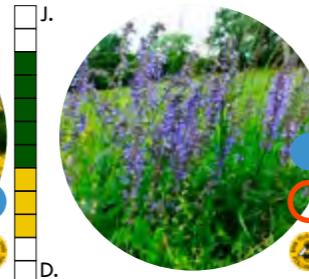
Perovskia 'Blue Spire'



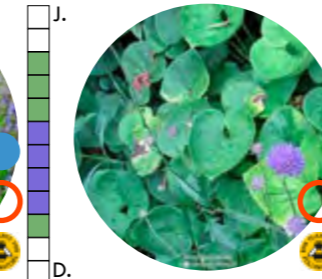
Phlomis russeliana



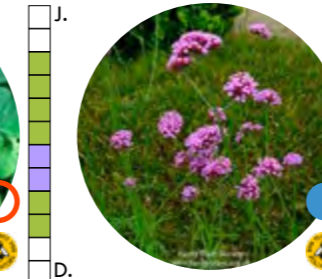
Rudbeckia fulgida var.
sullivantii 'Goldsturm'



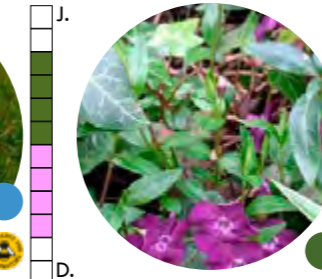
Salvia verbenaca



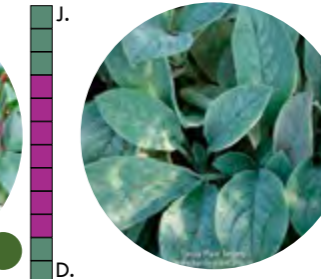
Succisa pratensis



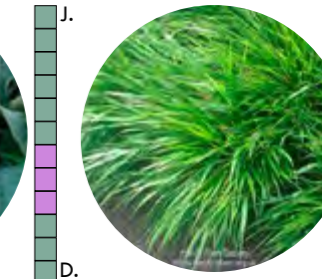
Verbena bonariensis



Vinca minor 'Atropurpurea'



Stachys byzantina Big Ears



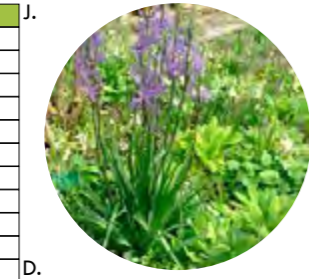
Hakonechloa macra

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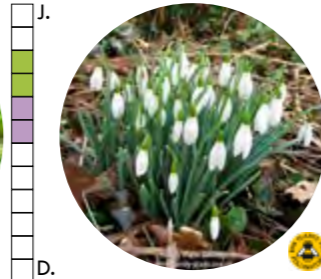
BULBS



Crocus × *cultorum*
'Jeanne D'arc'



Camassia 'Cusickii'



Galanthus nivalis

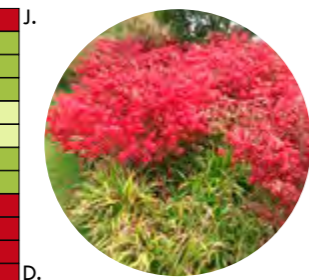


Fritillaria imperialis
'Lutea'

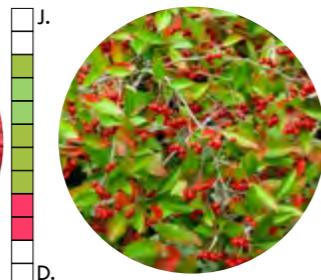
SHRUBS



Cornus alba 'Sibirica'



Euonymus alatus
'Compactus'



Aronia arbutifolia
'Brilliant'

HEDGE



38 *Carpinus betula*

- Drought Friendly Plant (listed in RHS Book by Tony Hall)
- London Biodiversity Action Plan - Priority Species & Species of Conservation Concern - Waiting List
- RHS Plants for Pollinators
- Evergreen Plants

7.2 Garden Grid



Indicative species

Rain gardens - full sun / partial shade



HERBACEOUS & GRASSES



Echinops ritro
'Veitch's Blue'



Agastache 'Blue Fortune'



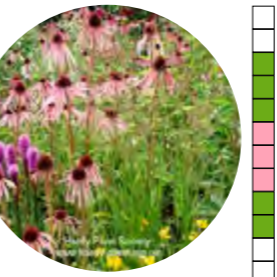
Armeria maritima



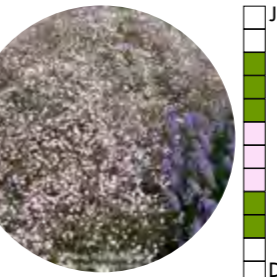
Aster 'Asran'



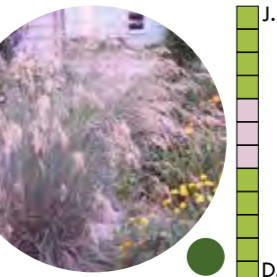
Calamintha 'White Cloud'



Echinacea pallida



Gypsophila paniculata
'Rosenschleier'



Helictotrichon sempervirens



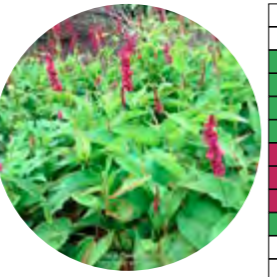
Liatris spicata



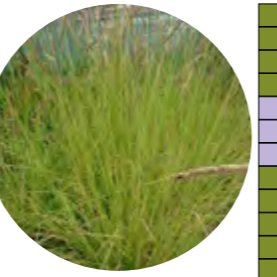
Origanum laevigatum
'Herrenhausen'



Panicum 'Heavy Metal'



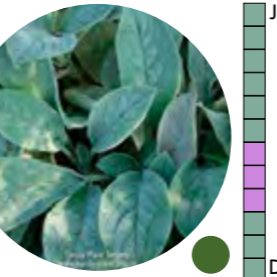
Persicaria amplexicaulis
'Firetail'



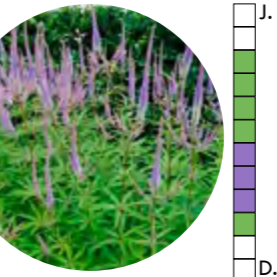
Sesleria
'Greenlees Hybrid'



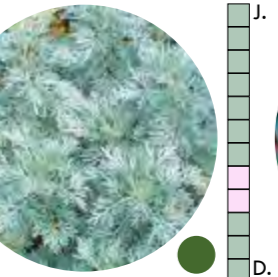
Sisyrinchium striatum



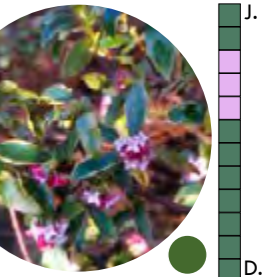
Stachys byzantina Big Ears



Veronicastrum 'Red Arrows'



Artemisia 'Boughton Silver'



Daphne odora
'Aureomarginata'



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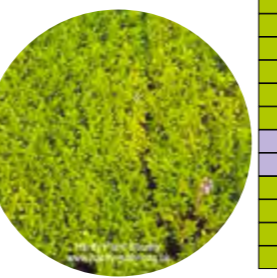
Geranium macrorrhizum



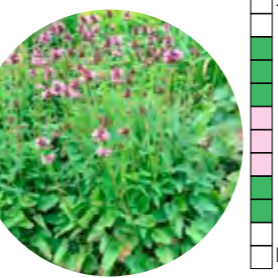
Lavandula angustifolia



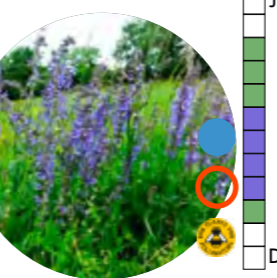
Salvia officinalis



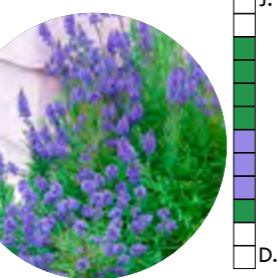
Thymus vulgaris



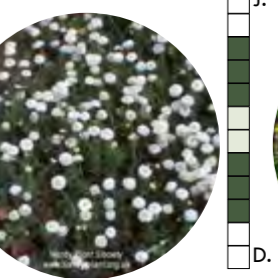
Stachys officinalis



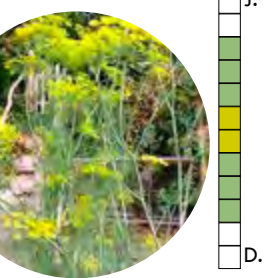
Salvia verbenaca



Hyssopus officinalis



Chamaemelum nobile



Anethum graveolens



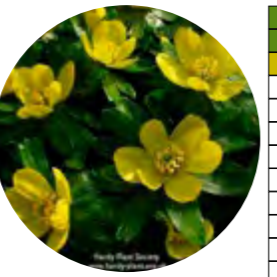
BULBS



Allium nigrum



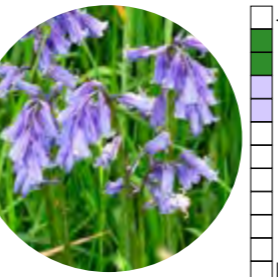
Crocus tommasinianus
'Whitewell Purple'



Eranthis hyemalis



Anemone nemorosa



Hyacinthoides non scripta



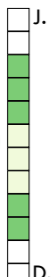
Fritillaria meleagris



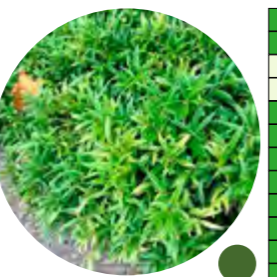
SHRUBS



Hydrangea quercifolia



Cornus sanguinea 'Midwinter Fire'



Sarcococca humilis



Rosmarinus officinalis



HEDGE



Carpinus betula



- Drought Friendly Plant (listed in RHS Book by Tony Hall)
- London Biodiversity Action Plan - Priority Species & Species of Conservation Concern - Waiting List
- RHS Plants for Pollinators
- Evergreen Plants

7.3 Monastic Gardens

Indicative species

Standard inground planters - full sun / partial shade



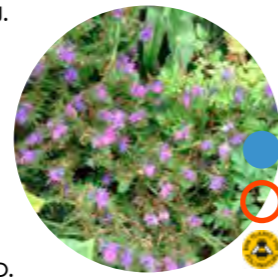
HERBACEOUS & GRASSES



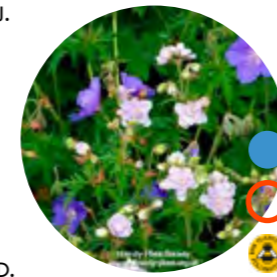
Alchemilla mollis



Bergenia 'Silberlicht'



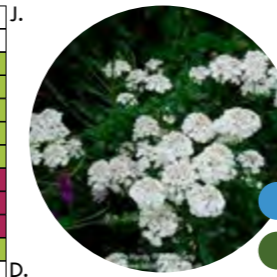
Echium vulgare



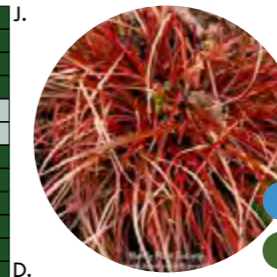
Geranium pratense



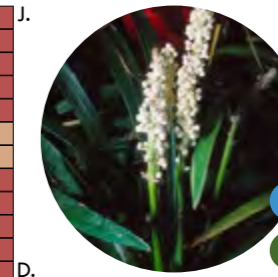
Hylotelephium telephium
'Purple Emperor'



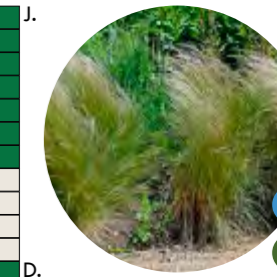
Iberis gibraltarica



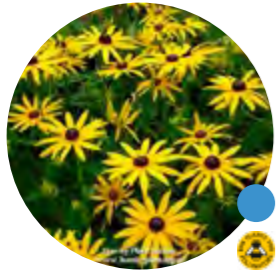
Libertia peregrinans



Liriope muscari 'Monroe
White'



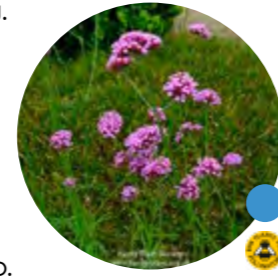
Nassella tenuissima



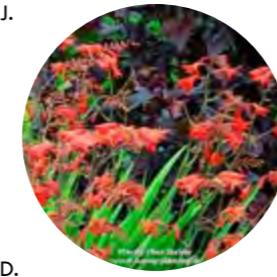
Rudbeckia fulgida var.
sullivantii 'Goldsturm'



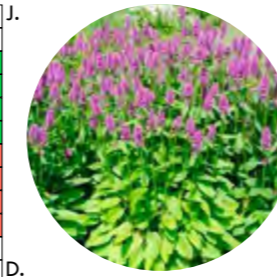
Salvia verbenaca



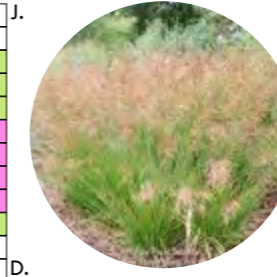
Verbena bonariensis



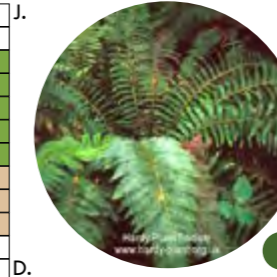
Crocosmia 'Yellow
Emberglow'



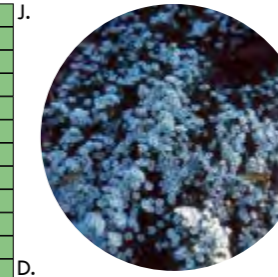
Stachys officinalis 'Hummelo'



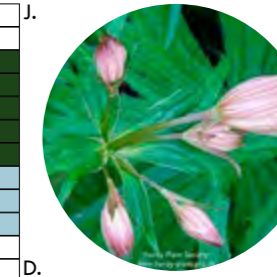
Molinia caerulea 'Edith
Dudsus'



Polystichum aculeatum



Aster divaricatus



Astrantia major subsp.
involucrata 'Shaggy'



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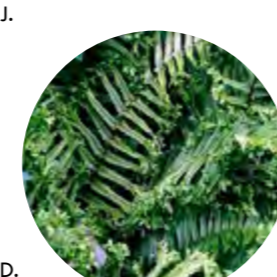
Ajuga reptans



Buglossoides purpurocaerulea



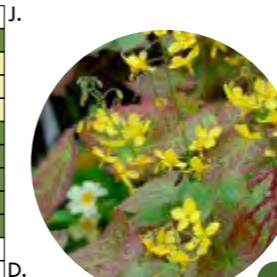
Carex oshimensis 'Eversheen'



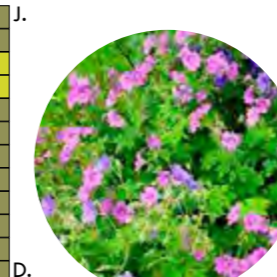
Dryopteris filix mas



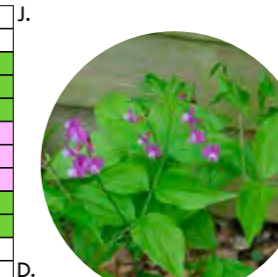
Primula vulgaris



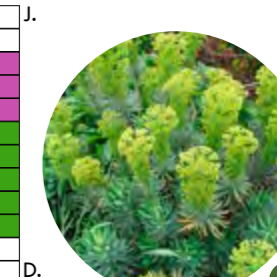
Epimedium x perralchicum
'Fröhnleiten'



Geranium 'Sirak'



Lathyrus vernus



Euphorbia characias subsp.
wulfenii



BULBS



Allium nigrum



Galanthus nivalis



Fritillaria imperialis
'Lutea'



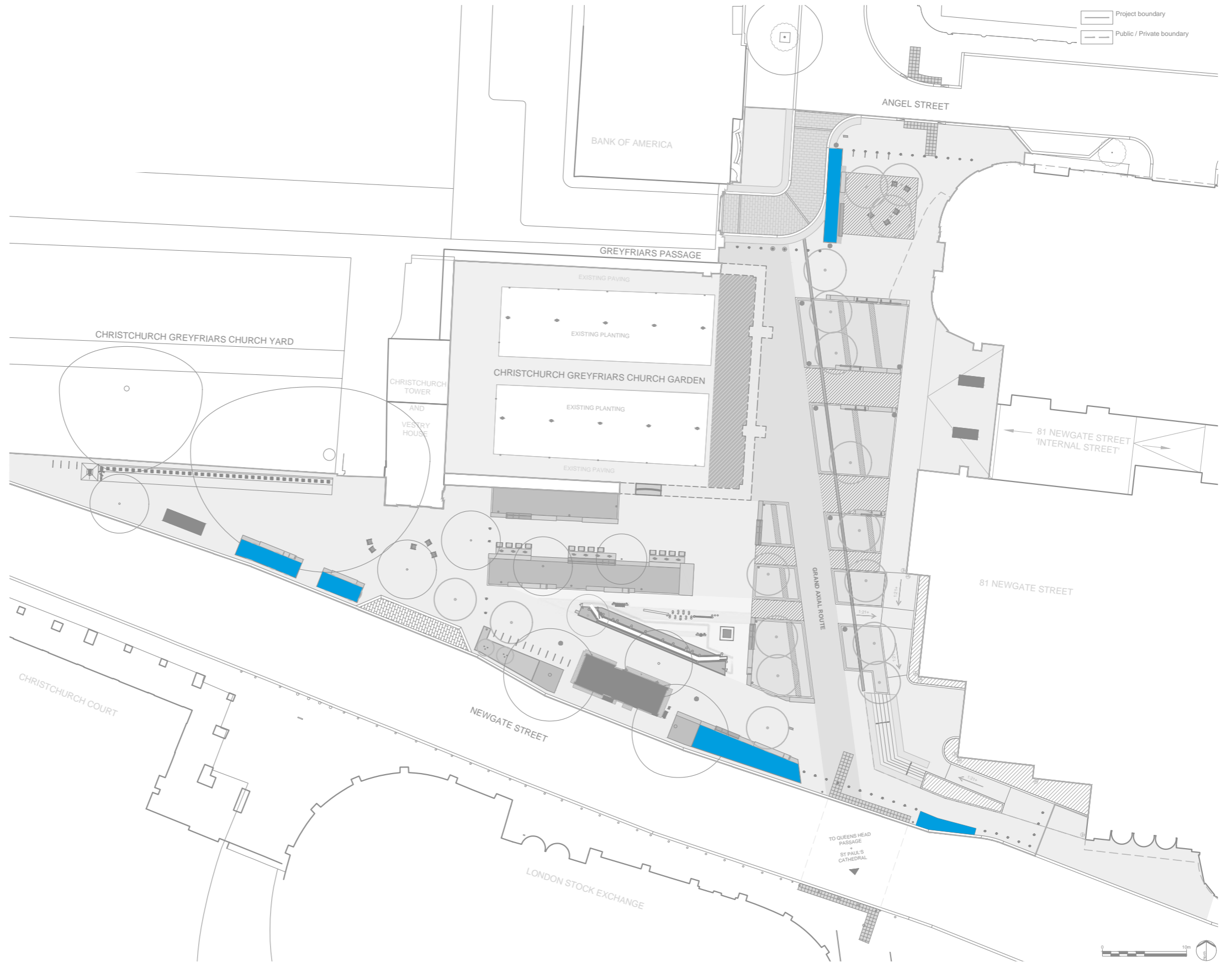
- Drought Friendly Plant (listed in RHS Book by Tony Hall)
- London Biodiversity Action Plan - Priority Species & Species of Conservation Concern - Waiting List
- RHS Plants for Pollinators
- Evergreen Plants

7.4 Raised planters



Indicative species

600m high raised planters - full sun / partial shade



HERBACEOUS & GRASSES



Euphorbia amygdaloides
var. *robbiae*



Dryopteris filix mas



Matteuccia struthiopteris



Molinia caerulea 'Edith
Dudsus'



Polystichum aculeatum



Sanguisorba tenuifolia
'Alba'



Aster divaricatus



Astrantia major subsp.
involucrata 'Shaggy'



Asplenium scolopendrium



Brunnera macrophylla



Epimedium x perralchicum
'Fröhnleiten'



Geranium 'Sirak'



Geranium phaeum 'Raven'



Lathyrus vernus



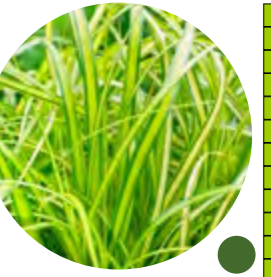
Primula vulgaris



Omphalodes verna



Fragaria vesca



Carex oshimensis 'Eversheen'



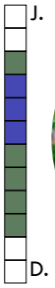
Page 102



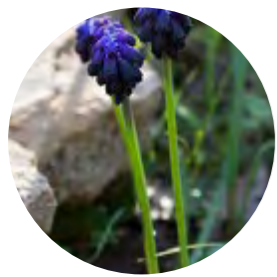
Ajuga reptans



Buglossoides purpureocaerulea



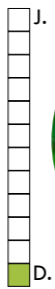
Stachys officinalis 'Hummelo'



Muscari neglectum



Galanthus nivalis



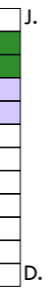
Galium odoratum



Anemone nemorosa



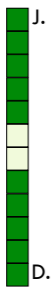
Hyacinthoides non
scripta



ROBUST GROUND COVER PLANTING



Pachysandra terminalis
'Green Carpet'



Sarcococca humilis



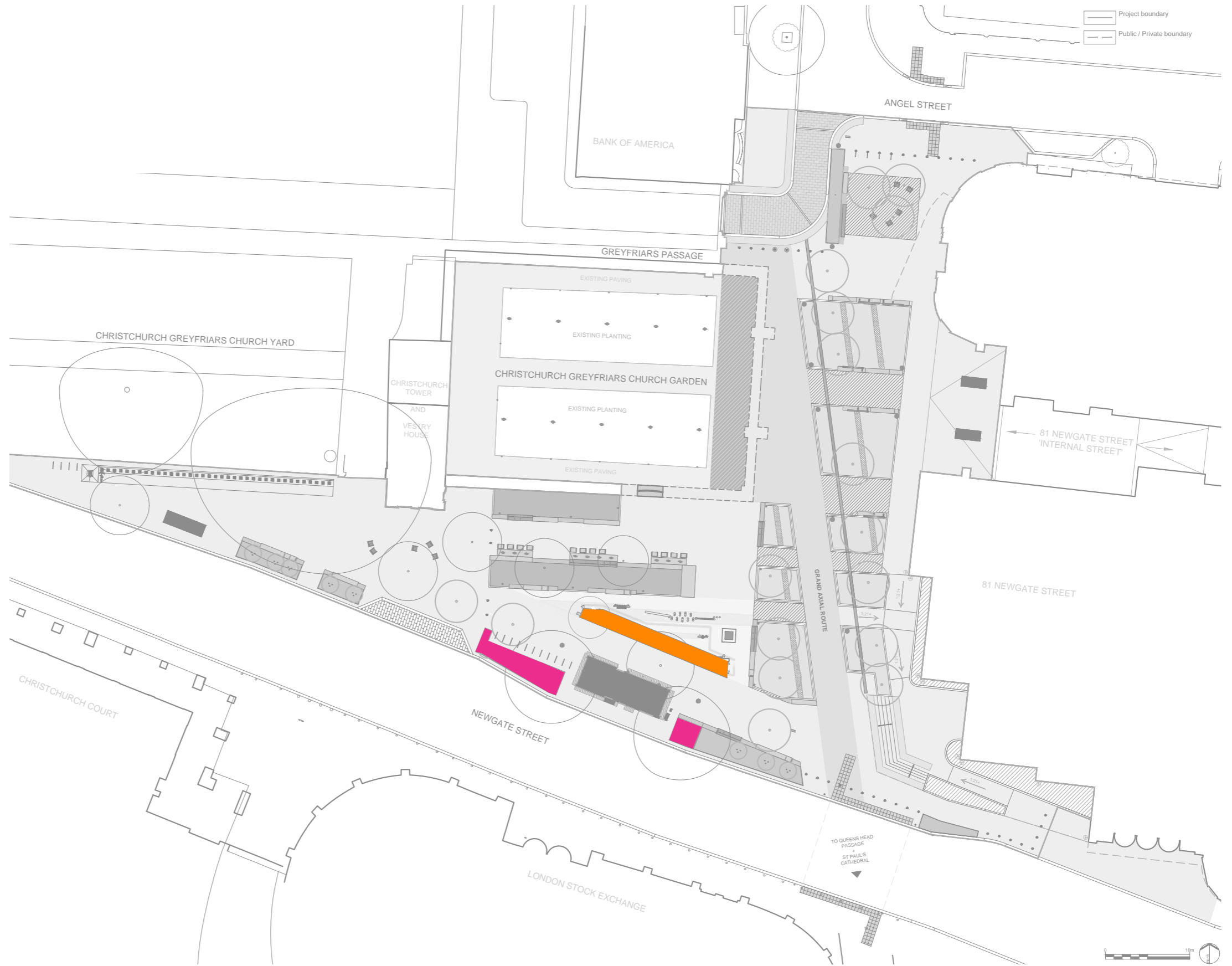
Bergenia cordifolia
'Purpurea'



Liriope muscari 'Monroe
White'



- Drought Friendly Plant (listed in RHS Book by Tony Hall)
- London Biodiversity Action Plan - Priority Species & Species of Conservation Concern - Waiting List
- RHS Plants for Pollinators
- Evergreen Plants



7.5 Raised / inground planters

Indicative species

600m high raised planters - Shade / partial shade
Inground planters - Shade / partial shade



7.6 Inground planter to Play Space

Indicative species

Robust ground cover planting



7.6 Standard City of London tree grille

Located to all trees in hard standing

Recessed cover with Yorkstone infill

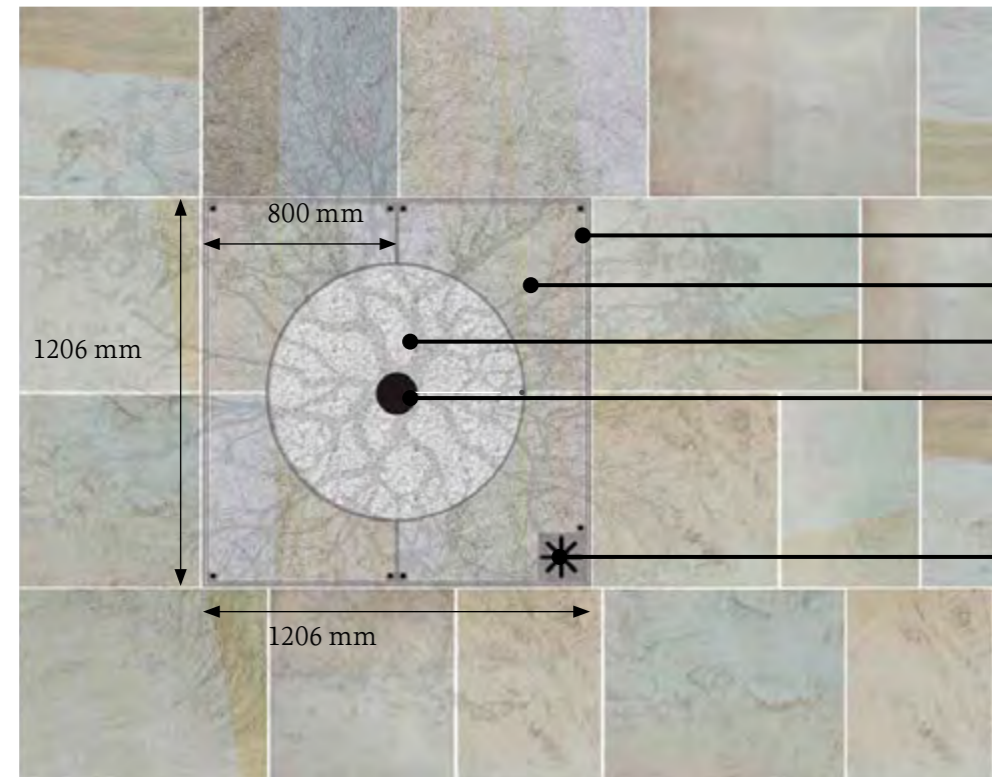
Desired finish:

- Colour. Silver / white. As per existing granite
- Size. 1206 x 1206 mm with 800 mm Ø circular opening.
- Finish. Hot dipped galvanised
- KBI Flexi-pave colour 'London Grey'



Quantity:

- 7 no. to new trees
- 4 no. to existing trees



Detail as shown in the City Public Realm Toolkit

7.7 Tree pits / Soil specification / Underground guying / Attenuation - Soil cells

See Pluviam Specification:

10195.001 St Pauls Greyfriars Square SuDS Substrate Specification

See Pluviam drawing:

PN0160-PEL-XX-XX-DR-Y-01 S3 SUDS Layout and Details

7.8 Planting rules

The different depths of growing medium do not make a difference for the perennials and other ground layer plants. Therefore there is no differentiation between the ground layer mixes for both.

Base of hedging to be free of planting. Plants to be located with an offset of 300mm from the hedgeline.

Shrub species to be randomly placed, avoiding straight lines, within 1m of edge of planting areas or hedging. Shrubs to be located as single plants.

Planting to be in groups of min. 3 and max. 9. Species to be randomly placed, avoiding straight lines. Random drifts not to be planted parallel with neighbouring drifts.

Taller/ structural plants (e.g. shrubs & tall grasses) to be located first to ensure a good even spread across the planting areas. Flowering plants/ medium height plants to be located after this, with groundcover plants being located last to fill in between the remaining spaces.

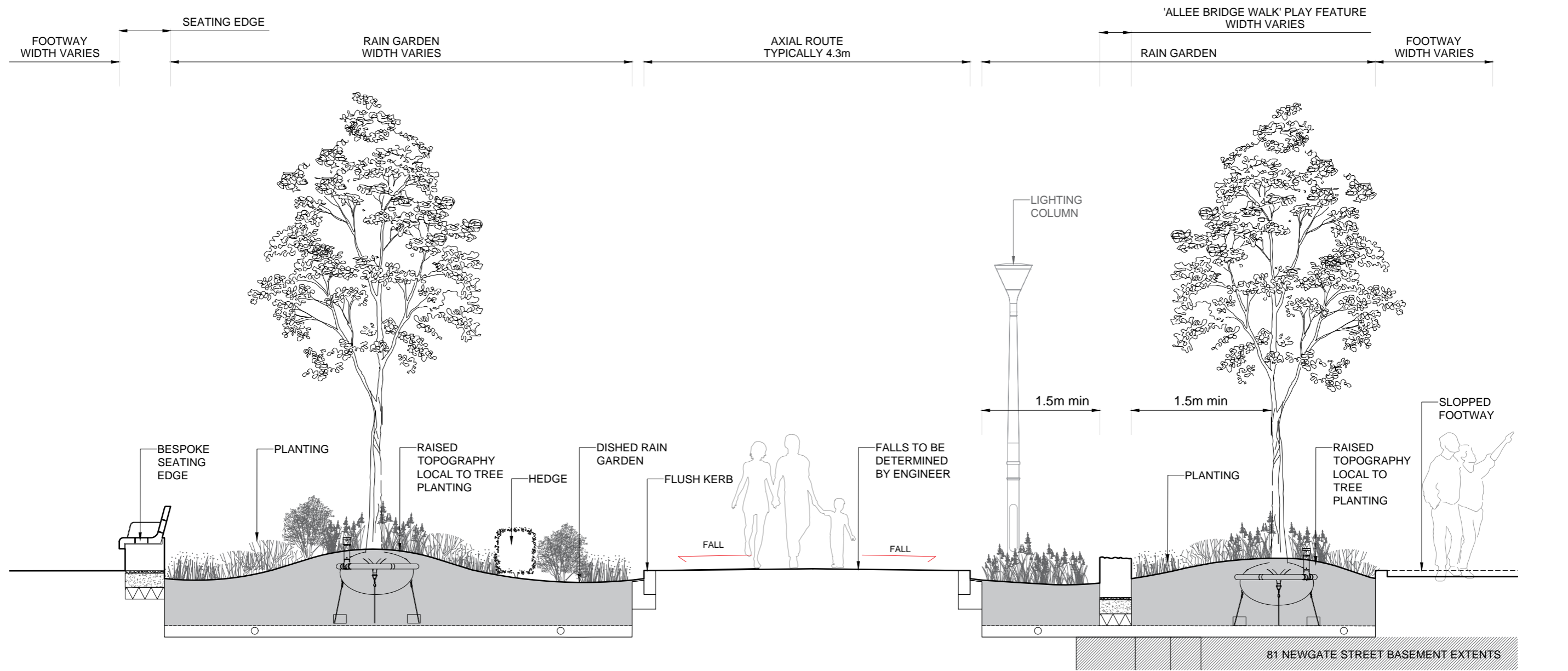
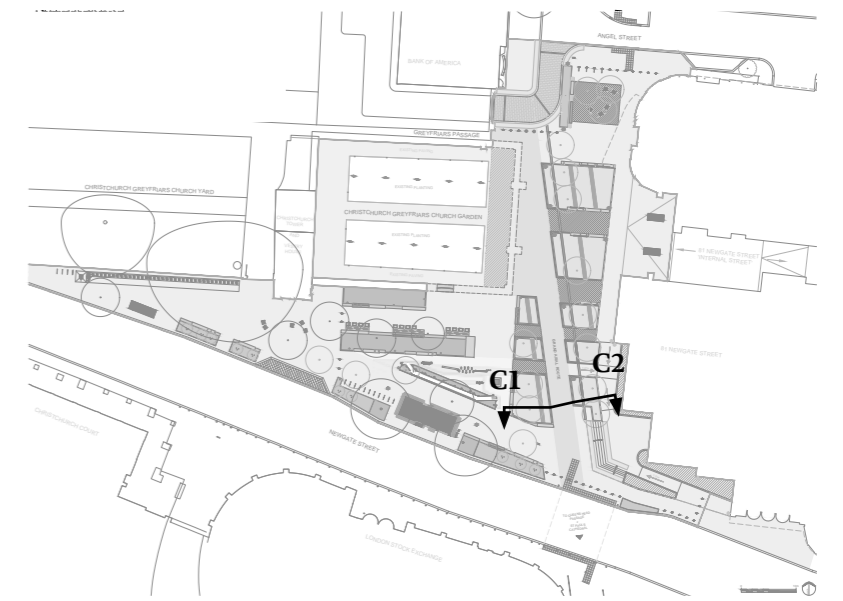
Taller/ structural plants to be located at least 1m away from hedgeline.

7.9 Plants

Times of year for planting

- Deciduous trees and shrubs: Late October to late March.
- Conifers and evergreens: September/ October or April/ May.
- Herbaceous plants (including marginal): September/ October or March/ April.
- Container grown plants: At any time if ground and weather conditions are favourable.
- Watering and weed control: Provide as necessary.
- Dried bulbs, corms and tubers: September/ October.
- Colchicum (crocus): July/ August.
- Green bulbs: After flowering in spring.
- Wildflower plugs: Late August to mid November or March/ April.

7.10 Typical rain garden section - overview (through Axial Route)



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Section 1 - C1 - C2 Typical rain garden section through Axial Route

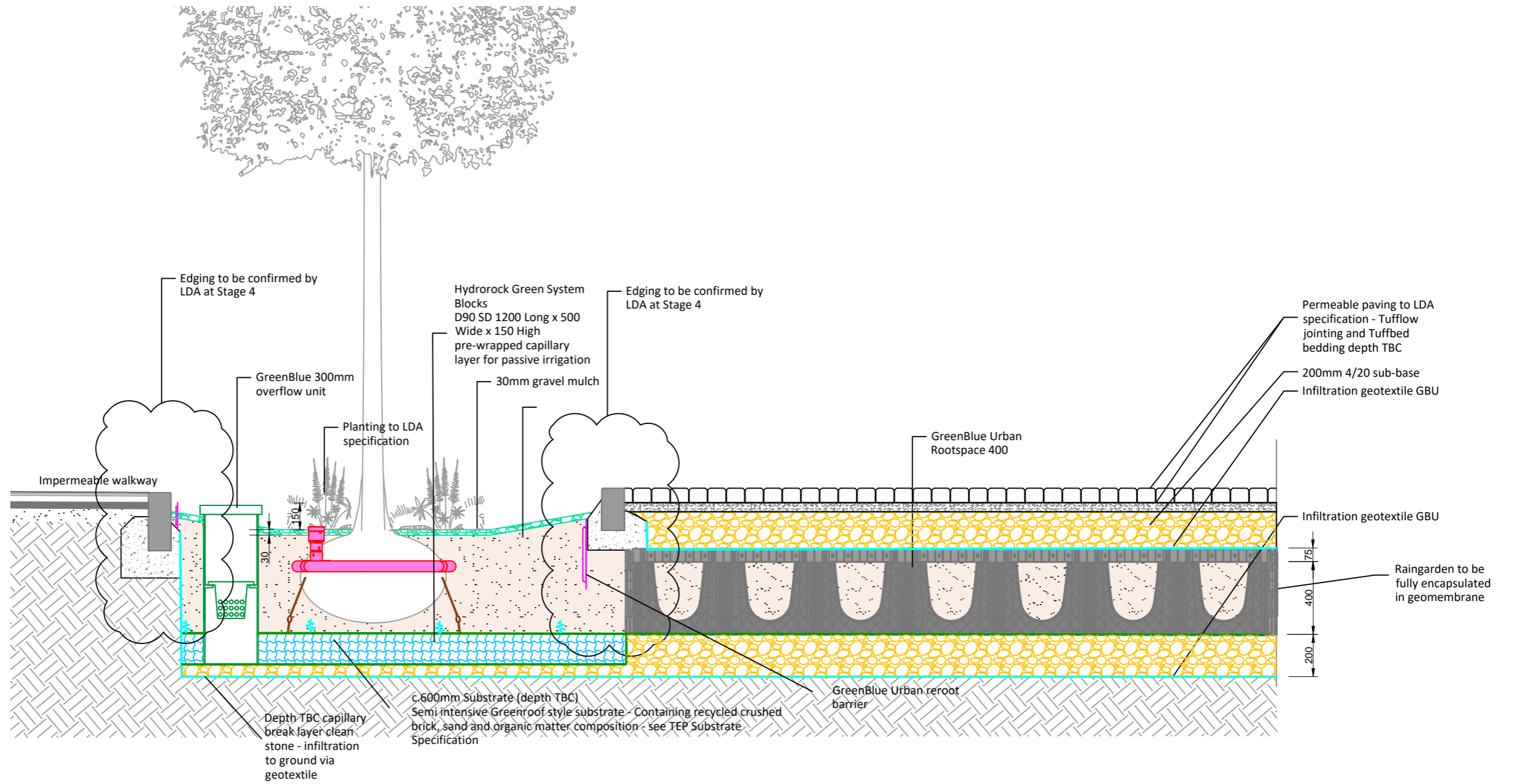
Note: All below ground / foundation details to engineers design and specification

7.11 Typical rain garden section and soil cells

Drawing: Pluviam

PN0160-PEL-XX-XX-DR-Y-01 S3 SUDS Layout and Details

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7.12 SEL 500mm CSO NRV Chamber

Drawing: Pluviam

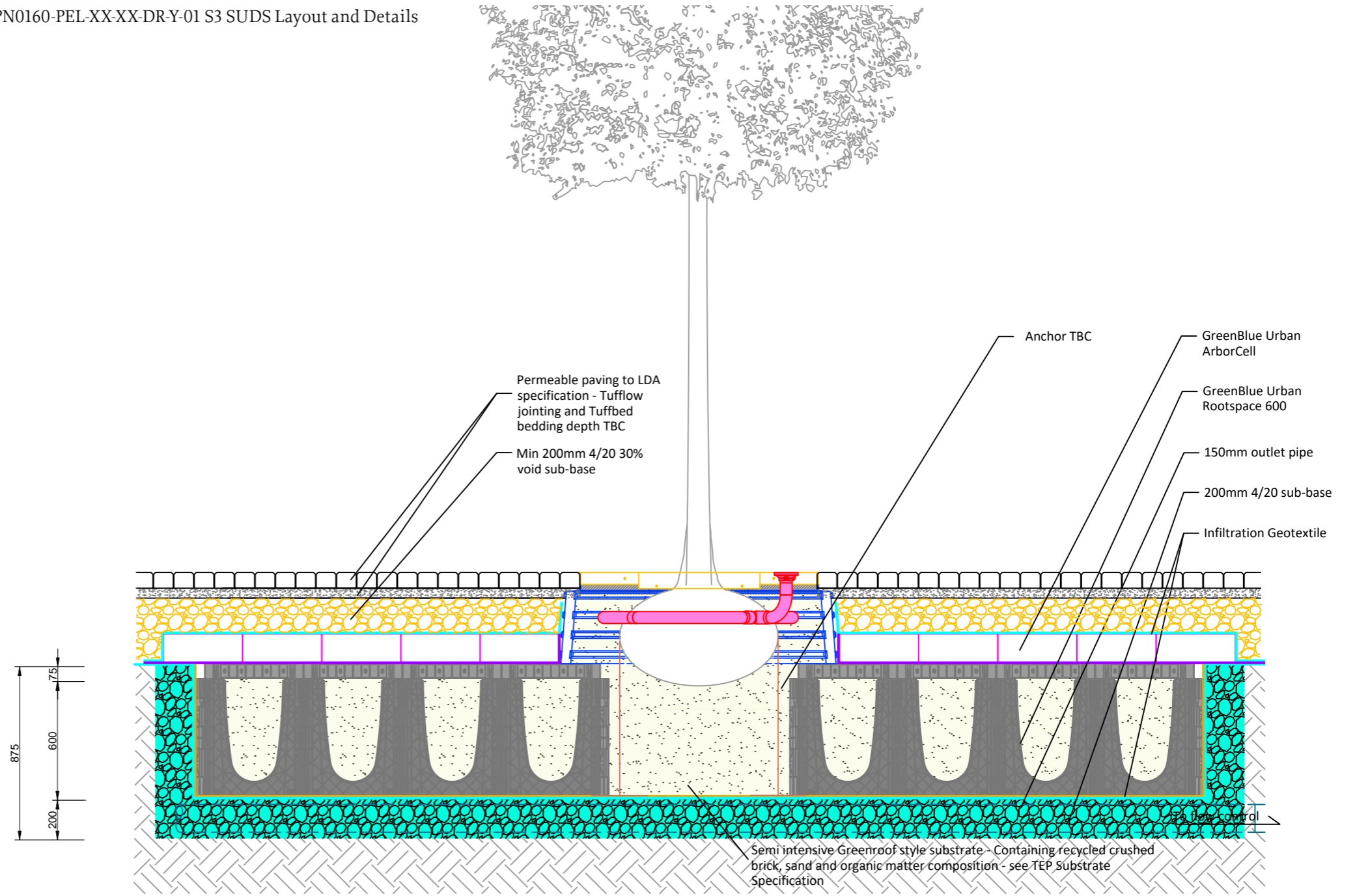
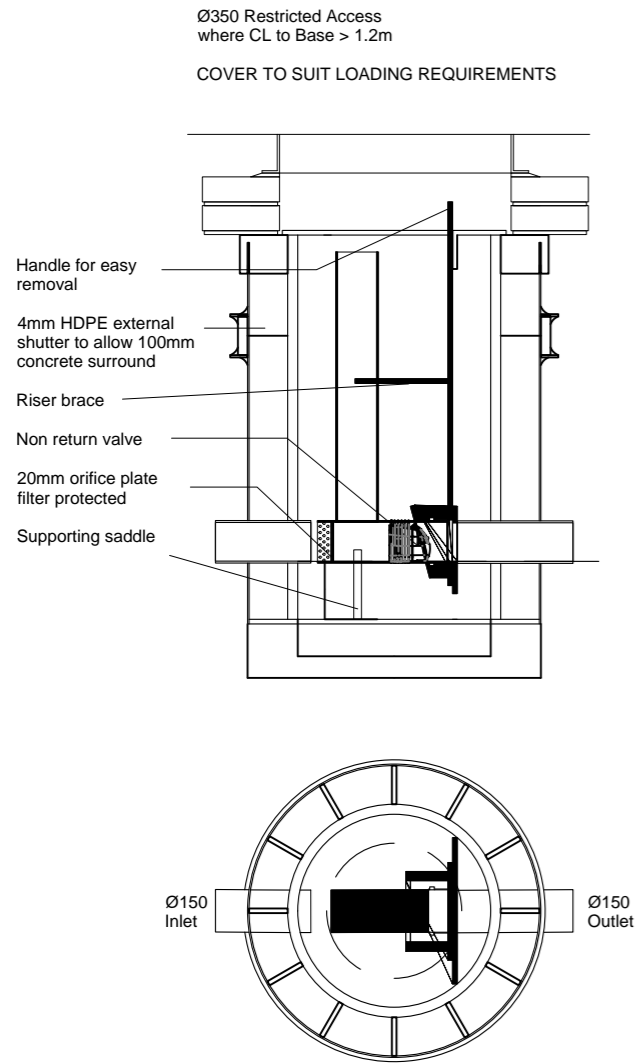
PN0160-PEL-XX-XX-DR-Y-01 S3 SUDS Layout and Details

7.13 Typical section in hard landscape

Drawing: Pluviam

PN0160-PEL-XX-XX-DR-Y-01 S3 SUDS Layout and Details

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LDĀDESIGN



Greyfriars Square

Play Space

LDĀDESIGN









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Beehive Mill
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LDĀDESIGN

Committees: Streets & Walkways Sub Committee [for decision] Projects and Procurement Sub Committee [for information]	Dates: 14 May 2024 06 June 2024
Subject: Pedestrian Priority Streets Programme –Chancery Lane Unique Project Identifier: 12269	Gateway 5: Complex Authority to start work
Report of: Interim Executive Director Environment Report Author: Stephen Oliver	For Decision
<h2 style="margin: 0;">PUBLIC</h2>	

1. Status Update	<p>Background:</p> <p>This scheme forms part of the Pedestrian Priority Programme to enhance comfort, safety and accessibility for people walking and wheeling, helping to deliver the objectives of the Transport Strategy and Climate Action Strategy.</p> <p>The Chancery Lane Experimental Traffic Order (ETO) commenced on 20th February 2023 with a 6-month period for statutory consultation. A decision has to be made within 18 months to make it permanent or remove it. The ETO restricts vehicles from travelling northbound on Chancery Lane north of the junction with Carey Street between 7.00am and 7.00pm, Monday to Friday, except for taxis and vehicles requiring access to properties or parking and loading facilities in Chancery Lane.</p> <p>This report:</p> <p>The purpose of this report is to present to Members the results of the traffic experiment including the statutory and public</p>
-------------------------	---

	<p>consultation exercise and seek Member approval for making the traffic changes permanent.</p> <p>RAG Status: Green (Green at last report to Committee)</p> <p>Risk Status: Low (Low at last report to committee)</p> <p>Total Estimated Cost of Programme: ~£8.36m</p> <p>Change in Total Estimated Cost of Project (excluding risk): None.</p> <p>Spend to Date: £1,994,320 from the Pedestrian Priority Programme.</p> <p>Costed Risk Provision Utilised: £56k. No further drawdowns since the last report.</p>
<p>2. Requested decisions</p>	<p>Next Gateway: <i>Gateway 6: Outcome Report</i></p> <p>Next Steps:</p> <p>For Option 1, subject to receiving approval under the Traffic Management Act (TMAN) from Transport for London (TfL) for the scheme, the next steps following approval of this Report are:</p> <ul style="list-style-type: none"> • Notify statutory parties/local stakeholders on intent to make a permanent traffic order in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 (“the Regulations”). • Make a permanent traffic order for Chancery Lane. • Publish a notice of making for the permanent traffic regulation order. <p>For Option 2, end the experiment and remove any associated signage and cameras.</p> <p>Requested Decisions: Members of the Streets and Walkways Sub Committee are asked to choose from the following two options to progress the project:</p> <ol style="list-style-type: none"> 1) Option 1 (recommended) Make the experimental traffic measures permanent (restricting vehicles from travelling north on Chancery Lane north of the junction with Carey Street between 7.00am and 7.00pm, Monday to Friday, except taxis and vehicles requiring access to properties or parking and loading facilities in Chancery Lane). Subject to the Chancery Lane scheme receiving TMAN approval from TfL,

	<p>Option 2 (not recommended) Revert Chancery Lane to its previous state with through traffic allowed between Carey Street and Southampton Buildings.</p>
<p>3. Budget</p>	<p>No additional funding is being requested nor is it required as part of this report.</p>
<p>4. Design summary</p>	<p>4.1. Design Summary</p> <p>The scheme design comprises:</p> <ul style="list-style-type: none"> • A timed access restriction between the junction with Carey Street and Southampton Buildings enforced by Automatic Number Plate Recognition cameras (ANPR). • The restriction is Monday to Friday, 7am to 7pm except for taxis, cycles, loading and vehicles requiring access to properties or parking and loading facilities in Chancery Lane and emergency vehicles. • The existing southbound cycle contraflow between the junction with Carey Street and south of Southampton Buildings is retained. • The scheme is enforced by a pair of ANPR cameras at each end of the restriction which determine if a vehicle is “through” traffic or has stopped at the kerbside based on timed drive times between the two cameras. <p>TMAN approval is required because traffic will reassign from Chancery Lane to more strategic streets such as Fetter Lane.</p> <p>The proposals do not include any public realm changes on Chancery Lane. There may be potential for improvements as part of delivery of the Fleet Street Area Healthy Streets Plan. These would be delivered through a separate project and will be subject to funding.</p> <p>4.2. Evidence to support the recommendation.</p> <p>This section sets out the main issues to aid Members in making an informed decision on whether to make the ETO permanent. It is presented in three areas of consideration:</p> <ul style="list-style-type: none"> • results of the statutory and public consultation. • results of the monitoring of the traffic experiments. • results of the equalities assessments. <p>4.3. Statutory Consultation</p> <p>Statutory consultation is with groups such as the Freight Transport Association, TFL, the Transport and General Workers Union, adjoining London Boroughs and the Police.</p>

The Metropolitan Police commented that they did not object to the proposal.

4.4. Public Consultation

An online public consultation portal was open between the scheme commencement in February 2023 and August 2023. A postcard detailing the scheme and its objectives was sent to all surrounding properties in the area publicising the scheme and the on-line consultation.

The full consultation report summary can be viewed in Appendix 3.

The public consultation had 78 responses about the traffic experiment, of which:

- 52 responses supported the permanent removal of through traffic whilst 25 did not support.
- 51 responses agreed that the reduction in through traffic improved the experience of walking on Chancery Lane whilst 20 did not.
- 50 responses agreed that the removal of through traffic improved the experience of visiting or spending time on Chancery Lane whilst 20 did not.
- 48 responses agreed that the removal of through traffic improved the experience of cycling whilst 20 disagreed.

A summary of the responses to the consultation can be viewed in Appendix 3ii. Of the non-supportive responses, eight were from respondents who were either local residents, local business owners or local workers. They predominantly did not support the scheme as they considered that it increased their journey times or that there was not a problem with traffic that needed addressing. Many of the other comments from respondents who were unsupportive were of similar a nature or under the misapprehension that Chancery Lane was to be pedestrianised, and taxis would not have through access. (Taxi do have through access and for pick up and drop off).

Other Stakeholders

The L.B. of Camden have commented that they will not object to the scheme being made permanent.

The City of Westminster have commented that they will not object to the scheme being made permanent.

The London Cycling Campaign supported the experimental scheme but also commented that:

- The time restriction be extended to stop through traffic at all times.

- The existing Chancery Lane cycle contraflow should be extended from Holborn to Fleet Street.

4.5. Parallel consultation

In addition, the Fleet Street Area Healthy Streets Plan consultation, which ran for six weeks in May and June 2023, included a question relating to the Chancery Lane traffic restriction and support for public realm improvements and formalised loading on the street. The summary table can be viewed in Appendix 3. Of the 93 responses received 76 supported retaining the restriction and improving the Chancery Lane public realm whilst ten responses did not support the scheme. 11 responses were from taxi users of whom six agreed with making the scheme permanent.

4.6. Monitoring

Area wide traffic counts were carried out prior to the scheme in September 2022 and again in March 2024. The full results can be viewed in Appendix 4.

- On Chancery Lane there has been a 36% reduction in motor traffic over a 24hour period (a reduction of 962 motor vehicle movements). Between 7AM and 7PM when the restriction is in place the reduction has been 43% (a reduction of 860 motor vehicle movements).
- Fetter Lane has seen a corresponding north bound increase in motor traffic of 27% over a 24hour period (an increase of 1327 motor vehicles) and a 31% increase between 7AM and 7PM, an increase of 1031 motor vehicles. It is believed that some of this increase is due to reassigned traffic from Chancery Lane. The City Transport Strategy identifies the Fetter Lane / New Fetter Lane corridor as a City Access Street, intended for journeys around the Square Mile. The redistribution of traffic from Chancery Lane (a Local Access Street) to Fetter Lane is considered appropriate. Officers are not aware of any significant negative impacts because of this reassignment.
- East bound traffic on Remanent Street within LB Camden and Carey Street in the City of Westminster both decreased whilst west bound traffic on both streets increased.

ANPR Counts in November 2023 identified that during the restricted hours, taxis represented 68% of motor traffic on Chancery Lane between Carey Street and Southampton Buildings (see below chart).

Motor vehicles 7AM to 7PM Chancery Lane
November 2023.

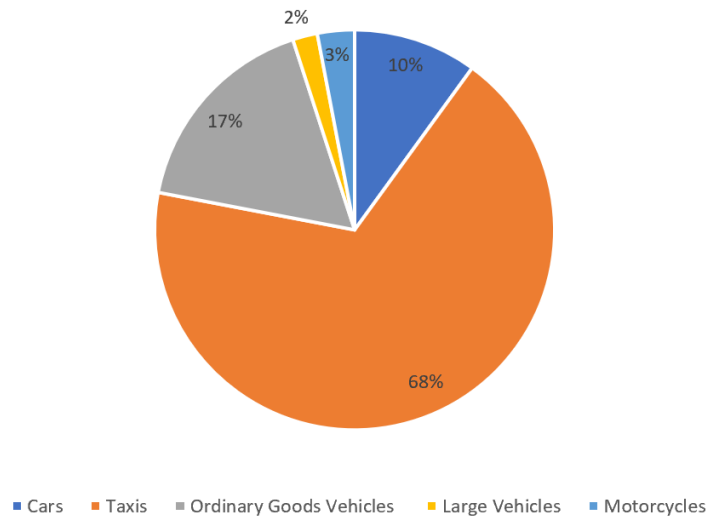


Figure1 - Percentage breakdown of motor vehicles travelling on Chancery Lane (November 2023).

4.7. Enforcement.

The scheme has been enforced since 11th September 2023. Penalty Charge Notices for contraventions of the timed restriction appear to be consistent at an average of 8 a day.

4.8. Equality Impact Assessment (EQIA).

An EQIA was produced for the initial temporary measures and used as the basis for the experimental phase of the trials. In consideration of the question of whether or not to make the measures permanent, a more detailed EQIA has been undertaken. The results of the consultation exercise were shared with the consultants to build a holistic understanding of the impacts of the scheme on people who report having protected characteristics and the EQIA report can be found in Appendix 5.

In summary the EQIA states that a permanent TMO:

Would 'lock in' the benefits delivered through the ETO, and overall would be positive for equality. In particular it identified benefits for:

- People walking and cycling would benefit from improved road safety and perceptions of safety and ease in crossing the street and improved air quality from reduced traffic.

	<ul style="list-style-type: none"> • People who require direct access to properties on Chancery Lane by car and taxi. <p>It acknowledges that it would also lock in those slightly longer journey times for general traffic which may have implications for some protected characteristics, however these are relatively minor and outweighed by the positives. It identified:</p> <ul style="list-style-type: none"> • slight disbenefits for disabled, older and pregnant people who need to travel by car.
5. Delivery team	<p>The Delivery team remains unchanged from the previous report and includes:</p> <ul style="list-style-type: none"> • Project management by the Transport and Public Realm Projects team in Policy and Projects.
6. Programme and key dates	<p>Subject to committee approving Option 1, the indicative programme is as follows:</p> <ul style="list-style-type: none"> • Immediately following committee, – Traffic Order consultant services are procured and TMAN application to Transport for London is drafted and submitted. • Early June 2024 – Permanent Traffic Order documents are drafted, and internal review processes commence. • Mid July 2024 – Internal approvals completed. • Thursday 1 August 2024 – permanent traffic order is advertised in the City AM Newspaper and the London Gazette. • Friday 16 August 2024 – The experimental traffic order ends and the permanent traffic order replaces it.
7. Risks	<p>This scheme is not considered to represent any additional risks to the Pedestrian Priority Programme.</p> <p>The main ongoing risk implications for the schemes are:</p> <ul style="list-style-type: none"> • Delay in receiving TMAN approval from TfL. • Engagement and external support issues with adjoining stakeholders. • Legal Issues: including receiving legal challenges regarding the decision to proceed with permanent traffic orders. <p>These risks have been mitigated by early engagement with TfL and Westminster and Camden Council. Further information available in the previously approved Risk Register (Appendix 2).</p>
8. Success criteria	<p>By improving the comfort and safety of people walking, wheeling and cycling on Chancery Lane this project contributes</p>

	<p>to the Pedestrian Priority Programme wide success criteria set at the initiation of the programme:</p> <ol style="list-style-type: none"> 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).
9. Progress reporting	Reporting will be provided to Project Vision. No officer project board is required.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Risk Register
Appendix 3 and 3ii	Consultation Report Summary
Appendix 4	Area wide traffic counts summary.
Appendix 5	Equalities Impact Assessment

Contact

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Email Address	Stephen.oliver@cityoflondon.gov.uk
Telephone Number	

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 OPSS 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)

Gateway 5 Pedestrian Priority Streets Programme – Phase 1 (King William Street Transformation and Programme Updates)

- Total Budget (excluding costed risk and maintenance) £2,184,429.
- Resources to reach next Gateway (excluding risk) £3,572,261.
- Overall project estimate £8.36M
- Spend to date: £1,829,780 as of 20/2/24.
- Costed Risk Against the Project: £417,200 with a requested increase to £518,000.
- CRP Drawn Down: £56k.

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.

-

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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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		Risk details										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 (£)	Unlikelihood Classification on post-mitigation	Impact Classification on 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 / Revisited & moved to Issues	Comment(s)
R1	5	(1) Compliance/Regulatory	Issues or delays in any required consents such as third party consents, T10s, Section 6, TMAH, 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 T10s, Permits, TMAH, etc, its likely delivery of the interventions could suffer from some form of unplanned delay or additional work.	Possible	Serious	8	£40,000.00	Y - for costed impact post-mitigation	8 - 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-versed and understood regulations, there is a possibility that some delays may occur due to unforeseen technicalities.
R2	5	(1) Compliance/Regulatory	Legal challenges or queries 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	8	£60,000.00	Y - for costed impact post-mitigation	8 - 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 TRC making process is followed to the letter of the law to mitigate against any statutory challenges. (Lesson learnt from 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 T10s and proposed TMAH, and standard project management processes will help mitigate against the possibility.
R3	5	(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	8	£30,000.00	Y - for costed impact post-mitigation	8 - 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 business, occupiers, residents, street users and other actively interested stakeholders (refer to PR 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	8 - 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)

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Reducing Traffic on Chancery Lane

This is a summary of the public consultation for the scheme to reduce through traffic on Chancery Lane.

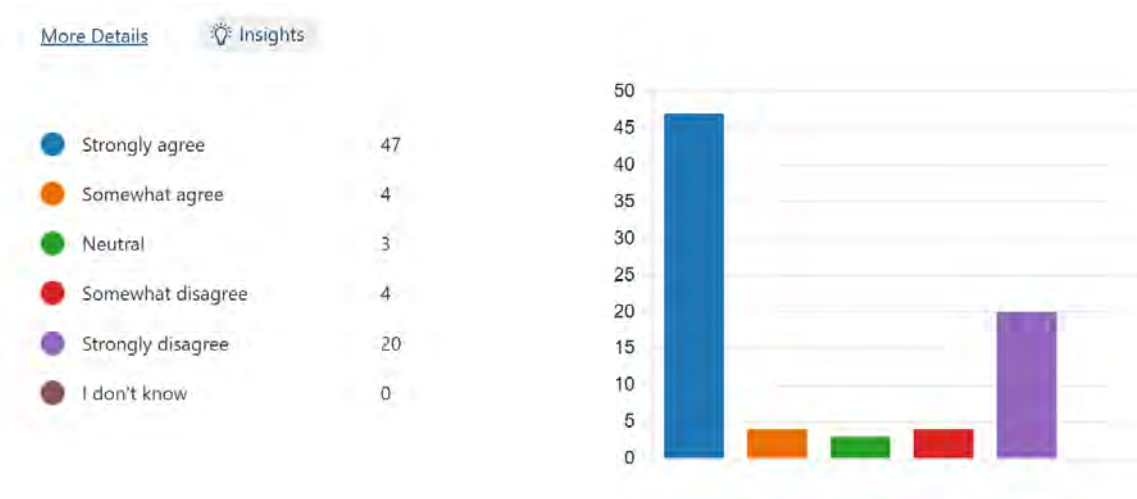
Survey Dates. The survey was open between the 20th February 2023 and the 11th August 2023.

Survey Results : A total of 78 responses were received.

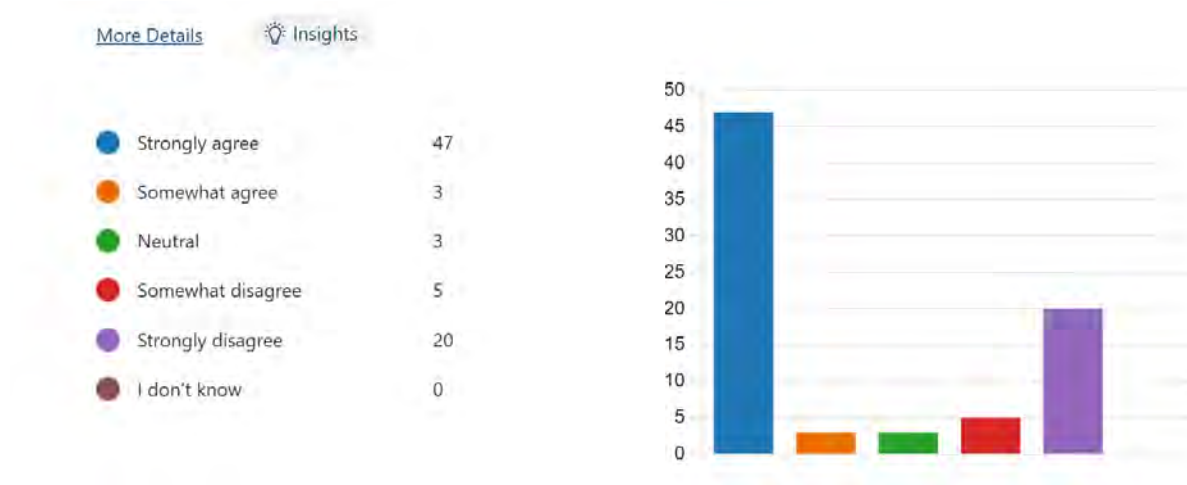
1. Overall, to what extent do you support the removal of through traffic on Chancery Lane permanently?



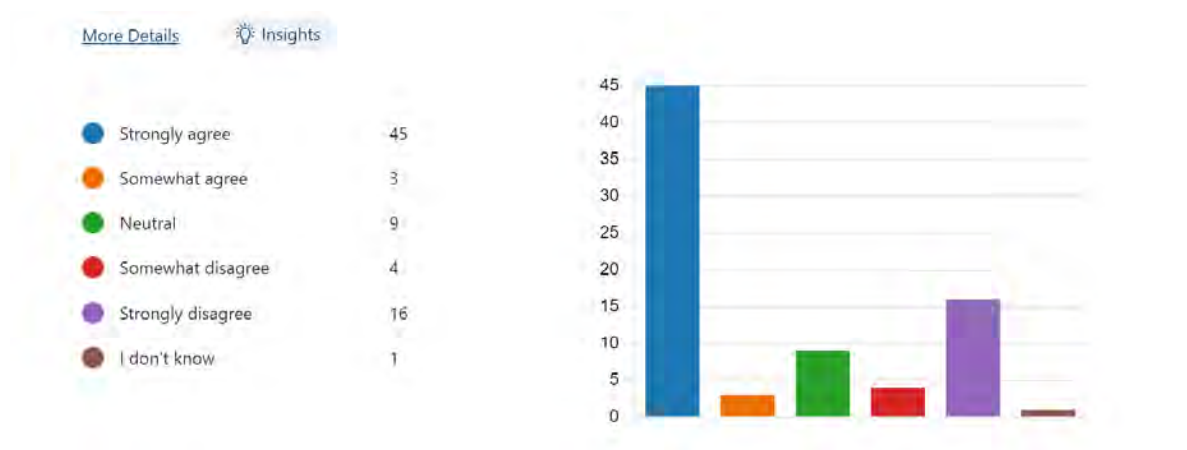
2. To what extent do you agree that the removal of through traffic improves the experience of walking on Chancery Lane?



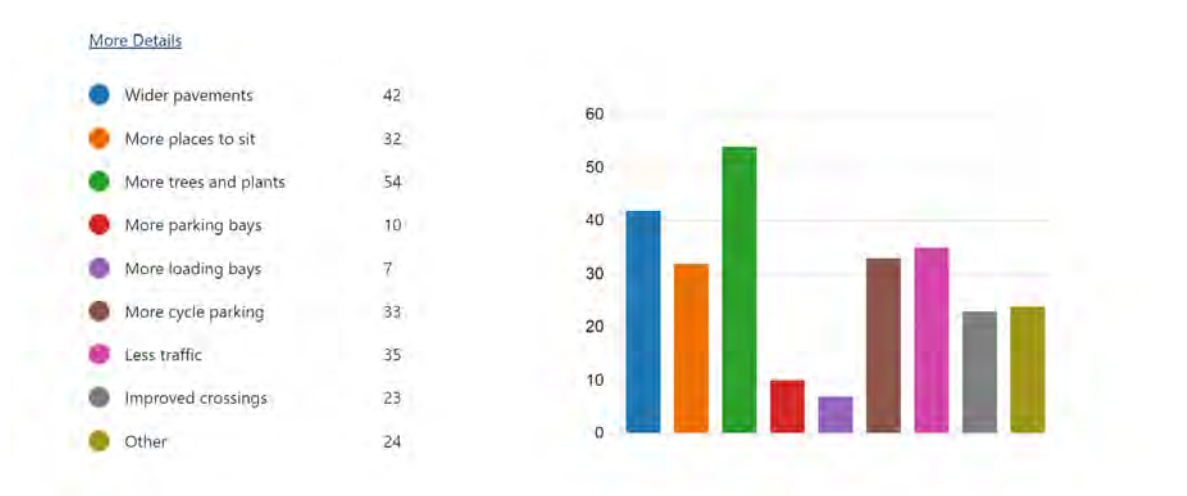
3. To what extent do you agree that the removal of through traffic improves the experience of visiting or spending time on Chancery Lane?



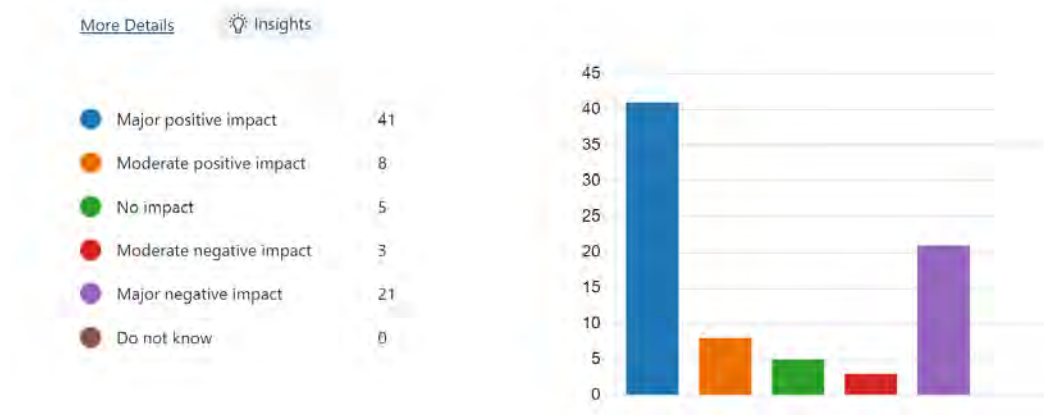
4. To what extent do you agree that the removal of through traffic improves the experience of cycling on Chancery Lane.



5. What other improvements would you like to see on Chancery Lane.

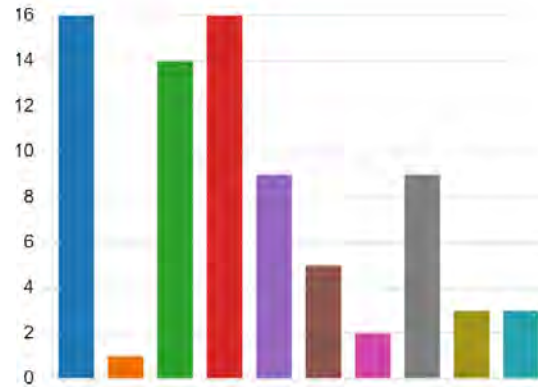


6. Overall, what type of impact do the traffic changes have on you?



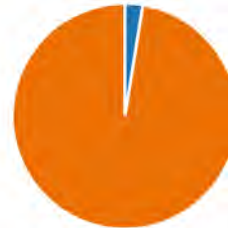
Demographic Questions

7. About you –



8. About you – Are you responding on behalf of an organisation, business or Campaign group?

[More Details](#)



9. About you – Is your organisation, business, campaign group located in the Chancery Lane area?

[More Details](#)

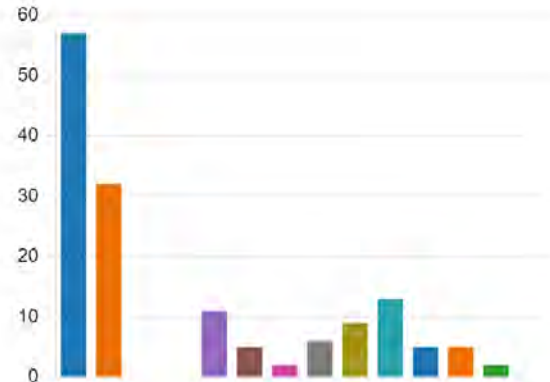
[Insights](#)



10. About you – How so you usually travel through the Chancery Lane area?

[More Details](#)

Walk / on foot	57
Bicycle or scooter	32
Using a wheelchair or adapted c...	0
Motorcycle or moped	0
Car, as a driver	11
Car, as a passenger	5
Van or lorry	2
Bus	6
Taxi, as a driver	9
Taxi, as a passenger	13
Private Hire Vehicle, as a driver	5
Private Hire Vehicle, as a passen...	5
Another type of transport	2
I do not travel on this street	0



11. About you – Are your day to day activities limited because of a health condition or disability

[More Details](#)

[Insights](#)

Yes, limited alot	1
Yes, limited a little	5
No	68
Prefer not to say	4

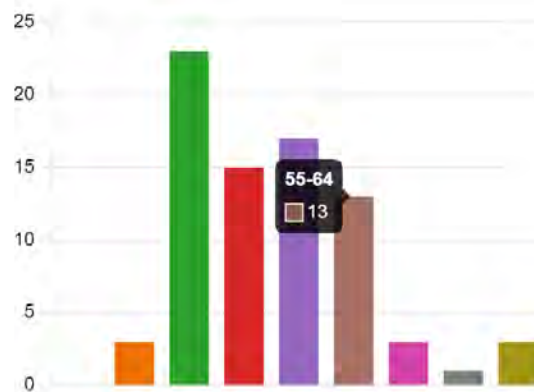


12. About you – Which of the following age groups do you fall within?

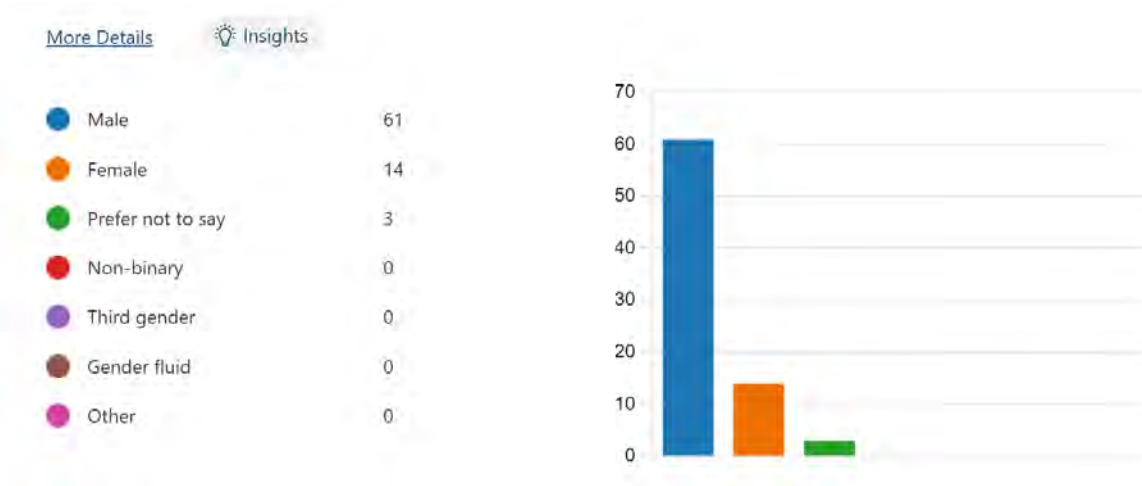
[More Details](#)

[Insights](#)

Under 18	0
18-24	3
25-34	23
35-44	15
45-54	17
55-64	13
65-74	3
75 and older	1
Prefer not to say	3



13. About you – What gender do you identify as?



14. About you – if you are responding as an individual, are you pregnant?



Fleet Street Healthy Streets Plan Consultation Question on Chancery Lane

Chancery Lane Neighbourhood Potential Changes

Chancery Lane has had experimental changes introduced. We are exploring opportunities to make permanent changes that could include:

- Retaining the timed restriction for motor vehicles.
- Widening the pavement on the eastern side and installing more seating.
- Formalising kerbside loading arrangements.

Chancery Lane Neighbourhood Potential Changes
How do you feel about this proposal?

Strongly agree	56%	14%	8%	2%
Agree	(13)	(7)	(3)	(7)
Not sure				
Disagree				
Strongly disagree				

No. of responses: (63)

Again, over 80% of consultation participants **AGREED** with these proposed permanent changes.

Note: there was also majority agreement among *all* three business owners who responded.

In contrast, opinion among taxi users was more divided. Of the 11 taxi users who responded, 6 **AGREED** with the permanent changes, 4 **DISAGREED** and 1 was **UNCERTAIN**.

Commonplace 19

Appendix 3ii - Summary of Responses to Chancery Lane consultation

	Negative Responses
1	Increased journey times and issues with uber drivers and taxis not accessing the street.
2	The scheme is unnecessary as there is little traffic and pavements are wide enough for the number of pedestrians.
3	The scheme will restrict access to residential properties.
4	The scheme is unnecessary as there is little traffic and will be inconvenient to local people.
5	The scheme will create greater congestion and pollution in the wider area.
6	Motor traffic should have priority.
7	Taxis require access to Chancery Lane.
8	The scheme does not allow Uber hire vehicles.
9	The scheme will create congestion on Fetter Lane and increase journey times for professional drivers.
10	Questioned the merit of the scheme.
11	The scheme will create congestion on Fetter Lane and increase journey times for professional drivers.
12	Concerns about restricted access to Rolls buildings.
13	The scheme will create greater congestion and pollution in the wider area.
14	The scheme will restrict access to residential properties.
15	The scheme will restrict access to residential properties in the Lincoln Square area.
16	Retaining access for taxis will not reduce traffic sufficiently to benefit people walking.
17	The scheme discriminates against drivers of electric vehicles.
18	The scheme discriminates against taxis.
19	Cyclists should be encouraged to cycle elsewhere.
20	The scheme will create greater congestion and pollution in the wider area.
21	Taxis should be restricted as well.
22	Taxis should be restricted as well.
	Positive Responses
1	Positive response about looking forward to changes.
2	The scheme will improve air quality.
3	Positive support but requested speed controls for cyclists.
4	Positive support but delivery vehicles parking on the street are dangerous for cyclists.
5	Positive support but requested that taxis are restricted as well.
6	Positive comments particularly about supporting cyclists.
7	Positive comments about promoting active travel.
8	The street should be pedestrianised.
9	Access for taxis is supported and extended elsewhere in the City.
10	Access for taxis is supported.
11	Positive comments particularly about supporting cyclists.

12	Access for taxis is supported.
13	Positive support but pedestrianisation and cycle lanes would be a greater improvement.
14	Positive support but traffic restrictions for taxis and loading restrictions should be greater.
15	The changes will improve the amenity of the area.
16	The scheme will improve air quality.

**Appendix 4 – Area Wide
Wednesday Traffic Counts
taken on a Sept. 2022 and in
March 2024**

	North bound Sept 2022	North bound March 2024	% Change	South bound Sept 2022	South bound March 2024	% Change
Chancery Lane 24Hr	2688	1726	-36%	68	0	—
Chancery Lane 7AM to 7PM	1982	1122	-43%	55	0	—
Fetter Lane 24Hr	4923	6250	27%	4483	5879	31%
Fetter Lane 7AM to 7PM	3353	4384	31%	3073	4105	29%
Furnival St 24Hr	290	56	-80%	4	52	—
Furnival St 7AM to 7PM	217	45	-79%	4	39	—
	East bound Sept 2022	East bound March 2024	% Change	West bound Sept 2022	West bound March 2024	% Change
Remnant St 24Hr	1948	1521	-22%	1497	2043	36%
Remnant St 7AM to 7PM	1505	1140	-24%	1157	1606	39%
The Strand 24Hr	9113	10366	14%	7877	7062	-10%
The Strand 7AM to 7PM	5942	6515	10%	4821	4499	-7%
Carey Street 24Hr	939	558	-51%	1323	1775	29%
Carey Street 7AM to 7PM	726	381	-62%	1103	1414	25%

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Chancery Lane Traffic Management Order - Equality Impact Assessment (EqIA)



Chancery Lane Traffic Management Order - Equality Impact Assessment (EqIA)

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1 Introduction

Background

- 1.1 This Equality Impact Assessment (EqIA) relates to the Experimental Traffic Order (ETO) on Chancery Lane within the City of London (CoL). An EqIA is a process designed to ensure that a policy, project, or scheme does not unlawfully discriminate against any protected characteristic as defined by the Equality Act 2010. This EqIA has been produced by the independent transport and infrastructure consultancy, [Steer](#).
- 1.2 On the 20th February 2023 the CoL implemented an ETO on Chancery Lane, between Carey Street and Southampton Buildings. The ETO restricts access to motorised vehicles, Monday – Friday and 7am-7pm, except for taxis and vehicles requiring access to properties, parking and loading facilities. This ETO forms part of the CoL’s Pedestrian Priority Streets Programme and aims to improve the public realm on Chancery Lane, whilst minimising adverse impacts on neighbouring streets.
- 1.3 The CoL is now preparing a report to Committee to make the ETO a permanent Traffic Management Order (TMO). To assist with understand the implications of this decision, this EqIA provides an assessment of the potential equality impacts that could arise from making the ETO permanent.

Context

Existing ETO

- 1.4 The existing ETO was introduced in February 2023, and involved the following changes to Chancery Lane:
 - No motor vehicles between 7.00am and 7.00pm Mondays to Fridays except for emergency vehicles, taxis (black cabs) and vehicles requiring access to properties, parking and loading facilities are exempt from the timed restrictions.
 - Vehicles travelling northbound from Fleet Street can turn onto Fetter Lane to access streets to the east of Chancery Lane or continue north onto High Holborn.
- 1.5 That there is an existing one-way system on Chancery Lane from Fleet Street, including a cycle contraflow.

Proposed TMO

- 1.6 The proposed TMO would make the ETO restrictions permanent. No changes are proposed between the ETO layout and the permanent TMO.
- 1.7 A drawing of the existing ETO is presented in **Figure 1.1** (overleaf):

Figure 1.1: Proposed TMO



Assumed impact on transport and movement

1.8 The impacts identified throughout this EqIA are derived from the assumption that the proposed TMO will have the following impacts on transport and movement in the area:

- Making the existing restrictions to motor traffic permanent will lock in the benefits to people cycling and walking of a quieter and safer environment.
- Motor traffic journeys will need to continue to use alternative routes to avoid the restrictions, which could take longer than before the ETO was implemented.

2 Scoping

- 2.1 A scoping assessment has been undertaken to identify whether the proposed TMO could have disproportionate impact(s) on people with one or more protected characteristics. “Disproportionate impact” means that groups of people who share a protected characteristic may be significantly more affected by a change than other people.
- 2.2 Protected characteristics are defined by the Equality Act 2010. The 'protection' refers to protection from discrimination. There are nine characteristics protected by the Equality Act:
- Age
 - Disability
 - Gender reassignment
 - Marriage and civil partnership
 - Pregnancy and maternity
 - Race
 - Religion or belief
 - Sex
 - Sexual orientation
- 2.3 As this TMO is aimed at making Chancery Lane more attractive to people walking and dwelling, as well as making it safer and less polluted, it is considered that the TMO is likely to impact people’s movement and experience of the street. Groups that have a significant intersection with movement and space, i.e., those that travel in distinguishably different ways, are most likely to be affected.
- 2.4 It is not considered that the ‘Gender reassignment’, ‘Sexual orientation’ or ‘Marriage and civil partnership’ protected characteristics have a significant intersection with movement and space. As such, they have not been included in the baseline data or the detailed analysis of equality impacts that follows.
- 2.5 This exercise considers both potential positive and negative impacts, and, where possible, provides evidence to explain how and why a group might be particularly affected. Error! Reference source not found. (overleaf) provides a summary of the scoping assessment.

Table 2.1: Scoping assessment

Protected characteristic	Disproportionate impact unlikely	Disproportionate impact possible	Commentary
Age – people in particular age groups (particularly over 65s and under 16s)		✓	There could be a disproportionate impact which this EqIA will investigate. A person's ability to use the transport network can be reduced as a result of age and age-related health conditions.
Disability – people with disabilities (including different types of physical, learning or mental disabilities)		✓	There is likely to be a disproportionate impact which this EqIA will investigate. A person's use of the transport network can be shaped by certain impairments.
Gender reassignment – people who are intending to undergo, are undergoing, or have undergone a process or part of a process of gender reassignment	✓		People undergoing gender reassignment are unlikely to be disproportionately impacted by the scheme.
Marriage and civil partnership – people who are married or in a civil partnership	✓		People who are married or in a civil partnership are unlikely to be disproportionately impacted by the scheme.
Pregnancy and maternity – people who are pregnant or have given birth in the previous 26 weeks		✓	There could be a disproportionate impact which this EqIA will investigate. A person's use of the transport network can be shaped by pregnancy and the caring duties in the first 26 weeks.
Race – people of a particular race or ethnicity (including refugees, asylum seekers, migrants, gypsies and travellers)		✓	There could be a disproportionate impact which this EqIA will investigate. Use of the transport network and/or occupation can differ depending on ethnic group.
Religion or belief – people of particular faiths and beliefs		✓	There could be a disproportionate impact which this EqIA will investigate. Use of the transport network by those practising different religions may vary across different days (e.g., Sunday worship, when public transport services are reduced).
Sex – whether people are male or female		✓	There could be a disproportionate effect which this EqIA will investigate. Use of the transport network and/or occupation may differ depending on sex.
Sexual orientation – whether a person's sexual orientation is towards the same sex, a different sex, or both.	✓		People of a particular sexual orientation are unlikely to be disproportionately impacted by the scheme.

3 Review of consultation feedback

Background

- 3.1 The CoL collected feedback on the Chancery Lane ETO as part of the Fleet Street Healthy Streets Plan consultation. A six-week consultation on the Fleet Street Healthy Streets Plan ran from Tuesday 9th May 2023 to Tuesday 20th June and was open to responses from anyone.¹
- 3.2 As part of this consultation, open question responses in reference to Chancery Lane specifically have been collected for further analysis. This exercise sought to identify any relevant concerns that should be included within the impact assessment.

Methodology

- 3.3 All open-text responses to the public consultation question about the Chancery Lane ETO have been reviewed. There were 38 written responses to this question: 19 responses were negative, and the remainder were positive or neutral.

Analysis

- 3.4 **Table 3.1** and **Table 3.2** present analysis of comments received during the consultation period. Responses have been categorised into different comment types relating to the disadvantages and advantages respondents highlighted as a result of the ETO. The frequency of each comment type has been listed.
- 3.5 The comments regarding the disadvantages include concerns about limiting access for residents and businesses, longer journey times and concerns that congestion will worsen as it would be diverted to nearby streets. Concerns relating to taxi use referred to the scheme reducing access to taxis, and the disproportionate impact on those who use taxis for essential mobility.
- 3.6 11 per cent of responses misinterpreted the details of the ETO, as these responses assumed that taxis were restricted from accessing Chancery Lane. A further 11 per cent of respondents also misinterpreted the scheme as restricting access for residents and businesses from using properties and loading bays located on Chancery Lane. This suggests a misunderstanding of the ETO from some respondents, or that respondents were unaware of exemptions to the motor vehicle restrictions.

¹ [Fleet Street Area Healthy Streets Consultation \(cityoflondon.gov.uk\)](https://cityoflondon.gov.uk)

Table 3.1: Negative comments received during consultation

Theme	Responses
Disproportionate impact on taxi trade	1
Disrupts access to residential buildings and businesses	7
Diverts congestion to other areas	5
Longer journey times	2
Less access to affordable transport	1
Reduced taxi availability	1
Taxis should be able to use Chancery Lane to enhance access for disabled people	1

- 3.7 Comments regarding the advantages of the ETO include the improvements for the safety of people walking and cycling on Chancery Lane, as well as the environmental improvements as a result of reduced air pollution levels.

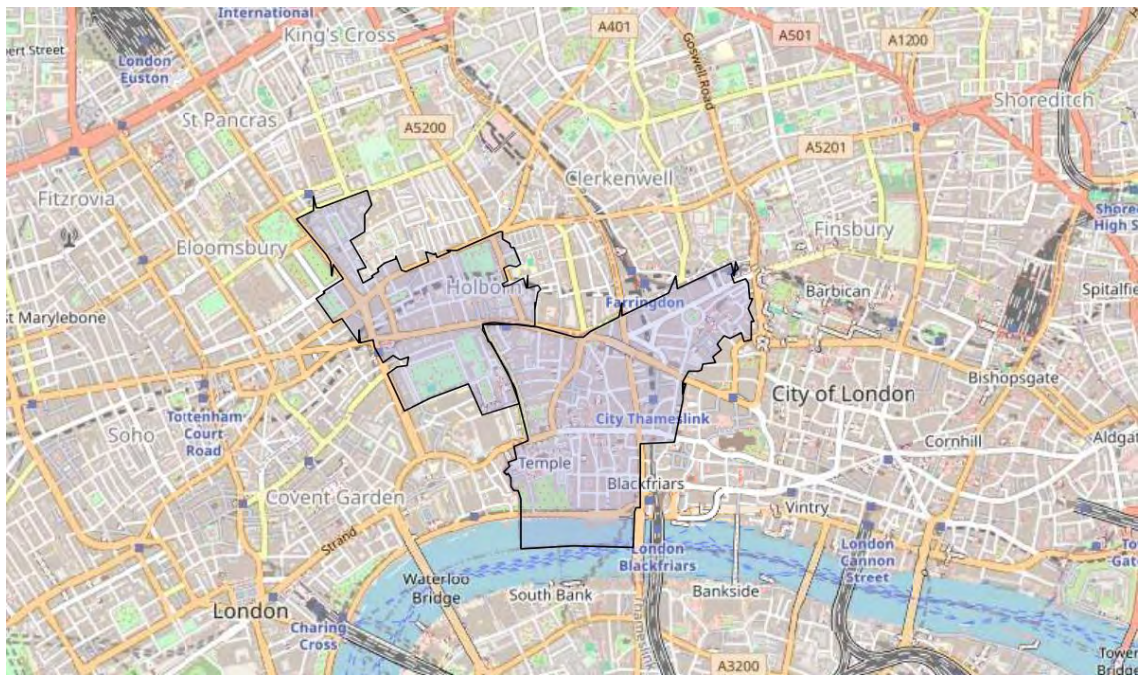
Table 3.2: Positive comments received during consultation

Theme	Responses
Reduction of congestion on Chancery Lane	1
Improves pollution levels	3
Improves safety of walkers and cyclists	5
Support for taxi exemption	1
Scheme will bring general improvements to the area	1

4 Data sources

4.1 For this assessment, information has been gathered about protected characteristics for the City of London 001G Lower Layer Super Output Area (LSOA) Camden 028B Lower Layer Super Output Area (LSOA). Throughout this EqIA, this is referred to as 'the study area'. Information has also been gathered about the City of London Middle Layer Super Output Area (MSOA) as well as data for London as a whole.

Figure 4.1: City of London 001G, and Camden 028B (LSOA)



Source: Nomis, 2024

Figure 4.2: City of London MSOA



Source: Nomis, 2024

- 4.2 The CoL is a small and densely populated area with high levels of walkability and numerous public transport stations. This means that any given street is likely to be used by people from across the CoL. Therefore, it is important to consider an area that is wider than the immediate surroundings of the scheme; this requirement is satisfied with the use of LSOA data. Data at the MSOA level is used as a substitute for LSOA data for specific data sets where no greater level of detail is provided. London as a whole is included in the assessment to provide greater context to the data for residents living in the CoL.

Data sources and limitations

- 4.3 London Travel Demand Survey (LTDS) and Census 2011/2021 data are the two primary data sources used throughout this assessment. Supplementary data sources have also been used and are referenced throughout. For each protected characteristic, data has been collated and analysed, with comparisons made at LSOA, Borough/MSOA, London and national levels, where relevant.
- 4.4 While Census data is a useful tool for understanding and comparing travel characteristics of an area with another, it does have limitations; particularly that the 2011 dataset is dated, and even more so given the changes brought about by the Covid-19 pandemic. On the other hand, 2021 Census data is expected to have been influenced by alterations to ways of living and moving during the Covid-19 pandemic period. Where relevant 2021 Census data has been made available, it is used in this EqIA.
- 4.5 LTDS data provides granular data within the CoL, however it is not wholly representative of the wider population as it is calculated using sample sets and subsequently scaled up. LTDS is an annual survey of a sample of households across Greater London including the CoL. The survey records detailed information about the household, the people that live there, and the trips they make. Every year, approximately 8,000 households take part in the survey which is then

weighted using an interim expansion factor to approximate the data for the entire population of London, thus providing an insight into how Londoners travel on a weekly basis. Due to the London-wide nature of this survey, it has not been possible to limit the analysis to trips ending in the Chancery Lane area, as the low sample size means that it would not be appropriate. In addition, at the time of preparing this document, the full LTDS 2022/23 dataset was unavailable.

Traffic count analysis

- 4.6 In addition to the data outlined above, analysis has been undertaken of traffic counts collected on Chancery Lane for three 24-hour periods in November 2023. This analysis has provided information on the traffic composition of Chancery Lane, as well as peak times. This information has been used to inform the impact assessment.
- 4.7 This analysis can be found within **Appendix A**.

5 Baseline equality data

General

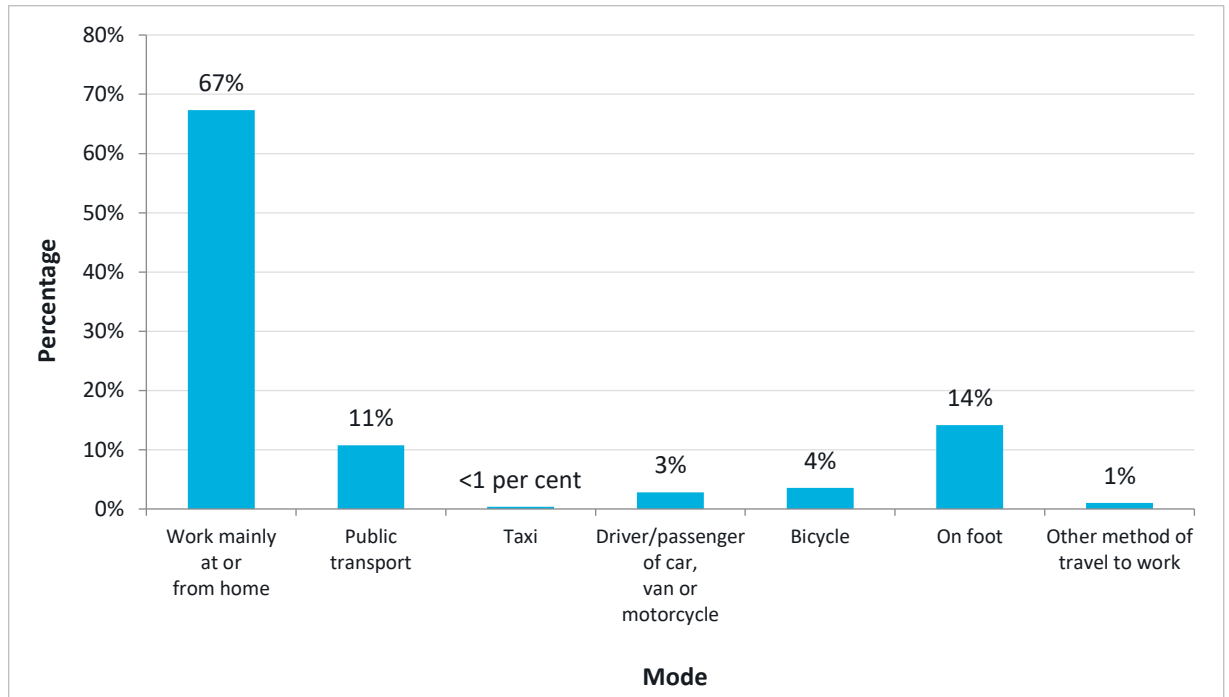
- 5.1 The CoL has a very large workforce in comparison to its usual residential population. The 2021 Census recorded the residential population as 8,600 people and the 2011 Census recorded the workforce as 357,000 people² – over 40 times the usual residential population which demonstrates the significant movement in and out of the CoL every day.
- 5.2 More recently, the 2022 workforce was estimated to be 615,000³. The CoL estimates that 29,000 jobs were added to CoL between 2021 and 2022, and the number of jobs has grown within the CoL by 13 per cent, from 2019 to 2022. The CoL also shows the highest workplace density out of all boroughs in Greater London. Office buildings are the primary land use, which make up more than 70 per cent of all buildings in the CoL. In absolute terms, the CoL has the second greatest workforce after the City of Westminster, with a gender split of 62 per cent males and 38 per cent females in 2023⁴.
- 5.3 When compared to Greater London, the CoL has a higher proportion of professional occupations, associated professional and technical occupations, skilled trades occupations, and administrative and secretarial occupations. Professional and associate professional/technical occupations represent over half of occupations within the CoL.
- 5.4 2021 Census data shows most people in employment in the CoL work mainly at or from home, as shown in **Figure 5.1**. This is followed by public transport use (11 per cent). Active travel also comprises a relatively high percentage of travel (14 per cent on foot, and 4 per cent cycling).
- 5.5 Please note that these figures have changed significantly since 2021 due to the change in working arrangements and patterns attributed to the COVID-19 pandemic, however the CoL can only act on the latest data available.

² 2021 Census data indicates that 67,224 people recorded their workplace destination within CoL, which similarly represents a significantly higher workforce population in comparison to the resident population. However, 2021 Census data does not capture the workforce accurately due to the effects of the Covid-19 pandemic and associated restrictions on movement and social gatherings at the time of recording (see https://www.nomisweb.co.uk/sources/census_2021_od)

³ [City of London Factsheets February 2023](#)

⁴ [City of London Factsheets February 2023](#)

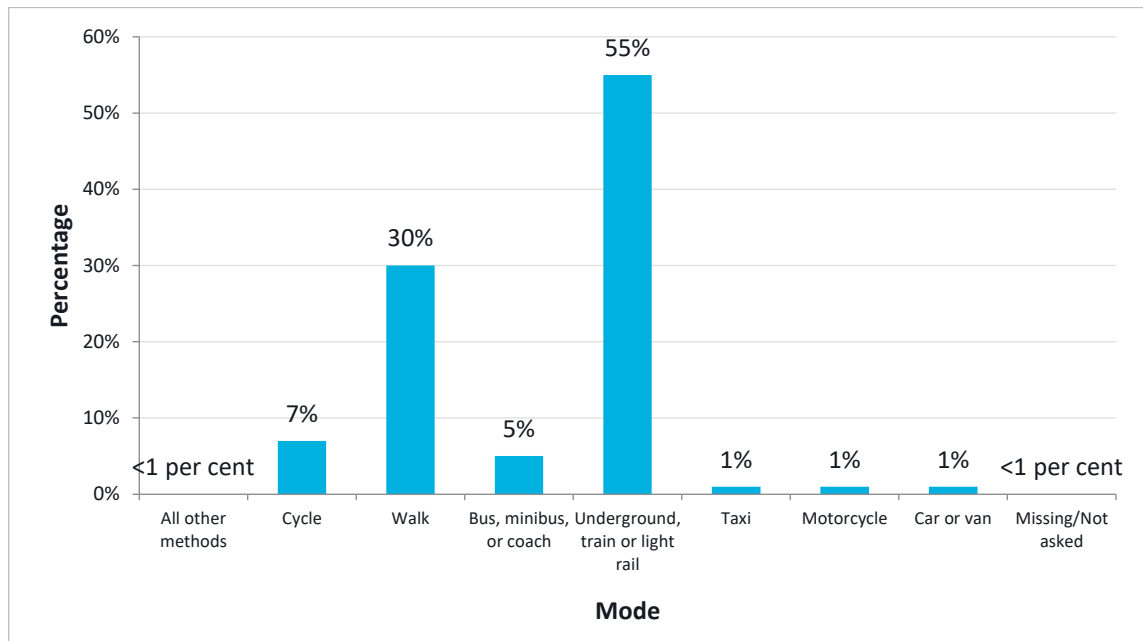
Figure 5.1: Method of travel to work for people in employment in CoL



Source: 2021 Census

5.6 When analysing LTDS for all trip purposes, the following mode split for travel into the CoL was obtained. As shown in **Figure 5.2**, of all trips ending in the CoL, 60 per cent are made using public transport. 55 per cent of trips are made using the Underground or other rail modes and 5 per cent are made by bus. It can also be seen that walking has a much higher proportion for all trips (30 per cent) when compared to the 2011 Census Travel to Work data (5 per cent).

Figure 5.2: Method of travel to CoL for all purposes



Source: LTDS 2019/20

5.7 Please note that this mode split involves other trip types in addition to ‘travel to work’ trips. Based on the 2019/20 LTDS data for trip purposes to the CoL, 71 per cent of trips were for Work (usual workplace and other) and 29 per cent of trips were for other purposes (such as leisure and shopping).

Age

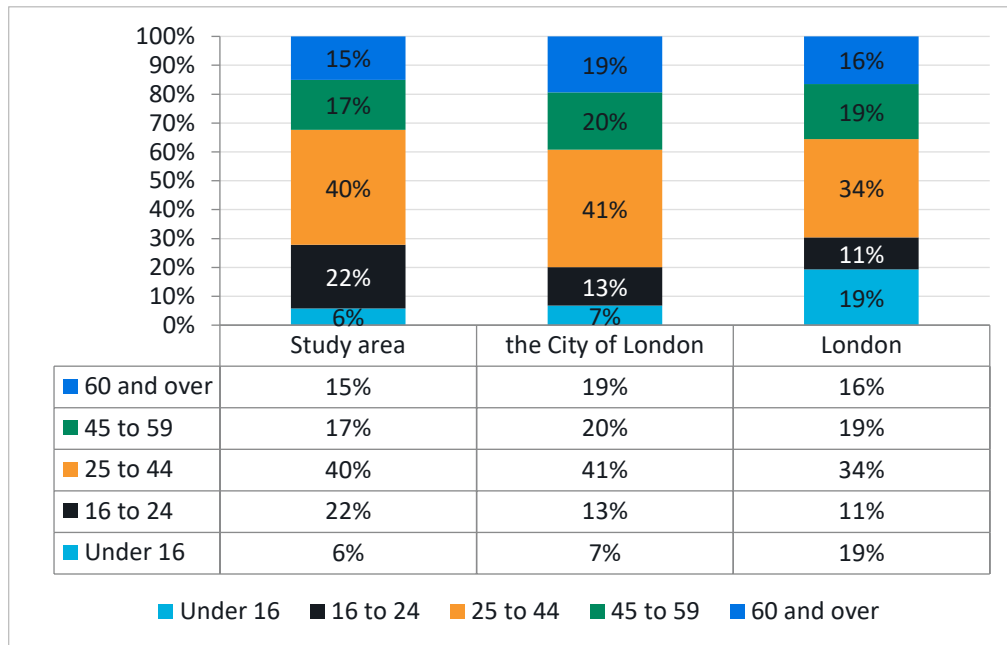
Definition according to the Equality Act 2010

1. In relation to the protected characteristic of age:
 - a. A reference to a person of a particular age group
 - b. A reference to persons who share a protected characteristic is a reference to persons of the same age group
2. A reference to an age group is a reference to a group of persons defined by a reference to age, whether by reference to a particular age or to a range of ages.

Baseline equalities data

5.8 **Figure 5.3** illustrates the age distribution of residents across the study area, in comparison to the CoL and London, using Census 2021 data. The greatest proportion of residents in the study area were in the 25-44 age group (40 per cent). This was similar to the CoL (41 per cent) and slightly higher than London (34 per cent). There is a similar proportion of people aged under 16 in the study area (6 per cent) in comparison to the CoL (7 per cent), though there is a higher proportion of people aged 16-24 in the study area (22 per cent) in comparison to the CoL (13 per cent). Furthermore, the proportion of people aged over 60 is slightly lower in the study area (15 per cent) in comparison to the CoL (19 per cent).

Figure 5.3: Age distribution in the study area, compared to City of London and Greater London in 2021.



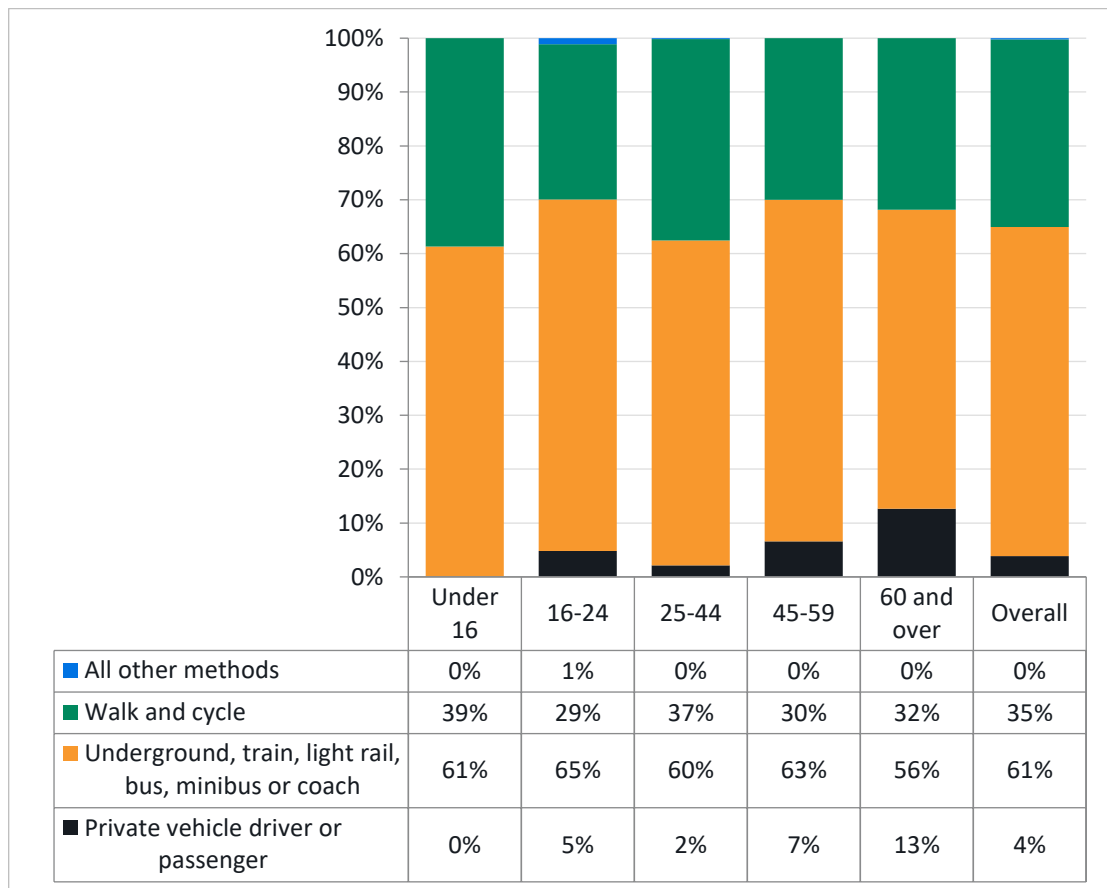
Source: Census 2021

5.9 **Figure 5.4** presents LTDS data on how people travel around the CoL within each age group, and **Figure 5.5** presents this same information for London as a whole.

5.10 The highest usage of active travel modes (walking and cycling) is among people aged under 16 (39 per cent), followed by people aged 25-44 (37 per cent). In addition, 29 per cent of people aged 16–24 walk or cycle. This pattern is consistent with data for Greater London. Public transport is the most popular travel mode in the CoL, used by over 50 per cent of residents in each age group. This is higher than the Greater London public transport mode share across all age groups.

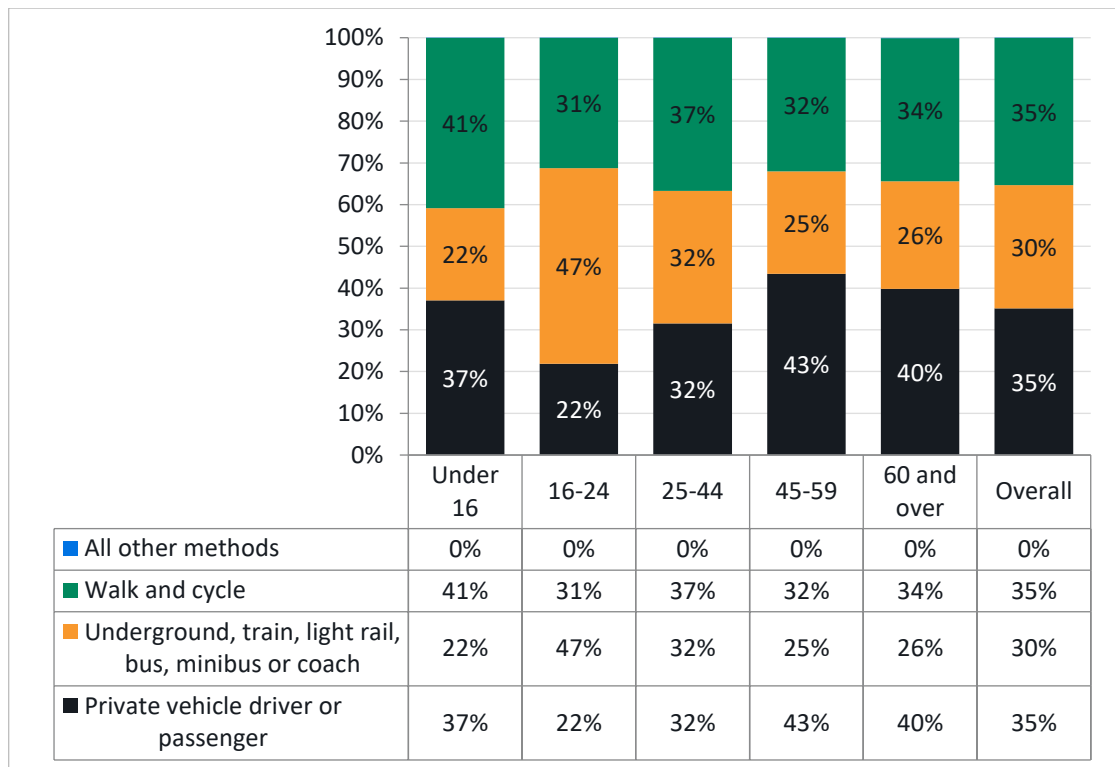
5.11 The use of private vehicles in the CoL is relatively low, comprising 4 per cent of all journeys. However, use of private vehicles varies by age, and over 60s use private vehicles more than any other age group (13 per cent).

Figure 5.4: Mode share by age in City of London



LTDS, 3-year average from LTDS (2017/18, 2018/19, 2019/20)

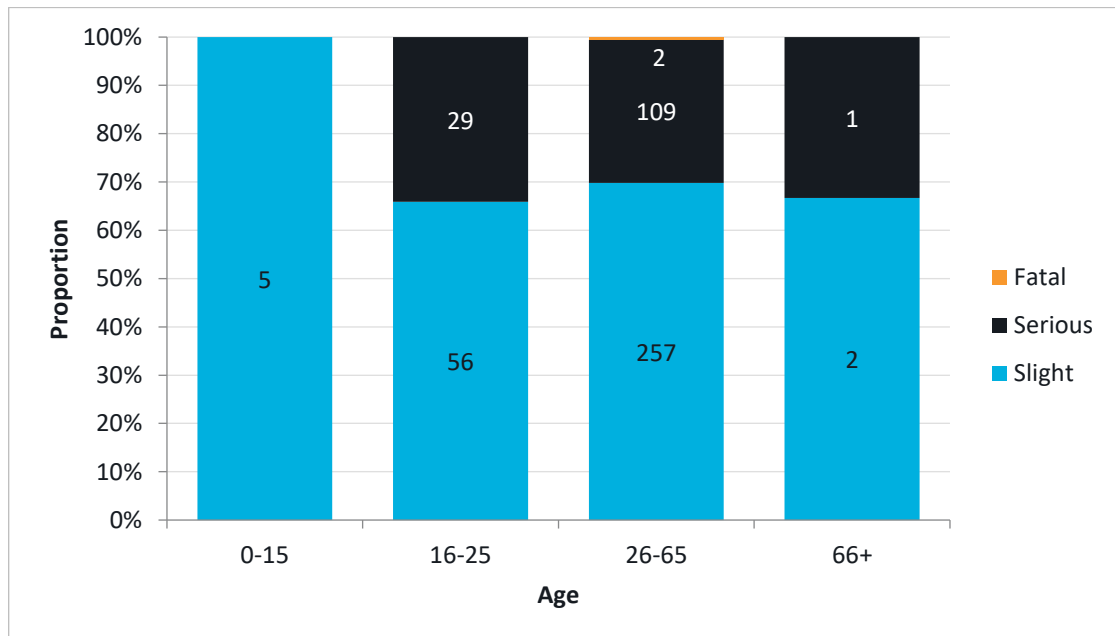
Figure 5.5: Mode share by age in Greater London



LTDS, 3-year average from LTDS (2017/18, 2018/19, 2019/20)

5.12 Killed and Seriously Injured (KSIs) and Slightly Injured casualties by age category, for the CoL, are shown in **Figure 5.6** below. This data is from 2020 – 2022.

Figure 5.6: Proportion of KSI and Slight casualties involved in collisions per age category, in CoL



Source: STATS19 2020-2022

- 5.13 Recorded KSIs are highest for the 26 -65 age group, followed by the 16 – 25 age group. The proportion of serious injuries is slightly higher amongst the 16-25 age group, in comparison to the 26 – 65 age group. This indicates that this age group may be disproportionately more likely to suffer more severe consequences if they are a casualty in a collision.
- 5.14 Across the UK, 10-14 age group road accidents make up over 50 per cent of all external causes of death. Moreover, 15–19-year-olds experience almost double the risk of death from road traffic accidents (82.5 deaths per million population) in comparison to the general population.

Disability

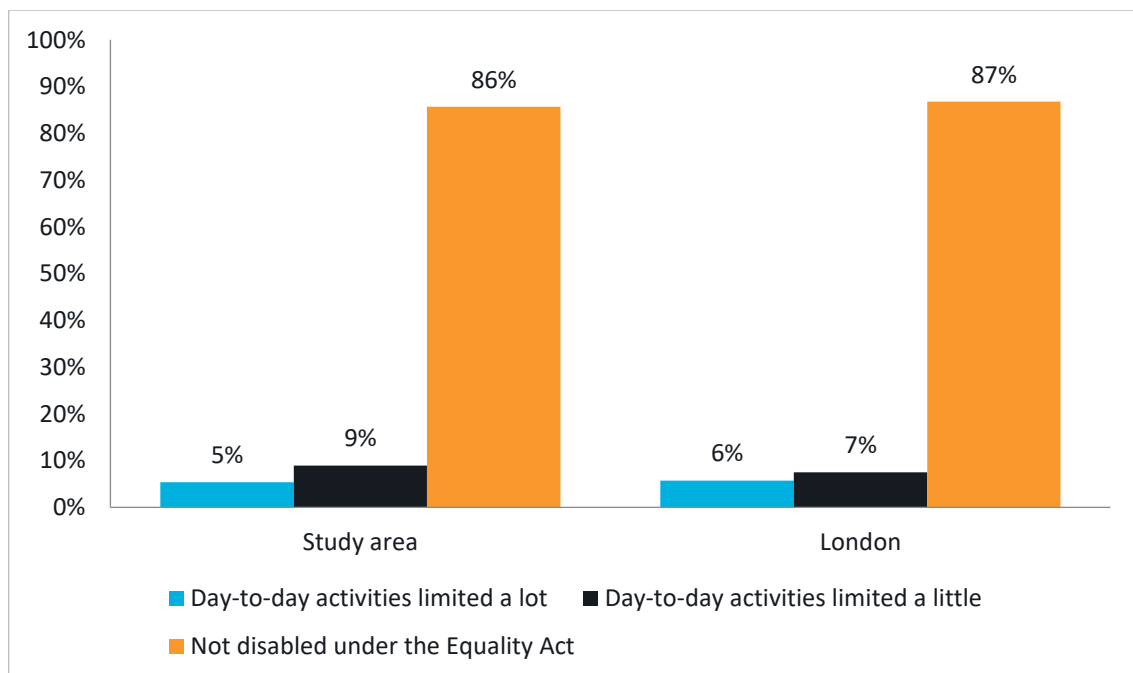
Definition according to the Equality Act 2010

1. A person (P) has a disability if:
 - a. P has a physical or mental impairment, and
 - b. the impairment has a substantial and long-term adverse effect on P’s ability to carry out normal day-to-day activities.

Baseline equalities data

- 5.15 According to 2021 Census data, in the CoL, 89 per cent of residents responded that they have no limitations in their activities – this is higher than both in England and Wales (83 per cent) and Greater London (87 per cent). In the areas outside the main housing estates, around 95 per cent of residents responded that their activities were not limited. 11 per cent of the CoL’s residential population stated that they were either in fair, bad or very bad health.
- 5.16 In comparison, the number of residents in the study area for whom daily activities are ‘limited a lot’ account for 5 per cent of the population, compared to 6 per cent for Greater London. Further 9 per cent of residents in the study area said they were ‘limited a little’, compared to 7 per cent for Greater London.

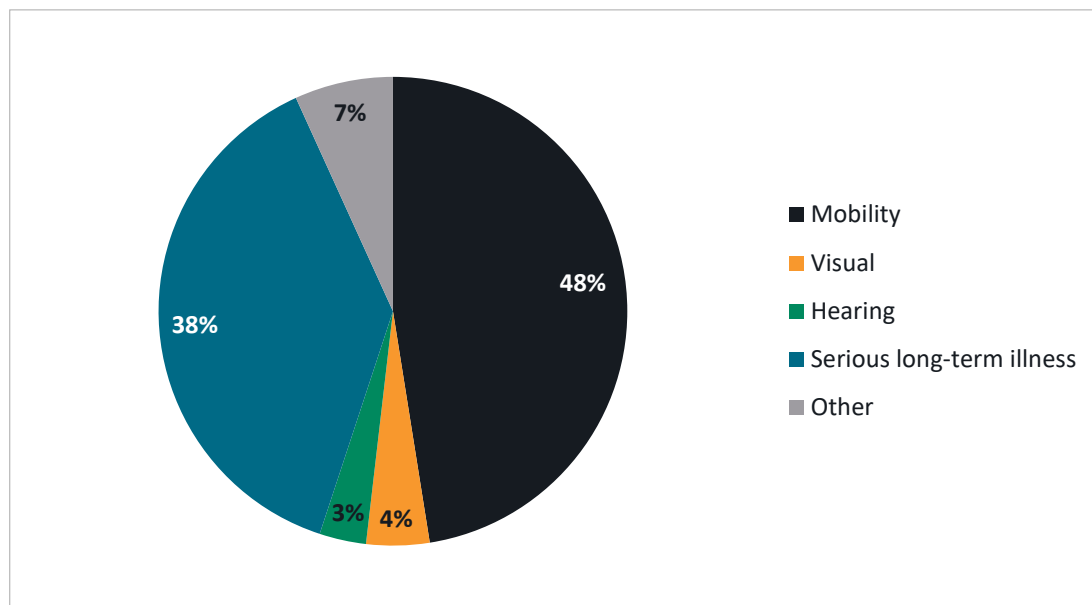
Figure 5.7: Population limited by long-term health problems or disabilities in the study area and Greater London



Source: Census 2021

5.17 In addition, physical and mental disabilities may affect travel patterns and behaviours. Disability types which affect daily travel of CoL residents are shown in **Figure 5.8**. Disability due to serious long-term illness represents the highest proportion of responses, followed by mobility related disability. It should be noted that this data is based on a very small sample (1.3 per cent of sample size for trips ending in the CoL), therefore results should be considered in this context.

Figure 5.8: Disability types stated by those who have a disability affecting daily travel to CoL

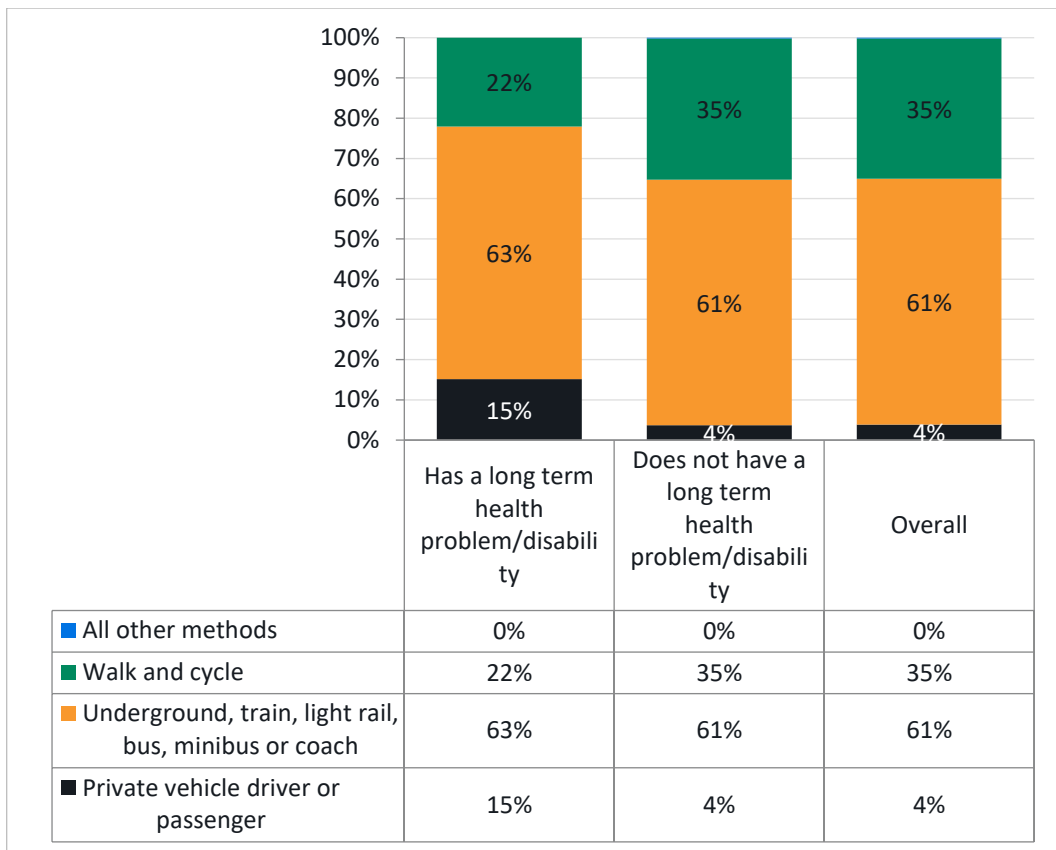


LTDS, 3-year average from LTDS (2017/18, 2018/19, 2019/20)

5.18 The mode share for people with a long-term health problem or disability in the CoL and Greater London is shown in **Figure 5.9** and **Figure 5.10** respectively. In the CoL, the public transport mode share is greater (63 per cent) for people with a long-term health problem or disability those without (61 per cent). This is a significant contrast with Greater London, as the public transport mode share for people with a long-term health problem or disability is less than those without (27 per cent vs 30 per cent, respectively).

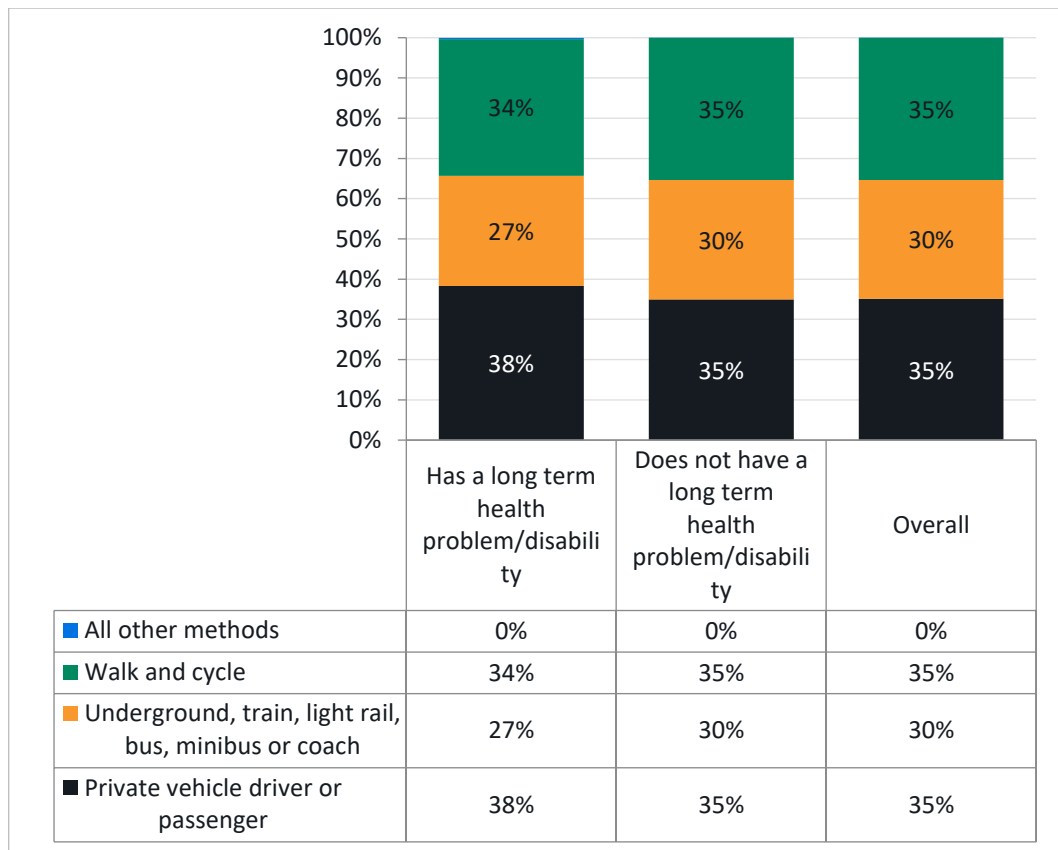
5.19 In the CoL, the car/van mode share is greater for people with a long-term health problem or disability (15 per cent) in comparison to those without (4 per cent). In addition, the active travel (walking and cycling) mode share for people with a long-term health problem or disability walk or cycle (22 per cent) is lower than for people without a long-term health problem or disability (35 per cent). In comparison, in Greater London, 34 per cent of people with a long-term health problem or disability use active travel. This mode share in the CoL represents a smaller proportion of active travel for people with a long-term health problem or disability.

Figure 5.9: Mode share of those with a long-term health problem or disability in City of London



LTDS, 3-year average from LTDS (2017/18, 2018/19, 2019/20)

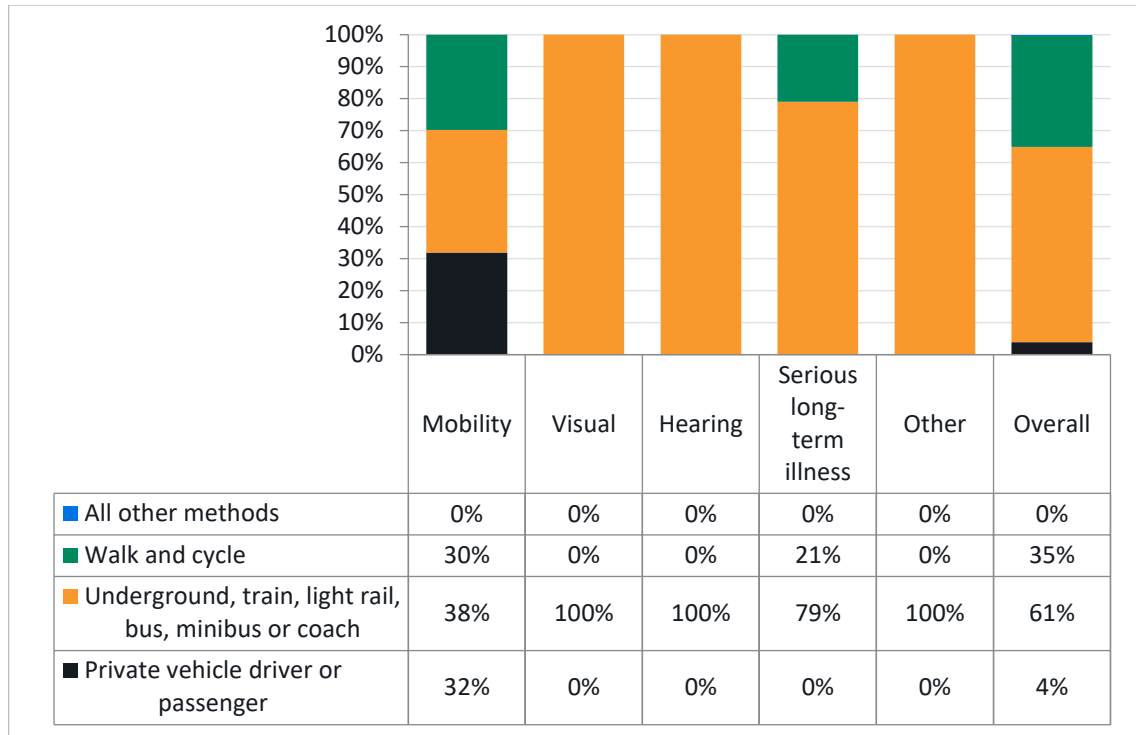
Figure 5.10: Mode share of those with a long-term health problem or disability in Greater London



LTDS, 3-year average from LTDS (2017/18, 2018/19, 2019/20)

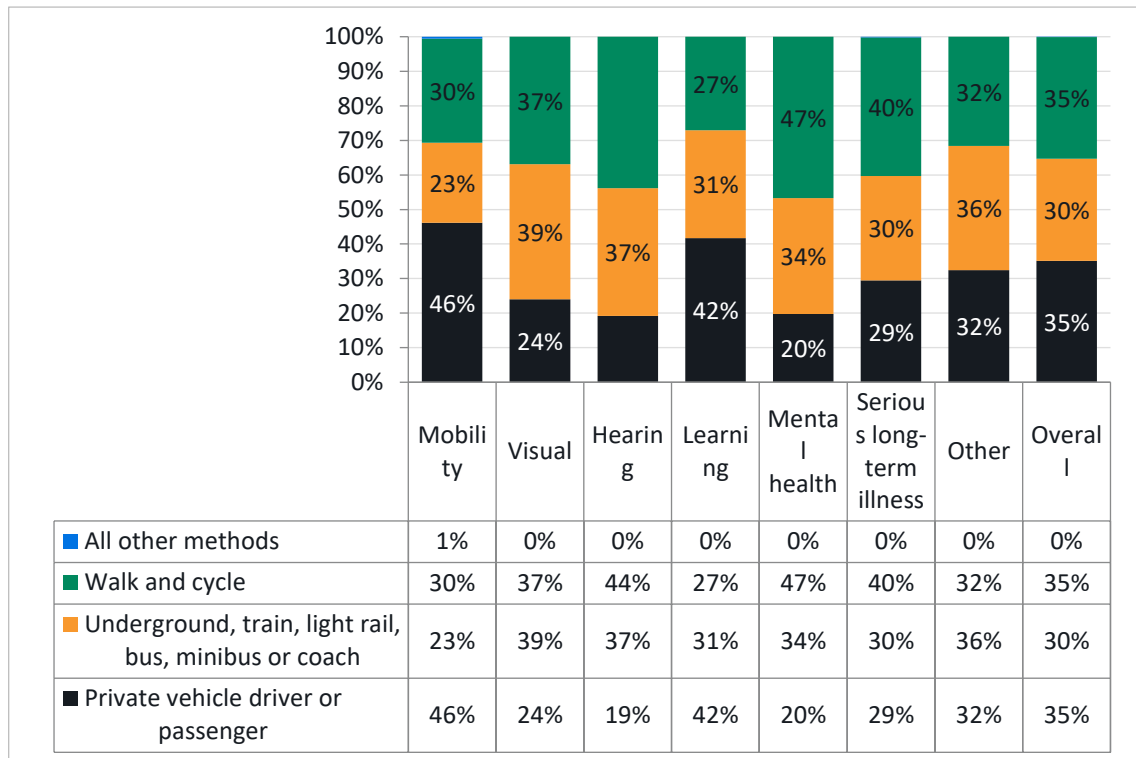
- 5.21 The mode share for people with specific disabilities in City of London and Greater London is shown in **Figure 5.11** and **Figure 5.12** respectively. Public transport is the dominant mode of travel for people with visual and hearing impairments, serious long-term health conditions and ‘other’ impairments; it makes up 100 per cent of the mode share for people with visual and hearing impairments, however this must be taken into the context of the small sample size that this data is derived from. The modal split for individuals with mobility impairments is more even, with only 38 per cent using public transport, 32 per cent using cars/vans, and 30 per cent using active travel.
- 5.22 Compared to the CoL, mode share across disability types for Greater London shows a much greater uptake of active travel and private vehicle use, along with a lower public transport mode share. Groups with mobility (46 per cent) and learning (42 per cent) impairments are most likely to use private vehicles, while those with mental health impairments are most likely to undertake active travel (47 per cent).

Figure 5.11: Mode share of those with a specific disability affecting daily travel in City of London



LTDS, 3-year average from LTDS (2017/18, 2018/19, 2019/20)

Figure 5.12: Mode split by those with a specific impairment affecting daily travel in Greater London



LTDS, 3-year average from LTDS (2017/18, 2018/19, 2019/20)

- 5.23 Focusing on disabled cyclists, the Wheels for Wellbeing annual survey (2019/20)⁵ showed that 65 per cent of disabled cyclists use their cycle as a mobility aid, and 64 per cent found cycling easier than walking. Survey results also show that 31 per cent of disabled cyclists' cycle for work or to commute to work and many found that cycling improves their mental and physical health.

Inaccessible cycle infrastructure was found to be the biggest barrier to cycling, followed by the prohibitive cost of adaptive cycles and the absence of legal recognition of the fact that cycles are mobility aids on par with wheelchairs and mobility scooters. These results are presented on a national level, yet it should be noted that the data is based on a small sample and results should be taken as an indication only.

Pregnancy and maternity

Definition according to the Equality Act 2010

- 5.24 As per the Equality Act 2010, pregnancy is the condition of being pregnant or expecting a baby, and maternity refers to the period after the birth, and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth.

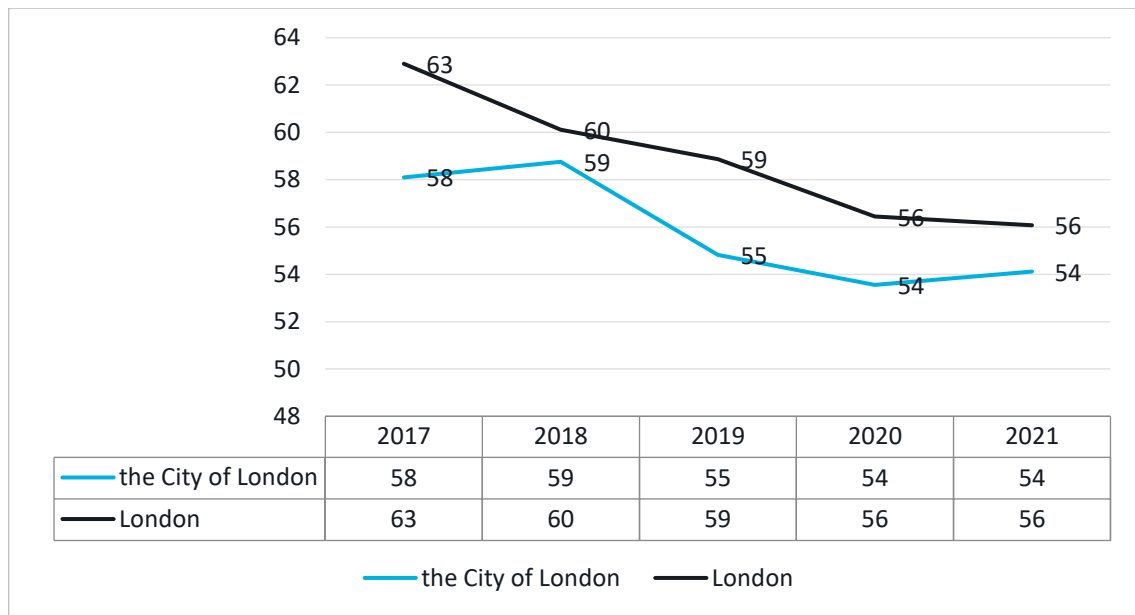
Baseline equalities data

- 5.25 In 2021, the General Fertility Rate (GFR) in City of London and Hackney⁶ was 54.1 births per 1,000 women aged 15-44, while the GFR for London was 56 per 1,000 women. This suggests that slightly fewer women of this age group were likely to be pregnant or have given birth in 2021 in the CoL and Hackney, compared to the Greater London average.
- 5.26 Data shows that overall, the number of live births has been gradually falling in City of London and Hackney, and in London as a whole. During this time, the GFR for City of London and Hackney remained consistently below the Greater London average. In 2018, there was a slight increase in the fertility rate in the Borough, before continuing to fall, yet it remained below the Greater London rate.

⁵ <https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/07/WFWB-Annual-Survey-Report-2019-FINAL.pdf>

⁶ City of London has been grouped with Hackney after 2004 in the dataset: [Births and Fertility Rates, Borough - London Datastore](#)

Figure 5.13: General Fertility Rate per year in City of London compared to the Greater London average



Source: ONS. Births and Fertility Rates, Borough

Race

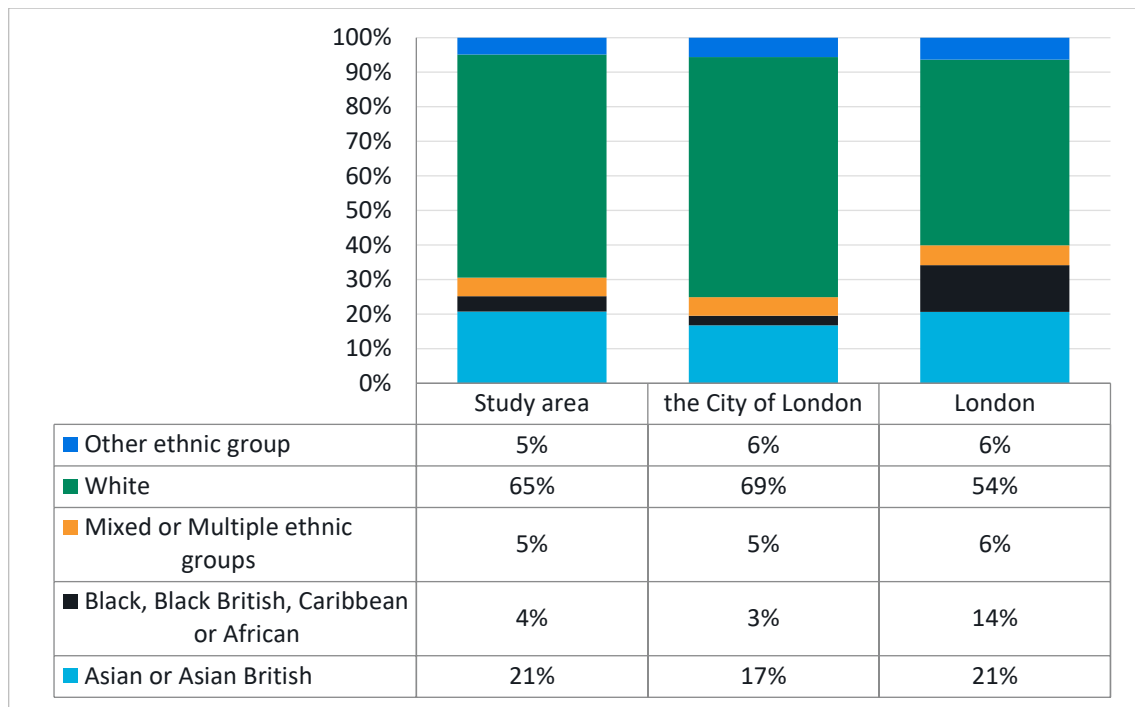
Definition according to the Equality Act 2010

1. Race includes:
 - a. colour;
 - b. nationality;
 - c. ethnic or national origins.
2. In relation to the protected characteristic of race -
 - a. a reference to a person who has a particular protected characteristic is a reference to a person of a particular racial group;
 - b. a reference to persons who share a protected characteristic is a reference to persons of the same racial group.

Baseline equalities data

- 1.5 **Figure 5.14** presents the population of the study area and City of London by ethnicity. Based on Census 2021 data, 69 per cent of the borough’s population is ‘White’, making it the most common ethnicity. This is much higher than the Greater London average share of 54 per cent. The second most common ethnicity is ‘Asian’ making up 17 per cent and 20 per cent of the residential population in the borough and study area respectively.
- 1.6 14 per cent of residents in Greater London are ‘Black’, compared to only 4 per cent of residents in the study area. In the study area, 5 per cent identify as ‘Mixed’, which is the same share compared to in the borough and Greater London.

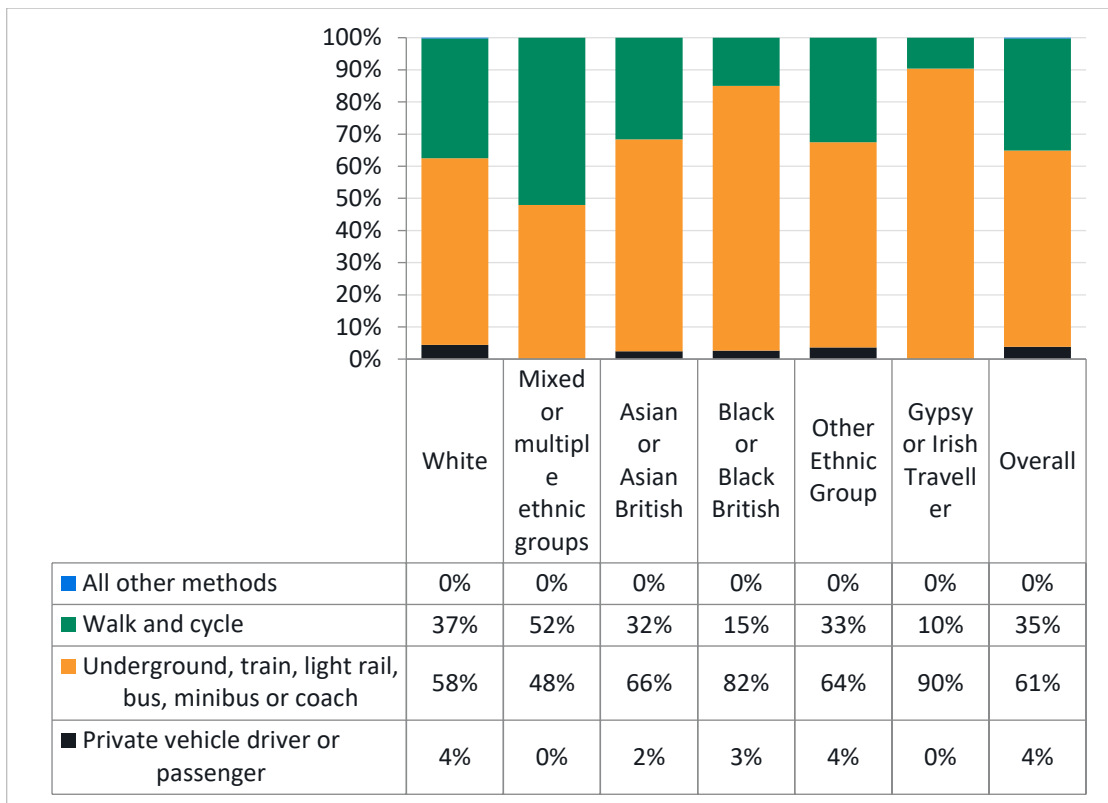
Figure 5.14: Study area and City of London ethnicity compared to London



Source: Census 2021

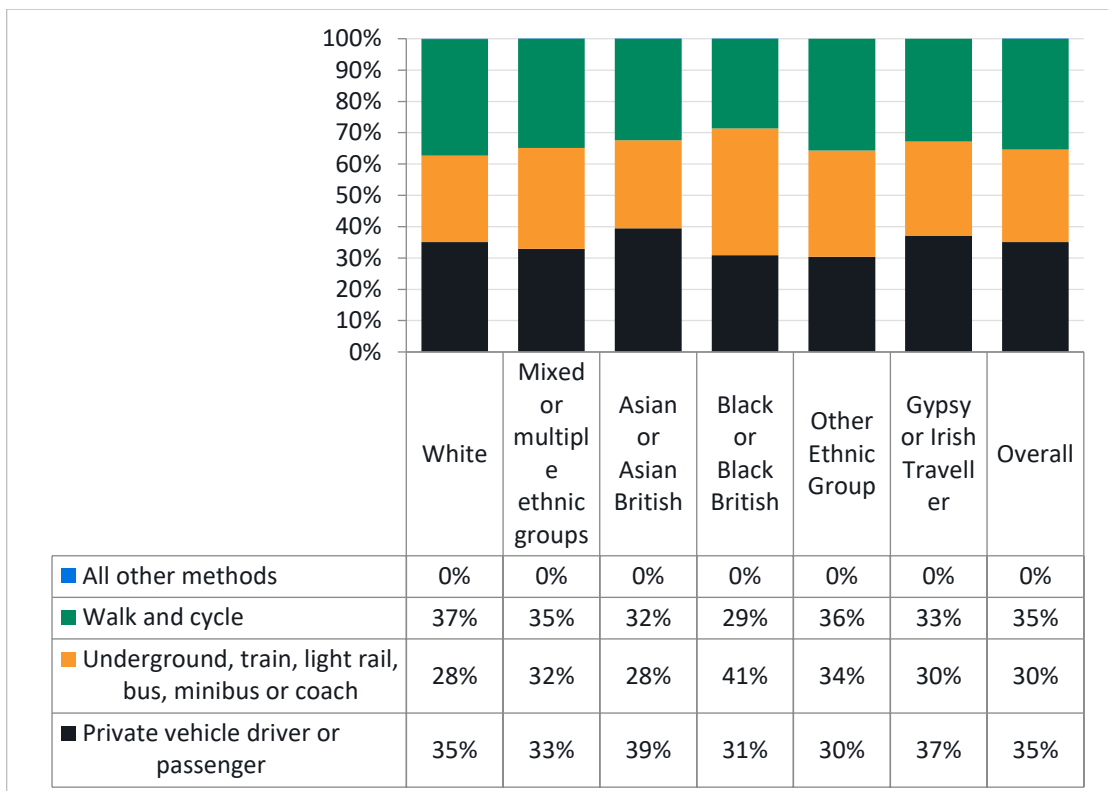
- 1.7 Based on average travel modes to the CoL from the 2019/20 LTDS data, Other Ethnic Groups are more likely to use public buses (29 per cent). Other Ethnic Groups are also more likely to drive (6 per cent). White people are more likely to cycle (8 per cent). Mixed Multiple Ethnic groups are much more likely to walk (71 per cent), while Black or Black British people and Asian or Asian British people are much more likely to use the underground or other rail modes (94 per cent and 66 per cent, respectively). Again, it should be noted that these percentages may not be precise due to low sample sizes.
- 1.8 Overall, in the CoL, levels of car use are lower across all ethnicities compared to the London average (Figure 5.16), while levels of public transport use are higher. While ‘Asian or Asian British’ residents are most likely to use the car in London, this is not the case for City of London, where only 2 per cent say they use the car. ‘Black or Black British’ residents are most likely (41 per cent) to use public transport in London, and they are second most likely to (82 per cent) in City of London.

Figure 5.15: Mode share by ethnicity in City of London



Source: LTDS average 2019/20

Figure 5.16: Mode share by ethnicity in Greater London



Source: LTDS average 2019/20

Religion or belief

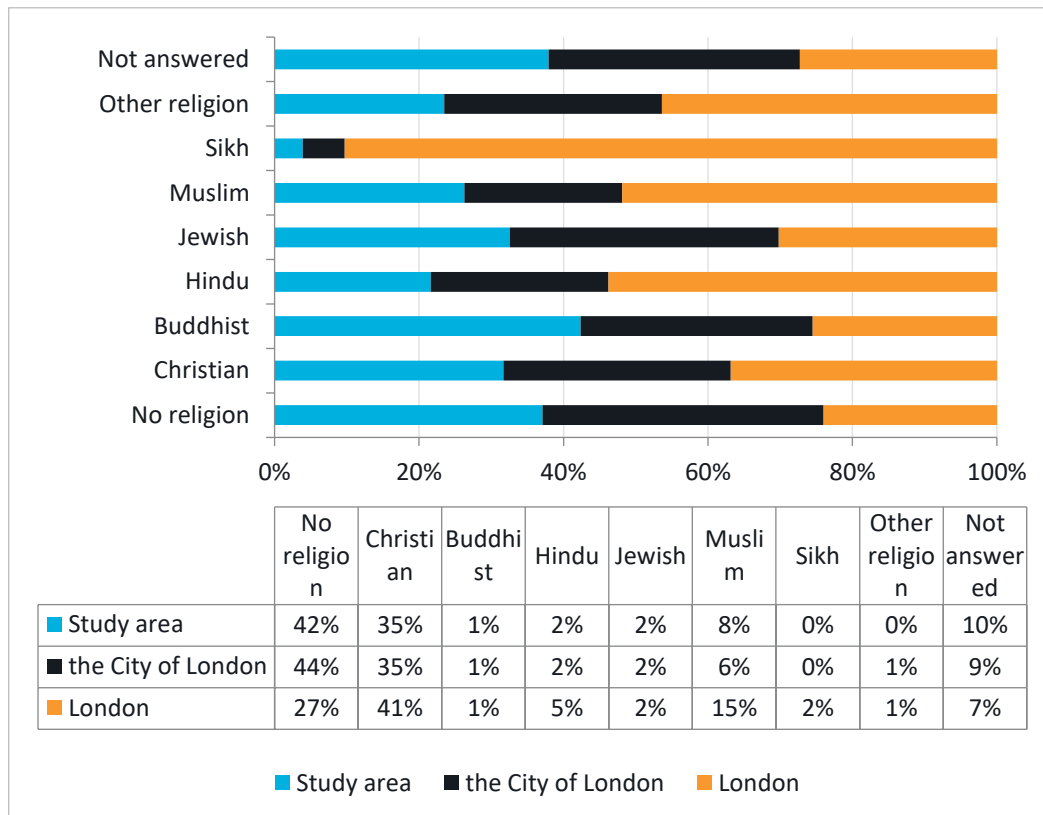
Definition according to the Equality Act 2010

1. Religion means any religion and a reference to religion includes a reference to a lack of religion.
2. Belief means any religious or philosophical belief and a reference to belief includes a reference to a lack of belief.
3. In relation to the protected characteristic of religion or belief:
 - a. a reference to a person who has a particular protected characteristic is a reference to a person of a particular religion or belief;
 - b. a reference to persons who share a protected characteristic is a reference to persons who are of the same religion or belief.

Baseline equalities data

- 5.27 Census 2021 data on religion in the study area, City of London, and Greater London is presented in Figure 5.17. Nearly half (43 per cent) of the population in the study area and in the CoL (44 per cent) selected 'no religion', compared to a substantially smaller proportion (27 per cent) in Greater London.
- 5.28 Over a third of residents (34 per cent) in the study area identified as Christian, compared to 41 per cent in Greater London. 3 per cent of residents in the study area identified as Muslim, compared to slightly more (6 per cent) in City of London. 4 per cent of the population in the study area identified as Hindu, with a slightly smaller proportion (2 per cent) in the CoL.

Figure 5.17: Religion composition in the study area, City of London, and Greater London



Source: Census 2021

Sex

Definition according to the Equality Act 2010

1. In relation to the protected characteristic of sex:
 - a. a reference to a person who has a particular protected characteristic is a reference to a man or to a woman;
 - b. a reference to persons who share a protected characteristic is a reference to persons of the same sex.

Baseline equalities data

5.29 **Figure 5.18** presents Census 2021 data for population by sex. In the study area, a greater proportion of residents identified as male, 52 per cent, than as female, 48 per cent. In the CoL there are also more males than females, with a greater difference in proportions. There is a more even split in Greater London, with a slightly higher proportion of females (51 per cent) than males (49 per cent).

Figure 5.18: Population breakdown by sex in the study area, City of London, and Greater London

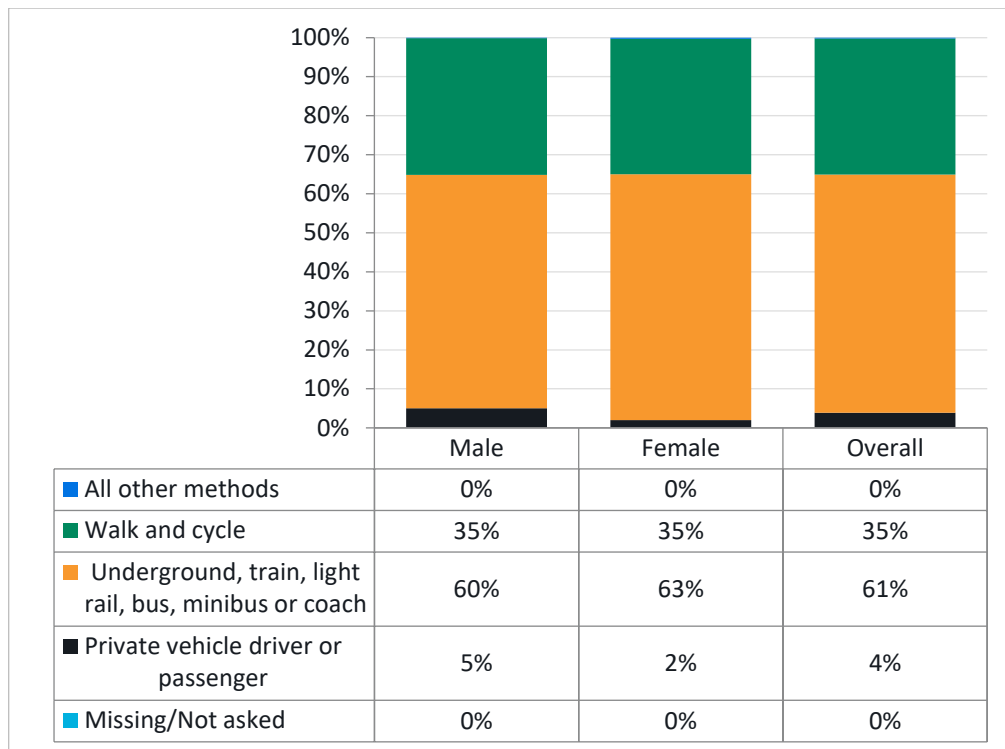


Source: Census 2021

5.30 **Figure 5.19** presents the mode share by sex in the CoL based on LTDS data. Males are more likely to use a car (5 per cent) than females (2 per cent), however males are less likely to use public transport (60 per cent) than females (63 per cent). The likelihood of using active travel modes, such as walking or cycling are even for both sexes.

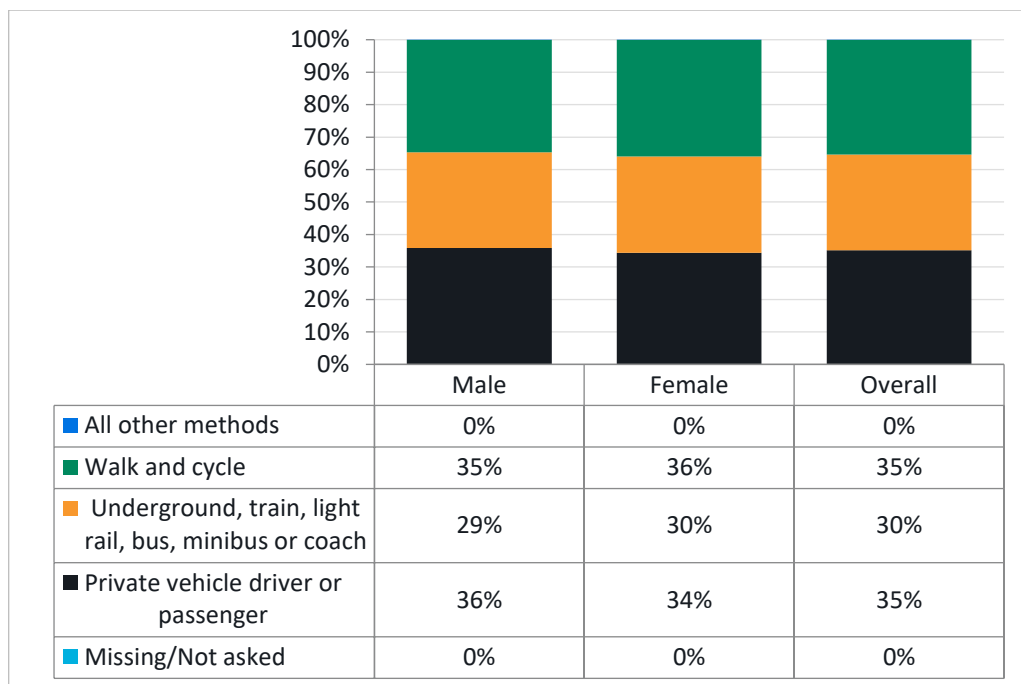
5.31 Compared to the CoL, overall, both males and females are more likely to use a car and less likely to use public transport in London (**Figure 5.20**). The likelihood of walking and cycling is also even for both sexes in London, and in very similar proportions to the CoL.

Figure 5.19: Mode share by sex in City of London



LTDS, 3-year average from LTDS (2017/18, 2018/19, 2019/20)

Figure 5.20: Mode share by sex in Greater London



Source: LTDS average 2019/20

- 5.32 Across Greater London, research undertaken by TfL⁷ shows that females are more likely to use buses than males (62 per cent compared to 56 per cent) but are less likely to use other types of transport including the Tube (38 per cent of females compared to 43 per cent of males).
- 5.33 Female travel needs can be more complex than males due to a range of factors; the increased likelihood of travelling with a buggy and/or shopping affects the travel choices females make, females are also more likely to be carers of children⁸, further affecting the transport choices they make. Female Londoners make more trips per weekday than male Londoners (2.5 trips compared to 2.3 trips). This pattern, however, is reversed amongst older adults, with older female Londoners making fewer weekday trips than older male Londoners (2.0 compared to 2.2).
- 5.34 Females aged 17 or over who are living in London are less likely than males to have a full driving licence (58 per cent compared to 72 per cent) or have access to a car (63 per cent compared to 66 per cent). These factors are likely to be related to the frequency of car use as a driver. Almost four in five (79 per cent) females in London report being able to ride a bike, compared to 91 per cent of males.

⁷ <https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

6 Impact assessment

6.1 **Table 6.1** summarises the potential positive and negative impacts of the TMO on people with one or more protected characteristic. These are assessed in further detail in this chapter.

Table 6.1: Summary of impact assessment

Potential impact(s)	Protected characteristic(s) impacted
Positive	
Road safety improvements	<ul style="list-style-type: none"> • Age • Disability • Pregnancy and maternity • Race • Religion or belief
Air quality improvements	<ul style="list-style-type: none"> • Age • Disability • Pregnancy and maternity
Improved walking environment	<ul style="list-style-type: none"> • Age • Disability • Pregnancy and maternity • Race • Religion or belief
Retaining essential motor vehicle access	<ul style="list-style-type: none"> • Age • Disability • Pregnancy and maternity
Negative	
Journey times for private cars and PHVs	<ul style="list-style-type: none"> • Age • Disability • Pregnancy and maternity

Potential positive impacts

Road safety improvements

- 6.2 Retaining the restriction to motorised vehicle traffic is likely to lead to a safer environment for those walking and cycling along the street. Analysis of link counts carried out during the ETO period evidences that there are reduced volumes of motor traffic during the Monday – Friday, 7am – 7pm restrictions, and that on weekdays, car usage increases after the 7pm restriction ends (see **Figure 7.1**, **Figure 7.2**).
- 6.3 As reduced motor vehicle traffic is associated with improved road safety, or perception of road safety, making the ETO permanent would embed a reduction in motor vehicle through-traffic, thereby delivering road safety benefits.

Protected characteristics impacted

- Age
- Disability
- Pregnancy and maternity
- Race
- Religion or belief

Summary of potential impacts

- 6.4 The permanent reduction in motor traffic on Chancery Lane is likely to reduce conflict between different road users overall. People aged 16-24 in the CoL are more likely to be seriously injured in road incidents than any other age group. In the UK, 15–19-year-olds experience almost double the risk of death from road traffic accidents (82.5 deaths per million population) in comparison to the general population. In addition, people aged under-16 are more likely to use active travel than any other age group. Therefore, the lower volumes of motor traffic are likely to benefit this age group through reducing the risk of conflict.
- 6.5 Improvements to road safety may also disproportionately benefit disabled people. In the CoL, 22 per cent of people with a long-term health problem/disability walk or cycle. 30 per cent of people with a mobility-related disability walk and/or cycle. Subsequently, improving the road network to enhance active travel will provide a positive impact for disabled people who walk and cycle, as restricting general through traffic can reduce the risk of conflict between road users.
- 6.6 Improvements to road safety through reducing vehicle through traffic may also disproportionately benefit pregnant women. Pregnant people may have reduced mobility and thus require longer times to cross the road. In addition, pedestrians travelling with prams who may require additional time to navigate kerbs when crossing the street. ‘Mixed or multiple ethnic groups’ may also benefit, as they are currently more likely to walk or cycle (52 per cent) more than any other ethnic group in the CoL.
- 6.7 Making the motorised vehicle traffic restriction permanent is likely to lead to a safer environment for those walking and cycling along the street to access nearby places of worship, including Solace of God Church and St Dunstan-in-the-West. Destinations such as this typically have local catchments, making them more likely to be within walking and cycling distance of regular attendees.

Air quality improvements

- 6.8 Retaining the restrictions to through traffic on Chancery Lane is likely to 'lock in' the improved air quality due to a reduction in emissions from motor vehicles.

Protected characteristics impacted

- Age
- Disability
- Pregnancy and maternity

- 6.9 Both younger and older age groups are disproportionately vulnerable to poor air quality and pollution. For older people, exposure to high levels of air pollution can lead to a range of long-term health problems, while young children may suffer from reduced lung development. Therefore, a reduction in emissions from non-zero emission vehicles is likely to benefit these age groups through cleaner air. Air quality improvements may disproportionately benefit disabled people who are particularly vulnerable to air pollution and/or those reporting stamina or breathing impairments⁹.

- 6.10 Improvements in air quality are likely to disproportionately benefit pregnant women. There is growing evidence showing that prenatal exposure to air pollution is associated with a number of adverse outcomes in pregnancy¹⁰. Polluted air is harmful for babies in the womb and can cause premature birth or low birth weight – both factors are associated with higher infant mortality. Furthermore, new-born babies, babies in prams and children are more vulnerable to breathing in polluted air than adults due to their airways being in development, and their breathing being more rapid than adults.

Improved walking environment

- 6.11 Through a permanent reduction in through traffic, people should find it easier to find a gap in traffic to cross the road at both formal and informal crossing points.

Protected characteristics impacted

- Age
- Disability
- Pregnancy/maternity
- Race
- Sex

- 6.12 This may disproportionately benefit some older and/or some disabled people who may require additional time to cross the road due to mobility impairments. Reducing through traffic is likely to improve the walking experience, reducing stress or anxiety associated with higher volumes of motor traffic. This benefit would also be extended to pregnant people and mothers with new-born children, as they may have reduced mobility due to pregnancy or travelling with prams, and thus require additional time to cross the road.

⁹ <https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution#how-air-pollution-harms-health>

¹⁰ https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_city_of_london.pdf

- 6.13 Furthermore, a reduction in motor traffic may provide additional comfort when making trips on foot particularly at peak hours when pedestrian volumes are at their highest and footways at their busiest. Spilling over onto the carriageway is easier to do when motor traffic volumes are relatively low. This could disproportionately benefit women, particularly due to higher number of trips they make daily compared to men, as well as their role in taking children to and from educational and recreational facilities¹¹. This benefit would be more likely to positively impact 'Mixed or multiple ethnic groups' who are currently more likely to walk or cycle (52 per cent) more than any other group in the CoL.

Retaining essential motor vehicle access

- 6.14 The TMO retains essential motor vehicle access to all buildings and properties on Chancery Lane. **It is acknowledged that the TMO will not directly enhance access, but it would guarantee that people who depend on cars or taxis wouldn't experience any drawbacks in accessing properties on Chancery Lane.**

Protected characteristics impacted

- Age
- Disability
- Pregnancy and maternity

- 6.15 Disabled people are likely to benefit from making this exemption permanent, as people with a long-term health problem or disability in the CoL are more likely to be a private vehicle driver or passenger than those who do not have a long-term health problem/disability. This is particularly pronounced for people with a disability related to mobility, as the private vehicle mode share for with a mobility-related disability in the CoL is 32 per cent. In addition, people aged 60 and over are more frequently private vehicle drivers and passengers (13 per cent) than other age groups. Making the ETO permanent through this TMO would ensure that these people do not experience any restrictions to access. The reduced volumes of other motor traffic may also create a quieter and more comfortable environment to enter/exit vehicles.
- 6.16 There is limited research related to mode of travel and pregnancy, however, pregnant women may also benefit from this exemption. This is because pregnant women may choose to make more trips via private vehicle due to physical or mental symptoms associated with pregnancy.
- 6.17 In addition, as licenced taxis are exempt from restrictions, taxis retain a more direct route through this part of the CoL. This would provide a positive impact for disabled people, who more likely to use a taxi. Transport for London's (TfL) EqIA evidence base for the Taxi (Black Cab) Fares and Tariffs Review 2022¹² outlined frequency of taxi use amongst disabled Londoners, Londoners who are wheelchair users, and non-disabled Londoners. Wheelchair users were found to be more likely to use a taxi at least once a week (6 per cent), than other disabled Londoners and non-disabled Londoners (both 3 per cent).

¹¹ [https://www.gov.uk/government/statistics/national-travel-survey-2021/national-travel-survey-2021-trips-by-purpose-age-and-sex#:~:text=In per cent202021 per cent2C per cent20males per cent20made per cent209,miles per cent20per per cent20person per cent20by per cent20females\).](https://www.gov.uk/government/statistics/national-travel-survey-2021/national-travel-survey-2021-trips-by-purpose-age-and-sex#:~:text=In per cent202021 per cent2C per cent20males per cent20made per cent209,miles per cent20per per cent20person per cent20by per cent20females).)

¹² [Appendix 4 EQIA evidence base.pdf \(tfl.gov.uk\)](#)

Potential negative impacts

Journey times for private cars and PHVs

6.18 While the TMO is likely to create a healthier street for residents and visitors, it won't reduce the extra travel time or distance for private cars and taxis compared to before the ETO. This is because drivers will need to use different routes to avoid Chancery Lane during the weekday (Monday-Friday, 7am-7pm) restrictions.

6.19 **It's important to note that the TMO likely won't make conditions worse for drivers - it will simply maintain the changes brought in by the ETO.** It should also be acknowledged that the change in journey time is unlikely to be substantial as alternative routes to head north are available within 100 metres of Chancery Lane.

Protected characteristics impacted

- Age
- Disability
- Pregnancy and maternity

6.20 Longer journey times can be uncomfortable for some older, and/or disabled people, for example, those who live with impairments associated with movement or joint pain that might be exacerbated by longer journeys. They can also be problematic for disabled people who live with anxiety, or those who require quick access to toilets.

6.21 Longer journey times can be uncomfortable for some pregnant people due to the physical and mental symptoms of pregnancy. Given the percentage of people that drive through the CoL, however, this is likely to be a very small number of people making this journey.

6.22 **While the TMO is unlikely to make conditions worse for these people, it would 'lock in' any negative effects caused directly by the ETO.**

7 Summary

- 7.1 The introduction of the TMO would build upon the positive effects already seen with the ETO. These benefits include a reduction in the amount of traffic travelling through the area, which in turn improves road safety and air quality. This is likely to be especially advantageous for certain groups - such as disabled people, pregnant women, and older and younger residents – who can be more acutely impacted by these issues.
- 7.2 In weighing the pros and cons, the positive impacts introduced by the TMO are considered to outweigh any potential drawbacks. While it's recognised that the TMO 'locks in' the extend journey times for those travelling by private car or private hire vehicle (PHV) compared to before the ETO, it's important to take into consideration that private vehicle usage within the CoL is generally low, and that travel times by car are unlikely to have been significantly affected due to the availability of alternative routes in the immediate vicinity of Chancery Lane.

Appendix A – Traffic Count Analysis

Background

- 7.3 Manual Classified Counts (MCC) were undertaken for three 24-hour periods in November 2023 (Wednesday 22nd, Thursday 23rd, Saturday 25th and November). The counts do not include pedestrian counts.
- 7.4 The arms of Chancery Lane that were studied were:
- Northbound: Cursitor Street to Southampton Buildings
 - Southbound: Southampton Buildings to Cursitor Street

Analysis

Northbound

Traffic composition

- 7.5 Taxis were the highest proportion of northbound road users on weekdays. In comparison, cars were the highest proportion of northbound road users on the Saturday.
- A higher proportion of taxis were recorded on Wednesday (41.4 per cent) and Thursday (39.2 per cent) in comparison to the proportion recorded on Saturday (24.6 per cent).
 - Higher car usage recorded on Saturday (61.5 per cent, in comparison with 22.5 per cent and 25.6 per cent on Wednesday and Thursday respectively)
- 7.6 The count also recorded higher northbound cycle usage on Wednesday and Thursday (approximately 20 and 21 per cent respectively), in comparison to approximately 5 per cent on the Saturday. The scale of this change is likely due to more commuters cycling to work during weekdays, in comparison to the weekend.

Time of day

- 7.7 The count showed that, on Wednesday and Thursday, the total number of vehicles peaked around 19:00. The Saturday recorded a first peak of vehicles at 14:00, with a secondary peak at approximately 19:30 (see **Figure 7.1**).
- 7.8 Car usage peaks around 7 – 7.30pm across all days, indicating that 7am – 7pm restriction is working to reduce through traffic during the day (see **Figure 7.2**). In contrast, taxi usage remained more consistent across the day (see **Figure 7.3**). These results suggest that, under the current ETO, people are still using taxis to travel via Chancery Lane. Retaining this restriction would have positive benefits for people who disproportionately rely on taxis for essential mobility.

Figure 7.1: Total vehicles recorded throughout the day (northbound arm)

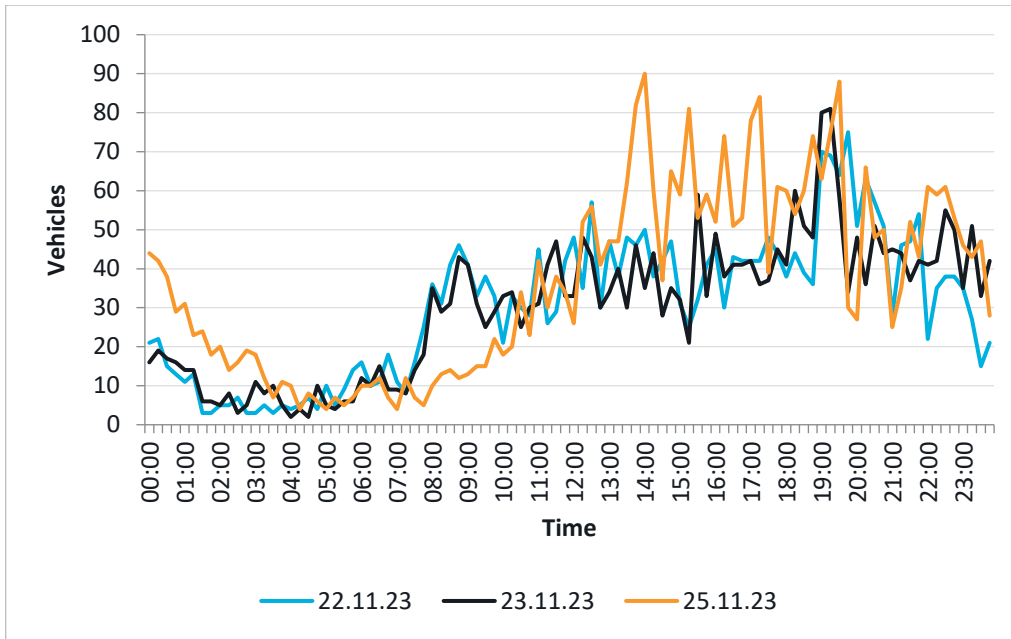


Figure 7.2: Cars recorded throughout the day (northbound arm)

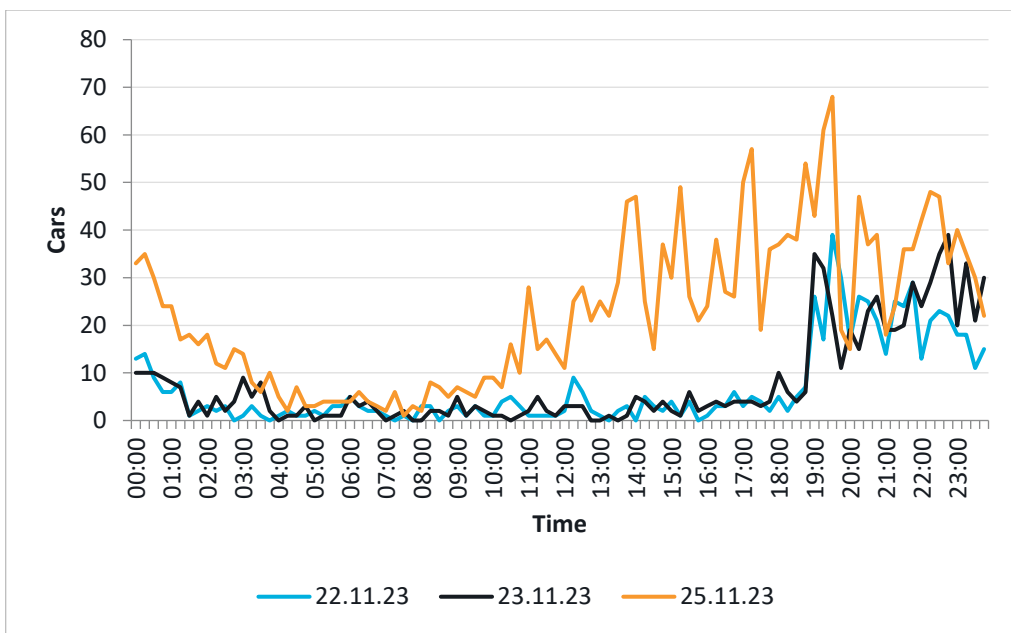
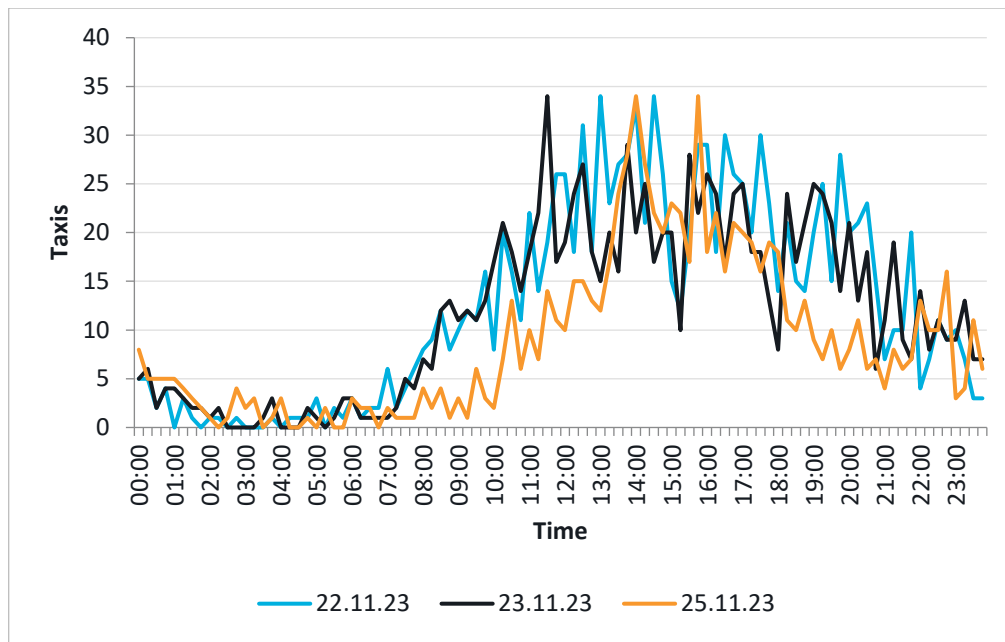


Figure 7.3: Taxis recorded throughout the day (northbound arm)

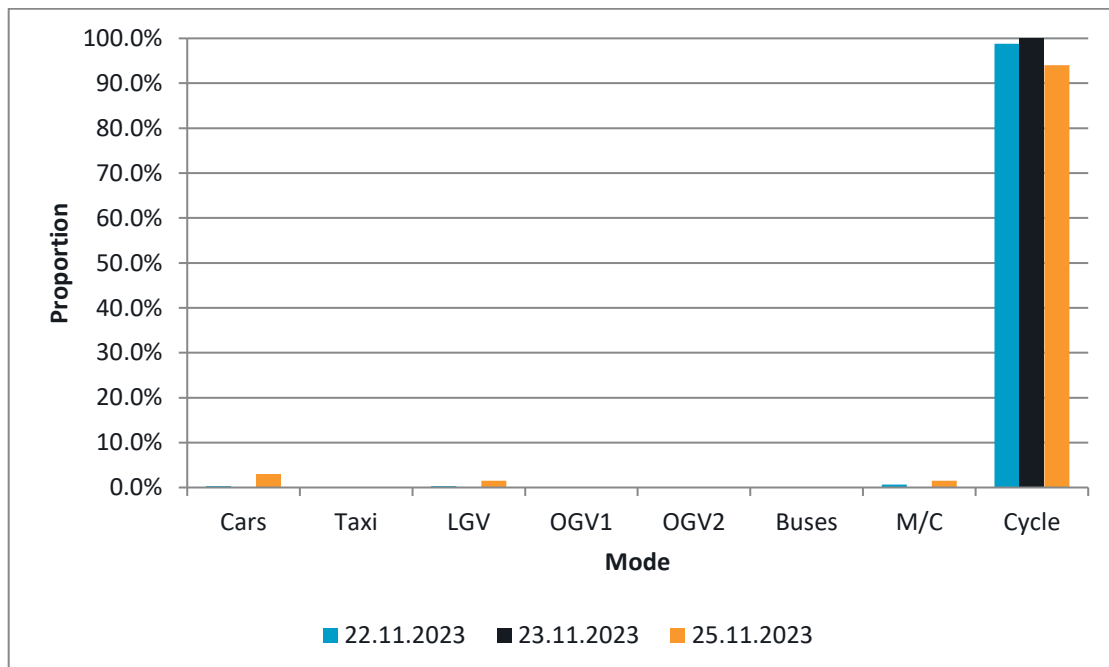


Southbound

Traffic composition

7.9 Cyclists formed the highest proportion of southbound road users. 94 per cent was the lowest proportion recorded (Saturday).

Figure 7.4: Road users (southbound)



7.10 There was a higher car usage recorded on Saturday (3 per cent versus 0.3, and 0 per cent on Wednesday and Thursday respectively). To note, Saturday recorded only 67 vehicles, with 4 vehicles recorded that were not cycles. These included:

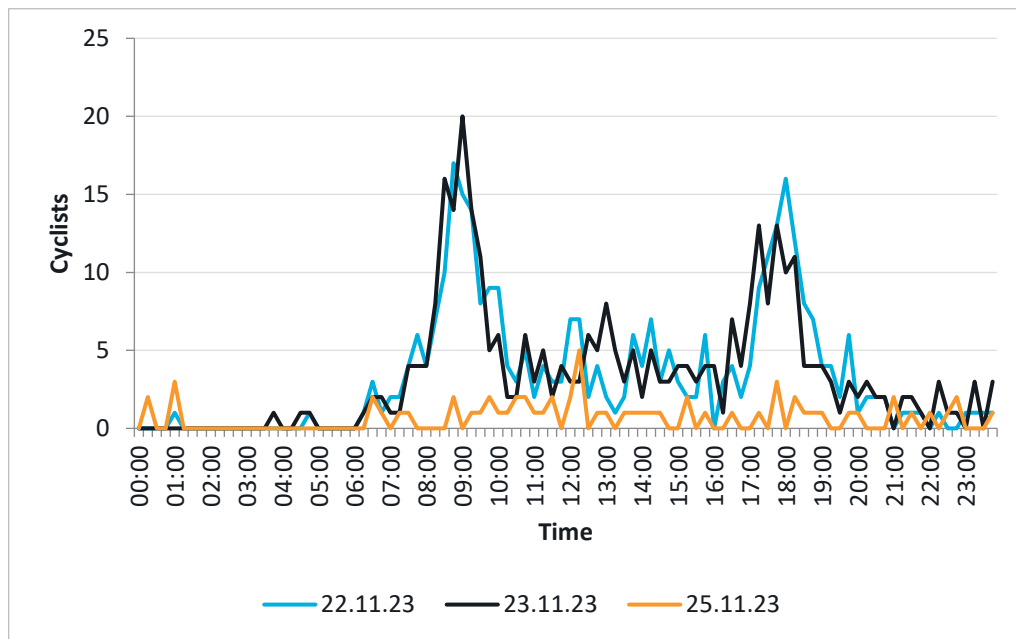
- One LGV
- Two cars
- One motorcycle.

7.11 This small proportion of motor vehicles suggests a small amount of road user error/non-compliance from not following the existing one-way system.

Time of day

7.12 On the weekdays, the number of cyclists peaked between 08:00 – 09:00, with a secondary peak at 18:00. The pattern and volume of cyclists across the Wednesday and Thursday is relatively similar, which likely due to regular commuters travelling via this route and mode. A comparatively low level of cyclists was recorded on the Saturday count, with numbers of cyclists peaking around 12:00.

Figure 7.5: Cyclists recorded, by time of day (southbound arm)



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18th April 2024

Agenda Item 6

<p>Committees: Streets and Walkways Sub Committee – for decision</p> <p>Planning and Transportation Committee – for decision</p> <p>Projects and Procurement Sub Committee - for information</p>	<p>Dates: 14 May 2024</p> <p>16 May 2024</p> <p>10 June 2024</p>
<p>Subject: Liverpool Street Area Healthy Streets Plan</p> <p>Unique Project Identifier: PV ID</p>	<p>Gateway 5: Light/ Authority to start work.</p>
<p>Report of: Interim Executive Director Environment</p> <p>Report Author: Maria Herrera, Transport and Public Realm, City Operations</p>	<p>For Decision</p>
<p>PUBLIC</p>	

<p>1. Status Update</p>	<p>Project Description: The Liverpool Street Area Healthy Streets Plan (HSP) provides a framework for improvements to the streets and public realm in the area. The proposals reflect the opportunities arising from development and feedback from the public consultation exercise.</p> <p>RAG Status: Green as at last report to Committee.</p> <p>Risk Status: Low as at last report to Committee.</p> <p>Total Estimated Cost of Project (excluding risk): £15,000</p> <p>Change in Total Estimated Cost of Project (excluding risk): No change.</p> <p>Spend to Date: £15,000 on fees to undertake the public consultation exercise.</p> <p>Costed Risk Provision Utilised: None</p> <p>Slippage: NA</p>
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<p>2. Requested decisions</p>	<p>Next Steps:</p> <ul style="list-style-type: none"> • Finalise maps and PDF version of Healthy Streets plan and publish on the City Corporation website. • Establish a Liverpool Street Area programme to coordinate project delivery, including existing projects and relevant s278 projects. • Bid for funding as required for priority projects. • Use the Healthy Streets Plan to inform pre-application discussions with developers and to establish the scope of the s278 for developments. <p>Requested Decisions:</p> <ol style="list-style-type: none"> 1. That the Liverpool Street Area Healthy Streets Plan in Appendix 1 is adopted.
<p>3. Budget</p>	<p>A total of £15,000 of fees were allocated to this project to undertake the public consultation exercise. This included the online consultation platform, distribution of leaflets, and gathering of feedback.</p> <p>Staff costs were not applied to this project.</p>

4. Design summary

Project Update

4.1 The Liverpool Street area is a dynamic part of the City of London, home to one of London's busiest transport hubs and increasingly a destination for leisure as well as work.

4.2 The area covered by this Healthy Streets plan is bounded by Bishopsgate at the east, Moorgate at the west, London Wall- Wormwood Street at the south, and the City of London boundary with the London Borough of Islington and Hackney at northern edge.

4.3 The Healthy Streets plan has been updated to reflect the feedback from the public consultation and in response to future developments in the local area. The updated Liverpool Street Healthy Streets Plan is attached in Appendix 1 (Track changes have been included in order to make the post-consultation changes more legible).

4.4 The Healthy Streets Plan sets out an integrated approach to improving the public realm and managing traffic to support delivery of the following Transport Strategy outcomes:

4.5 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.

4.6 The proposals will also support delivery of the City Corporation's Climate Action Strategy and the Destination City initiative. A delivery plan is included in Appendix 2. Delivery of the plan will be subject to funding and the usual project processes and approvals.

4.7 A variety of funding sources will be used to for the delivery of the plan including:

- Section 106 developer contributions
- Remaining budget for Liverpool Street Crossrail integration

- Community Infrastructure Levy (subject to a bidding process)
- Section 278 developer contributions
- On Street Parking Reserve (OSPR) (subject to a bidding process)
- Local BIDs (Culture Mile and EC BID)
- Other external funding sources, including TfL.
- City of London Climate Action Strategy

Public Consultation

4.8 A public consultation was carried out over a nine-week period in between October and December 2023. The consultation was undertaken via an outline consultation platform (Commonplace) which has been used for similar projects. In addition, letters were distributed to occupiers in the local area, and meetings were held with key stakeholders, local occupiers, and Ward Members.

4.9 The consultation was open to anyone (group or individual) and whether a resident, business owner, worker, or visitor, with an interest in the area. It was designed to gain an understanding of public opinion on the proposals. The feedback from the consultation will help to inform the priorities and identify further changes that users might like to see in the area.

4.10 The consultation portal provided an overview on the proposals which included the following measures:

- Pedestrian priority improvements: giving more priority to people walking and wheeling and improving their safety and accessibility.
- Public realm improvements: to make streets and spaces more attractive, comfortable, and enjoyable to spend time in.
- Cycling improvements: to improve the comfort and safety for people cycling.
- Kerbside loading: to assess where more space for walking and cycling could be considered.

4.11 The consultation portal received 103 responses. There were additional emails and letters which were also received from stakeholders. Overall, there was an even split between visitors, workers and commuters who provided a response to the consultation. Most people selected walking as their preferred transport mode throughout the area, with the second largest preference being cycling, and buses.

	<p>4.12 A summary of the consultation responses outcomes is provided below. The full consultation report is included in Appendix 2.</p> <p>4.13 Across all four themes, a large majority of consultation participants gave positive feedback on the proposals with:</p> <ul style="list-style-type: none"> • 91% positive feedback on proposed public realm improvements • 82% positive feedback on proposed cycling improvements • 75% positive feedback on proposals for kerbside activity • 74% positive feedback on pedestrian priority proposals. <p>Comments were focused on the improvements to the walking and cycling experience, improving safety, encouraging active and sustainable travel.</p> <p>4.14 Negative feedback related to the potential impact on bus journeys and taxi drop off points, as well as congestion of streets and servicing requirements.</p> <p>4.15 At this stage, the proposed projects will establish a framework to help inform a funding strategy for the key projects in the area and timescales. Individual projects will be subject to a detailed design stage, with further public consultation to gather feedback and respond to local needs.</p> <p>4.16 Comments were also provided which related to third party infrastructure including the bus station next to Liverpool Street Station.</p> <p>4.17 Comments were provided regarding the opportunities for Old Broad Street and its relevance in terms of a key pedestrian route. The HSP plan includes the section of Old Broad Street which is north of London Wall. However, any proposed changes to the street would be evaluated strategically, to ensure improvements are coordinated.</p>
<p>5. Delivery team</p>	<p>5.1 The work to date has been produced in-house by officers in the Transport and Public Realm Projects team and Planning. The delivery plan will be led by the Transport and Public Realm Projects team. Individual projects will include a project team comprising Street Space Planning, City Gardens and Highways sections, supported by external consultants when required.</p>

6. Programme and key dates	Task- next steps	Date 2024
	Finalise maps and PDF version of Healthy Streets plan. Publish on City Corporation website.	July
	Establish Liverpool Street Area Programme	July-September
7. Risks	7.1 As this report is for the adoption of the Healthy Streets Plan, the identification of Risks and a Risk Register are not required.	
8. Success criteria	8.1 Key measures of success: <ul style="list-style-type: none"> • To identify opportunities to improve safety and comfort for people walking, wheeling and cycling. • To identify opportunities to improve the streetscape and introduce greenery. • To establish a framework to develop a programme of work to coordinate projects in the area. • To establish key priority projects for the Liverpool Street Area. • To inform the consideration for highway and public realm improvements in new development proposals. 	
9. Progress reporting	9.1 An annual programme report will be submitted to committees, and individual project will be progressed as per CoL project procedure and gateway approval process.	

Appendices

Appendix 1	Healthy Streets Plan with track changes
Appendix 2	Consultation report
Appendix 3	Delivery plan

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Liverpool Street Area Healthy Streets Plan



Blomfield Street.

Liverpool Area Healthy Streets Plan

April 2024

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1. Introduction

This Healthy Streets Plan for the Liverpool Street area sets out an integrated approach to improving the public realm and managing traffic to support delivery of the following City of London 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.

The Plan also supports delivery of the City Corporation's City Plan 2040, Climate Action Strategy and Destination City initiative. The proposals will transform the quality of streets and public spaces across the Liverpool Street area. They will create a vibrant urban district that is a great place to work and a thriving leisure destination, including at nighttime and weekends.

The area covered by the plan incorporates the Liverpool Street Key Area of Change, as set out in the City Plan 2040, and responds to the significant development underway and planned in the area. These developments present opportunities to improve the interchange between rail and other modes of travel; create new walking routes which would better integrate the station into the wider network of streets and spaces; enhance the quality of the public realm and improve walking connections towards the City Cluster, Spitalfields and Moorgate areas.

This framework also aligns with ongoing investment to better integrate Broadgate with the surrounding area and improve the quality of public spaces within the neighborhood.

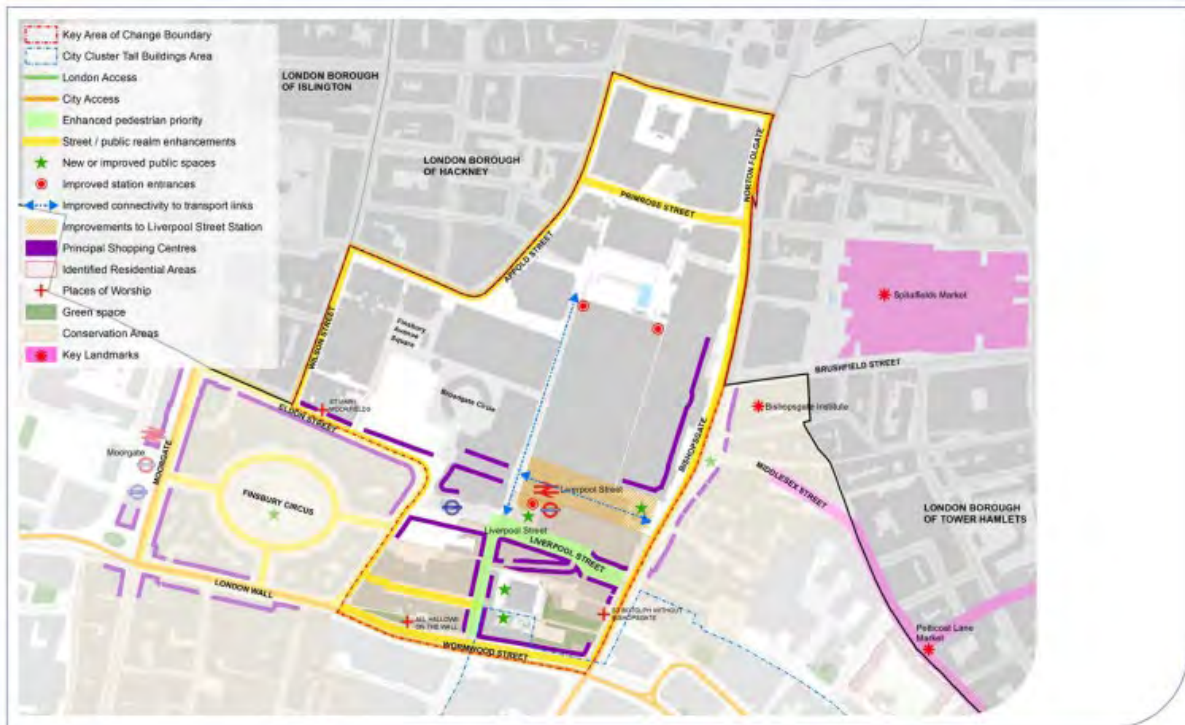


Figure 1. Liverpool Street Spatial priorities, Key Area of Change, City Plan 2040

2. The Healthy Streets Approach

The Healthy Streets Approach is a human-centered framework for embedding public health in transport, public realm, and planning. The Approach is based on 10 evidence-based Healthy Streets Indicators that capture the elements that are essential for making streets attractive and accessible places to walk, cycle and spend time, and for supporting social and economic activity.



The Healthy Streets Approach will be applied across the street network with the aim of making all streets accessible, engaging, and safe places for people to walk, cycle and spend time. Although the approach to achieving this may vary depending on the type of street and local context.

3. The Liverpool Street Area

The Liverpool Street area is a dynamic part of the City of London, home to one of London's busiest transport hubs and increasingly a destination for leisure as well as work. The area is experiencing a period of transformational change. This includes the arrival of the Elizabeth Line and associated new station entrances, public realm improvements in Broadgate and developments that are either under construction or planned.

The area is busy throughout the day, into the evening and at the weekend, acting as the gateway for visitors to local destinations such as Petticoat Lane, Spitalfields and Brick Lane markets and Broadgate.

New developments, a changing leisure and retail offer further increase the existing need to provide more space for people walking and address crowding on streets such as Bishopsgate and Old Board Street. There is a need to improve walking and cycling facilities both east-west through the area and to the north, connecting with Shoreditch, and to the south to the rest of the City, including the City Cluster.



[Figure 2 – Liverpool Street Healthy Streets Plan Area]

The area covered by this plan is bounded by Moorgate, London Wall/Wormwood Street, Bishopsgate and the City of London boundary with the London Boroughs of Islington and Hackney. Moorgate, London Wall/Wormwood Street and Bishopsgate are defined in the City of London Transport Strategy as City access streets. These are streets that are intended to be used by motor vehicles travelling around but not through the Square Mile or to destinations that are immediately adjacent. They are also key routes for people walking, cycling, and using buses.

All other streets within the Liverpool Street area boundary are classified as Local access streets. These are streets primarily used for the first or final part of a journey, providing

access for motor vehicles to properties. The Healthy Streets Plan also considers the potential for new spaces and walking routes that may be delivered as part of developments.

4. Improving the interchange experience at Liverpool Street Station

Liverpool Street station is one of the busiest in London and the UK. A key focus for street improvements in the area will be to improve the experience of travelling to and from the station and changing between different modes of transport. We will take the following approach to ensuring everyone can enjoy easy, accessible, and convenient access to rail, Underground and Elizabeth Line services at Liverpool Street Station:

- **Walking:** Walking is the main way that people travel to and from the station and within the Liverpool Street area and will be prioritised. More space for walking will be provided by widening pavements and where possible, restricting traffic on some streets. Opportunities for developments to provide new walking routes that give people more choices and help reduce crowding on surrounding streets will be explored. This includes the potential for improved north-south and east-west walking connections through and around Liverpool Street Station and through the Metropolitan arcade.
- **Bus:** The existing location of bus stops and the bus station will remain largely as they are, at least in the medium-term, and no significant changes in bus provision are envisaged as part of this plan. The bus station is expected to be improved and opportunities for interim improvements will be explored. This will include improving walking routes in and around the bus station, in addition to seeking to improve the general user experience, through the provision of seating, signage and easier access. Requirements for a bus station in this location will be kept under review and in the longer-term there may be opportunities to relocate these stops.
- **Cycling:** A safer environment for people cycling will be provided by reducing through traffic on some streets where possible, exploring the potential to provide dedicated space for cycling on London Wall and Moorgate and improving junctions. Contra-flow cycling on one-way streets will maximise the choice of routes. Cycle parking, including enhanced facilities within the station in the form of a prominent and visible cycle hub.

- **Cycle and scooter hire:** Cycle and scooter hire parking locations, including Santander Cycle Hire docks, will be distributed throughout the area. Locations will be chosen to minimise the impact on people walking and opportunities to improve the public realm.
- **Taxi:** Reviewing the size, management, and location of the current taxi rank on Liverpool Street will ensure provision for disabled taxi passengers while supporting efforts to prioritise people walking and improve the public realm.
- **Private hire:** Private hire vehicles will need the opportunity to pick up and drop off in the area and near to the station, but arrangements may need to be formalised and access to some streets restricted.

5. Proposals

This section sets out the potential improvements that we will seek to deliver, and, where necessary, the changes to traffic movement, parking and loading that might be required to deliver these improvements. We will work with TfL, neighbouring boroughs, and other stakeholders and partners to develop and deliver these changes. Individual projects will be subject to feasibility, detailed design and consultation and City Corporation and statutory approval processes.



[Figure 3 - The Liverpool Street Area proposed improvements – framework plan]

5.1. Bishopsgate

Working in partnership with TfL we will explore the potential to:

- Improve the walking experience, ease of crossing and pedestrian comfort levels by widening pavements and crossings. Aim for a minimum of B+ pedestrian comfort levels for pavements and crossings based on current and future demand.

- Improve the cycling experience by reducing traffic through timed restrictions (subject to the outcome of TfL's ongoing experimental scheme). The need to widen pavements means it is unlikely that protected space for cycling can be provided. Increase provision of cycle parking near shops and restaurants.
- Review Wormwood Street and Camomile Street junction to improve the safety, comfort and convenience for people walking and cycling, including exploring the potential for a diagonal crossing.
- Retain and improve existing bus stops. Bus priority and journey time improvements will be achieved through traffic reduction rather than bus lanes.
- Provide a taxi rank and/or feeder rank on Bishopsgate and opportunities to formalise private hire and taxi pick up and drop off close to the station.
- Deliver public realm and streetscape enhancements, including reducing street clutter and exploring opportunities for seating, greening and tree planting. There is potential for significant public realm enhancements on the eastern side of Bishopsgate between New Street and Brushfield Street.

5.2. London Wall and Wormwood Street

- Explore opportunities for pavement widening to achieve a minimum pedestrian comfort level of B+, based on current and future demand, and provide space for seating, greening, tree planting, cycle parking and dockless cycle and scooter bays.
- Explore the potential to improve the cycling experience and safety by introducing protected space for people cycling and increase cycle parking provision.
- Explore opportunities to improve crossings at the Old Broad Street and Blomfield Street junctions to enhance safety, comfort, and convenience for people walking and cycling, including diagonal crossings at Old Broad Street.
- Explore the potential to introduce bus priority measures, including on the approach to Bishopsgate on the Old Broad Street and Blomfield Street junctions
- Explore the potential for public realm enhancements, including tree planting and removing redundant street clutter.
- Review street lighting to focus on lighting pavements rather than carriageway and explore potential to remove the central reservation.

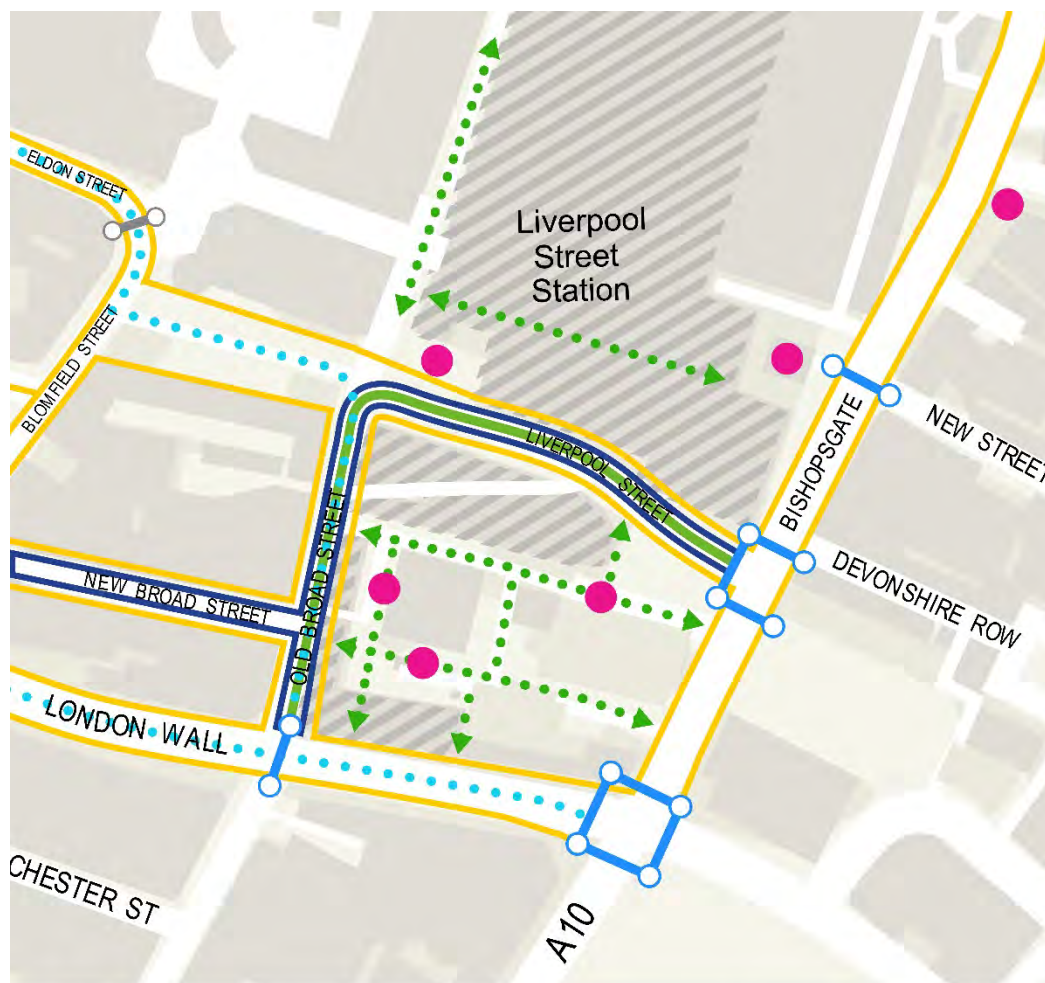
5.3. Moorgate

- Explore the potential to provide more space for walking by widening the pavement on the western side of Moorgate.
- With the City of London Police review requirements for the check point facilities on Moorgate to support improvements for people walking and cycling.

- Explore the potential for mandatory cycle lanes with light protection using wands and for additional cycle parking.
- Review Moorgate/London Wall and Ropemaker Street/South Place junctions with a view to improve safety, comfort and convenience for people walking and cycling, including diagonal crossings.
- Seek to provide a new informal crossing to connect with Finsbury Circus Western Arm.
- Explore opportunities to improve Moorgate and London Wall junction for people walking and cycling and the potential to provide a left turn for southbound traffic at London Wall.
- Explore the potential for public realm enhancements, including seating and reducing street clutter.

5.4. Liverpool Street

- Explore the potential to increase the area of pedestrian priority between the Liverpool Street Station and Metropolitan Arcade, retaining two-way access for cycling and allowing limited one-way eastbound access for vehicles.
- Explore the potential for wider, more ambitious pedestrian priority on Liverpool Street, subject to the final approach to providing a station taxi rank. Review the location and management of the taxi rank.
- Explore the potential for a raised carriage way on the junction with Bishopsgate to give more priority to people walking, improve accessibility and slow down turning traffic.
- Review parking requirements and explore the relocation of doctor's parking bays.
- Review the loading requirements of existing occupiers, formalise arrangements and restrict hours if on-street loading is required. Explore the potential for a coordinated approach to managing both deliveries and pick up of takeaway food.
- Maximise opportunities to transform the quality of the public realm including exploring the potential for:
 - Raising the carriageway to footway level and integrating any retained taxi ranks or loading facilities.
 - Reducing level of cycle parking within the public realm and replacement with alternative parking available in the station and the surrounding area.
 - Providing opportunities for seating and for spill out space along the north and south edges of the street.
 - Decluttering the street by consolidating and removing redundant street furniture.
 - Increasing greening and tree planting.



Key	
	City of London boundary
	Enhanced pedestrian priority
	Streets with existing filters to vehicles or time restricted access
	Streets with public realm enhancements <small>(including, new paving, carriageway surfacing, tree planting, greening to meet healthy streets indicators)</small>
	Streets with public realm works linked to approved planning applications
	New or improved public spaces
	Existing pedestrian crossings
	Enhanced pedestrian crossings
	New/Improved walking routes
	Enhanced cycle infrastructure outlined in the transport strategy
	Potential future development sites

5.5. Old Broad Street (north of London Wall)

- Explore the potential to improve the walking experience by widening pavements and install a raised crossing at New Broad Street. Ensure side street and loading bay entrances are raised and fully accessible.
- Explore opportunities to modify existing timed access restrictions, potentially limited to buses, cycles and access to off-street premises only.

- Consider formalising loading arrangements with timed restrictions and loading bays set into the pavement to maximise space for people walking when not in use.
- Use new developments as an opportunity to provide more space and increase the choice of routes for people walking, including potentially setting background floor building lines, and for introducing greening and tree planting on the Old Broad Street frontage and to seek to achieve a minimum pedestrian comfort level of B+.
- Explore the opportunity to enhance the walking route between Moorgate, Finsbury Circus and through St Botolph's Churchyard.

5.6. Sun St Passage

- Explore opportunities to enhance Sun Street Passage including the potential for step-free access, providing more space for people walking north/south and improved lighting.,
- In partnership with TfL and Network Rail explore opportunities to improve the bus station and, in the long0term, potentially relocate some or all of the functions to enable the space to be repurposed. .

5.7. Blomfield and Eldon Street

In addition to recent and planned improvements explore the potential to:

- Introduce contra-flow cycling.
- Provide a limited taxi rank near the Elizabeth Line entrance.
- Widen pavements.
- Provide seating, greening and tree planting.
- Increase cycle parking.
- Raise side street entrances and loading bay entrances.

5.8. Primrose Street

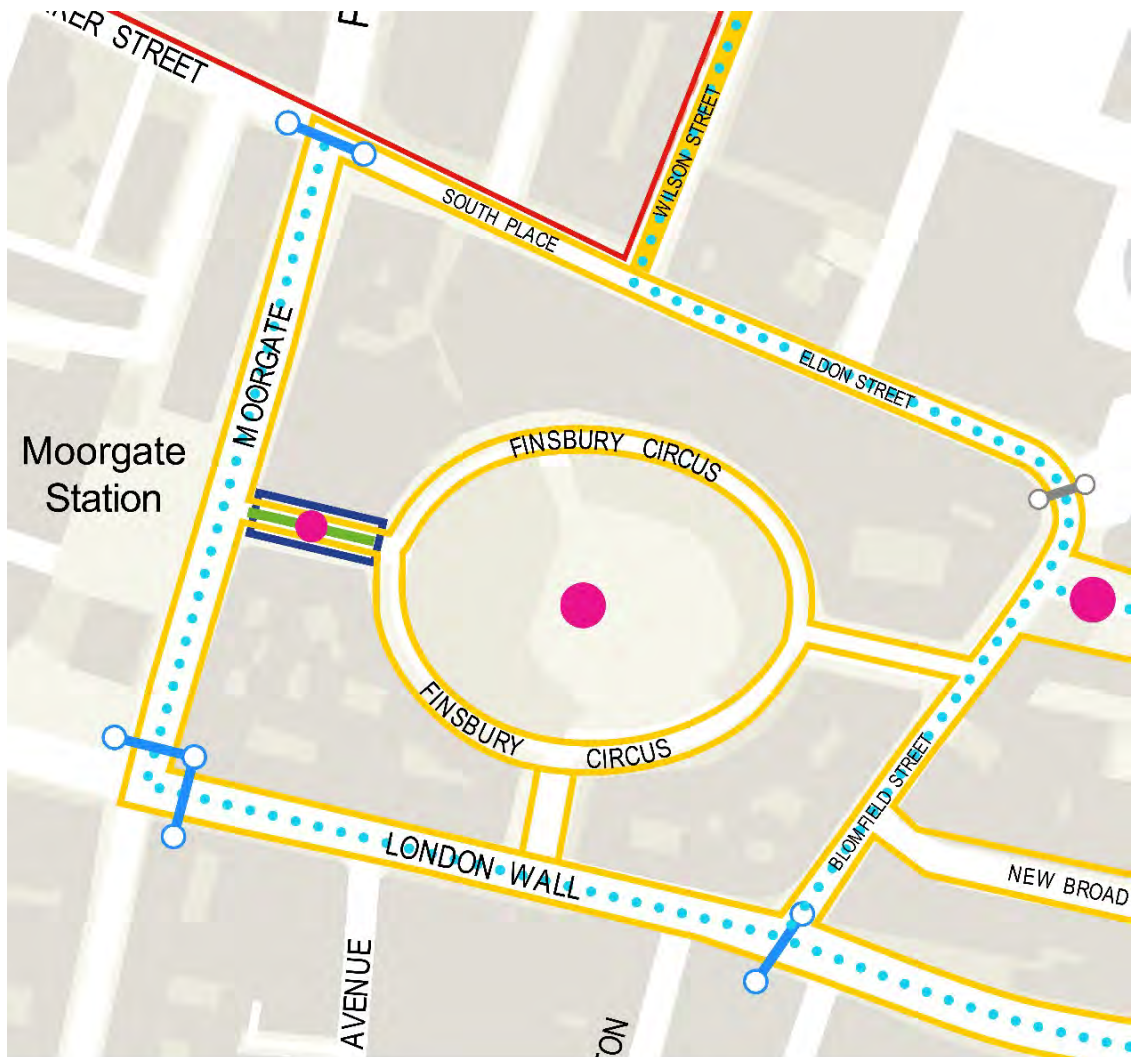
- Explore opportunities for public realm enhancements, including greening and seating.
- Explore opportunities for additional cycle parking, and dockless cycle and scooter bays.

5.9. Finsbury Circus

The City of London Corporation is delivering improvements to the Finsbury Circus Gardens which seek to retain its character while revitalising and enriching planting. To complement these improvements, we will explore the potential to:

- Create new and improved public realm around entrances to the gardens and provide accessible crossings points to access these.
- Reduce and break up car and motorcycle parking around the gardens with greening and seating, reallocate some bays to cycle parking and dockless cycle and scooter bays.
- Relandscape the western arm, introducing climate resilience measures, seating, and planting.
- Improve the public realm on the eastern arm of Finsbury Circus and provide a space for cycle parking and dockless/scooter cycle bays.





Key

- City of London boundary
- Enhanced pedestrian priority
- Streets with existing filters to vehicles or time restricted access
- Streets with public realm enhancements
(including, new paving, carriageway surfacing, tree planting, greening to meet healthy streets indicators)
- Streets with public realm works linked to approved planning applications
- New or improved public spaces
-  Existing pedestrian crossings
-  Enhanced pedestrian crossings
- New/Improved walking routes
- Enhanced cycle infrastructure outlined in the transport strategy

5.10. St Botolph's Churchyard

Explore the potential to:

- Improve the walking route between Bishopsgate and Old Broad Street, in particular significantly enhancing the entrances to the Church gardens.
- Develop a lighting strategy for the site, working with the Church and other stakeholders to help manage antisocial behaviour.
- Improve the quality of public spaces, enhance the setting of heritage assets including the Bathhouse and increase greening.

5.11. South Place (boundary street with LB Islington)

- Explore the opportunity to reconfigure the street layout and provide more space for walking and public realm enhancements, including seating, greening and tree planting, in consultation with the City of London Police regarding the check point facilities.
- Review parking and loading arrangements. Consider timed loading restrictions and loading bays set into the pavement to maximise space for people walking when not in use.
- Raise side street and loading bay entrances. Provide a raised junction and crossing point at Dominion Street.
- Explore the potential to provide a taxi rank.
- Increase cycle parking and provide dockless cycle and scooter bay.

5.12. Wilson Street Islington (boundary street with LB Islington)

- Explore potential to reallocate car parking spaces to provide space for pavement widening, seating, and greening, raised crossing points, cycle parking, and dockless bays.
- Explore making southern section one-way with contraflow cycling.

5.13. Sun Street, Appold Street and Worship Street (boundary street with LB Hackney)

- Explore opportunities for walking and public realm improvements beyond recent and planned changes including widening pavements, enhancing crossings and provision for seating, greening and tree planting.

- Explore opportunities for increasing cycling parking and dockless cycle and scooter bays, including potential reallocation of parking bays.

Liverpool Street Area Healthy Streets Plan: Report of Consultation Findings



Independently Compiled by
Commonplace for the
City of London Corporation



February 2024

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The Liverpool Street Area Healthy Streets Plan

About the Project

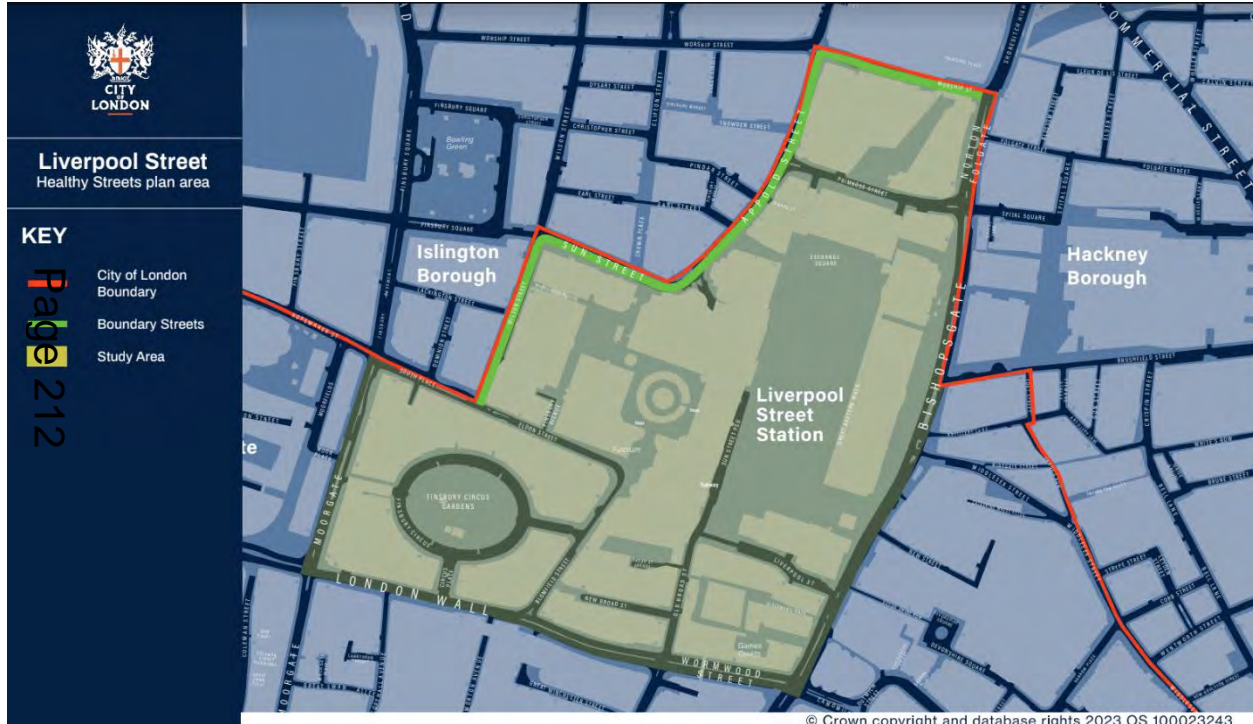
The City of London Corporation are producing a Healthy Streets Plan to provide a framework for improvements to the streets and spaces in the area around Liverpool Street station.

The aim is to make streets and public spaces more accessible, engaging and safer places for people to walk, cycle and spend time.

This Healthy Streets Plan for the area around Liverpool Street sets out an integrated approach to improving the public realm and managing traffic to support the delivery of many outcomes identified in:

- The City of London Transport Strategy.
- **The City Corporation's Climate Action Strategy and Destination City initiative.**
- The Liverpool Street Key Area of Change identified in the emerging Local Plan 2040.

Liverpool Street Healthy Streets Plan Area



Improving the Streets Around Liverpool Street Station

The plan considers opportunities for improvement to the streets around Liverpool Street station. Within this area, streets are primarily used for the first or final part of a journey, providing access for motor vehicles to properties and Liverpool Street Station.

The Liverpool Street area is a dynamic part of the City of London, home to one of London's busiest transport hubs and increasingly a destination for leisure as well as workers and visitors.

The area is experiencing a period of transformational change, with potential new developments in the area bringing larger numbers of users and competing demands for streets and public spaces.

The plan identifies opportunities to make walking and cycling easier, more comfortable and safer, and to create pedestrian priority by redesigning streets and managing motor vehicle access. The plan also considers the opportunities that could be created by new developments in the area. These, alongside a changing leisure and retail offer and the Elizabeth Line, further increase the existing need to provide more space for people walking and cycling through the area.

Consultation Methodology

An online consultation on the proposals ran from Wednesday 18th October to Monday 18th December 2023 (inclusive). The consultation was open to anyone (group or individual), whether a resident, business owner, worker, or visitor with an interest in the area.

Hosted on the Commonplace platform, the consultation was designed to gain a detailed understanding of public opinion on the proposals.

Participants could respond to the questions asked, and/or leave comments as necessary. They could **alternatively, or additionally, 'agree' with comments already submitted and publicly visible.**

An interactive map provided a further opportunity to comment.

Note: All percentages have been rounded and may therefore not total exactly 100%.

Executive Summary

A Healthy Streets Plan - providing a framework of improvements to the streets and public spaces in the area around Liverpool Street station - is currently being produced by the City of London Corporation. The Healthy Streets approach aims to increase accessibility, safety and engagement, encouraging people to walk, cycle and spend time in the area.

This report presents the results of a public consultation on the Healthy Streets Plan. The consultation - hosted via the online Commonplace engagement platform - ran from mid October-December 2023 and gathered the views of over 100 respondents. These respondents included a variety of workers, commuters, visitors, residents and others - all of whom were interested in proposals for the area.

Across ALL four areas of work, a majority of consultation participants gave positive/mostly positive feedback on the proposals. This positive feedback peaked in relation to the proposals for public realm improvements (91% positive feedback) and cycling (82% positive feedback). A high level of positivity was also evident in relation to the proposals for kerbside activity (75%) and pedestrian priority (74%).

Positivity was frequently underpinned by applause for the proposals and their commonly perceived benefits in terms of enhancing the pedestrian and cyclist experience, improving safety, encouraging active and sustainable travel and reducing motor dominance.

In contrast, minority criticism included concerns that the proposals were unnecessary, causing a potentially negative impact on buses/taxis, congestion and city productivity. Each of these concerns was expressed by a very small number of consultation participants.

Headline Findings

103 individual respondents participated in the consultation.

103 respondents

For a detailed look at the demographic, area relationship and travel profile of consultation participants, [please click here.](#)

The pedestrian priority proposals attracted the highest number of respondents.

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- Pedestrian priority: 55 respondents
- Cycling: 48 respondents
- Public realm improvements: 32 respondents
- Kerbside activity: 21 respondents

A further 27 respondents left comments via an interactive map of the area.



Image of current condition of Broad Street looking North.

Feedback on Each of the Areas of Work

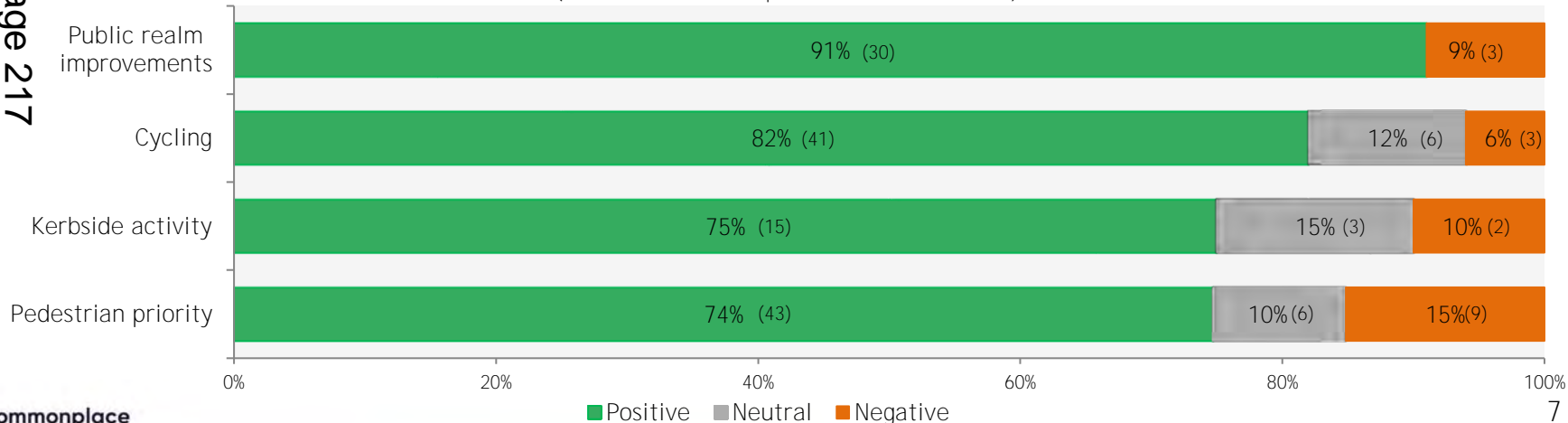
Feedback showed that *a majority of consultation participants expressed a positive sentiment* about each of the proposed areas of work. The most positive response was in relation to the proposed public realm improvements, with over 90% expressing a positive sentiment.

High levels of positivity were also evident in relation to the proposals for cycling (82%), kerbside activity (75%) and pedestrian priority (74%).

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Feedback on Each of the Areas of Work

(actual number of responses shown in brackets)



Feedback on Pedestrian Priority Proposals

Image: Indicative proposal - Blomfield Street (looking north)



Pedestrian Priority Proposals

To improve the priority, comfort and safety of people walking in the area, the City of London Corporation will explore opportunities to:

Improve existing crossings on:

- Bishopsgate at the junction of Wormwood Street and Camomile Street; improve the convenience for people walking and cycling, including exploring the potential for a diagonal crossing.
- London Wall at the junction with Old Broad Street and Blomfield Street; including exploring the potential for diagonal crossings at Old Broad Street.
- Moorgate at the junctions with London Wall, Ropemaker Street and South Place.

Raise the carriageway to pavement levels at crossing points for people walking on:

- Liverpool Street at the junction with Bishopsgate.
- Finsbury Circus eastern arm at the junction with Blomfield Street.
- At the entrances to Finsbury Circus gardens; improve the public realm around entrances to the gardens and provide accessible crossings points to access these.
- At junctions with side streets and loading bay entrances on: Old Broad Street, South Place at the junction with Dominion Street.

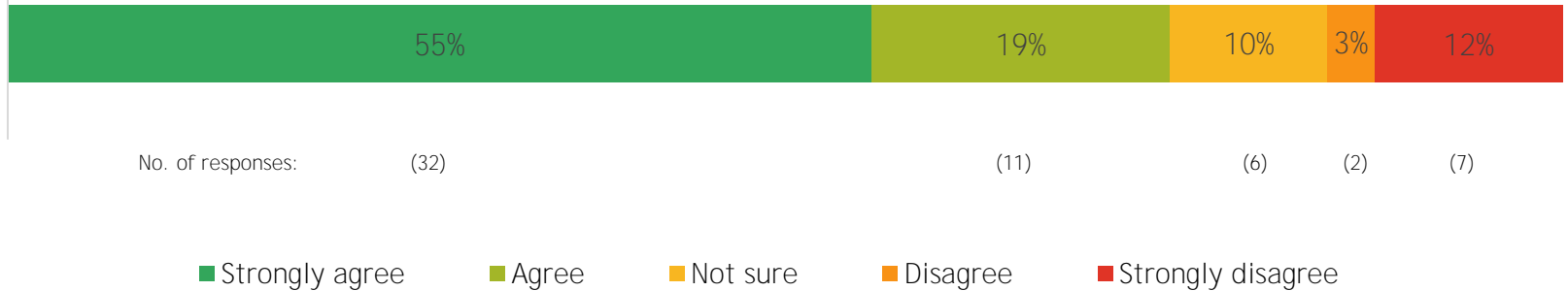
Feedback on the Pedestrian Priority Proposals

74% of consultation participants **AGREED** with the pedestrian priority proposals.

In contrast, just 15% **DISAGREED** with the proposals.

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How do you feel about the pedestrian priority proposals?



Agreement and Disagreement with the Pedestrian Priority Proposals

Positive and Negative Feedback



- Prioritising walking and facilities for pedestrians via long overdue proposals.
- Reducing and deprioritising motor dominance in an area which has more pedestrians than drivers.
- Providing a safer, more protected road crossing experience.
- Locations identified are appropriate.
- Wormwood Street is currently not pedestrian friendly - improvements particularly welcome at this location.

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- Adversely affecting the ability to work.
- Unnecessary - not a budgetary priority and area is currently largely pedestrianised.
- Signalled crossings not giving pedestrians walking priority.
- Requiring additional detail/information on the proposal and its benefits.
- Concerns that taxi/bus services will be negatively affected/slowed.

Additional Suggestions for/Accompaniments to the Pedestrian Priority Proposals

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- Crossings of London Wall should do more to rebalance pedestrian vs. vehicle priority to 'tame' what is currently an unpleasant environment, rather than be a standard pelican-type crossing out of the book.
- Be more ambitious in prioritising walking.
- At the right turn slip lane at Blomfield, the junction could be further narrowed from that shown in the indicative proposal. Reduce all of London Wall - Wormwood - Camomile down to one lane in each direction. Widen pavements and add protected cycle tracks.
Install a wider pavement and zebra crossing, in addition to narrower road space at this junction.
Further reduce carriageway surfacing.
Minimise cycles - either ridden or dumped - on pavements.
Address the pavement around the 2 Finsbury Avenue site - requiring an immediate opening - closure makes it very difficult to walk and cycle in the area.
- Alter wait and crossing times via SCOOT. Any crossing away from a junction should be a zebra crossing which gives actual priority to people walking.

Feedback on Cycling Proposals

Image: Indicative proposal - Blomfield Street (looking south)

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Cycling Proposals

The City of London Corporation will improve the comfort and safety of people cycling.

They will explore opportunities to:

- Introduce dedicated space for cycling on London Wall and Moorgate.
- Introduce a new cycle contraflow on Blomfield and Eldon Street.
- Make the southern section of Wilson Street one-way with a cycle contra-flow.
- Increase the provision of cycle parking and dockless cycle and e-scooter hire bays on Bishopsgate, Primrose Street, Finsbury Circus, Blomfield Street, Eldon Street, South Place, Sun Street, Appold Street and Worship Street.

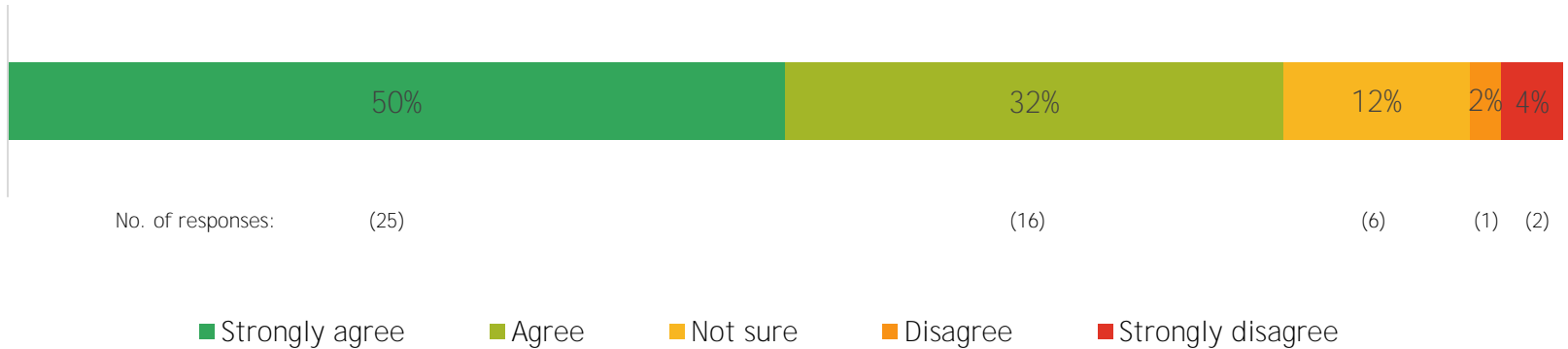
Feedback on the Cycling Proposals

82% of consultation participants **AGREED** with the cycling proposals.

In contrast, just 6% **DISAGREED** with the proposals.

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How do you feel about the cycling proposals?



Agreement and Disagreement with the Cycling Proposals

Positive and Negative Feedback



- An encouraging and ambitious proposal.
- Making cycling safer via dedicated spaces and increased provision of protected and marked cycle lanes.
- Improved permeability for cycling via contraflows.
- Important in the context of health and climate benefits.
- Reducing motor dominance.
- Encouraging active travel.
- Reducing air pollution.
- Addressing a lack of cycle parking.



- Cycle lanes require physical segregation - painted road markings are not infrastructure.
- Requiring additional detail/information on the proposal and its benefits.
- Increasing traffic and congestion.
- Negatively impacting city productivity.
- Concerns that bus services will be negatively affected/slowed.

Additional Suggestions for/Accompaniments to the Cycling Proposals

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- Carefully consider management of the cycle routes in the area. Best practice is to have dedicated cycle lanes that are clearly marked for all street users. Another point to bear in mind (if following the Waltham Forest practice of separate lanes, with some shared-use pedestrian and cycle paths) is to make sure there are either substantial or non-existent lips between the different paths, as low lips of 1cm to 3cm are dangerous for cyclists.
- Provide better cycle access to Finsbury Circus on the west side.
Network London Wall and Moorgate cycling with other routes.
Physically segregate cycle lanes, rather than just paint on the roadway.
Consider redesigning the intersection of Blomfield and London Wall - consider making the westbound traffic on London Wall stop further east to allow cyclists travelling south on Blomfield Street to cycle straight across to Great Winchester Street.
Many southbound cyclists now use the pedestrian crossing to get to Great Winchester Street and then go southbound on Old Broad Street.
- Implement additional cycling improvements - including designated and protected cycle lanes - on Bishopsgate.
- Ensure adherence to the Department for Transport's design guidance LTN 1/20 for all layouts, and that all new cycle tracks are mandatory, with no car parking or loading allowed at any time.
- Provide a cycle crossing over Bishopsgate at Liverpool Street/Devonshire Row. This would provide a safe alternative to the very busy Camomile - Wormwood - London Wall Route. It is also more convenient for cyclists heading to and from Liverpool Street station.

Feedback on Public Realm Improvement Proposals

Image: Indicative proposal - Finsbury Circus



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Public Realm Improvement Proposals

The City of London Corporation will improve streets and spaces to make them more attractive, comfortable and enjoyable places to spend time in. They will explore opportunities to:

- Widen pavements to increase space for people walking and consider tree planting, seating and reducing street clutter on Bishopsgate, London Wall, Moorgate, Old Broad Street, Blomfield, Eldon Street and Primrose Street.

Create a high-quality public space on Liverpool Street.

- Raising the carriageway to footway level and integrating any retained taxi ranks or loading facilities.
- Reviewing cycle parking available in the station and the surrounding area.
- Providing opportunities for seating along the north and south edges of the street.
- Decluttering the street by consolidating and removing redundant street furniture.
- Increasing greening and tree planting.

Public Realm Improvement Proposals

Finsbury Circus - The City of London Corporation is delivering improvements to the Finsbury Circus Gardens. To complement these improvements, they will explore the potential to:

- Create new and improved public realm around entrances to the gardens and provide accessible crossings points to access these.
- Review and reduce car parking around the gardens with greening and seating where appropriate, reallocate some parking bays to cycle parking and dockless cycle and scooter bays.
- Re-landscape the western arm, introducing climate resilience measures, seating, and planting.
- Improve the public realm on the eastern arm of Circus and provide a space for cycle parking and dockless cycle and scooter bays.

Working in partnership with Islington and Hackney Council they will explore opportunities to improve:

- South Place, Sun Street, Appold Street and Worship Street.
- Walking routes to and from Liverpool Street station.

Public Realm Improvement Proposals

Image: Current view - Finsbury Circus



Image: Indicative proposal - Finsbury Circus



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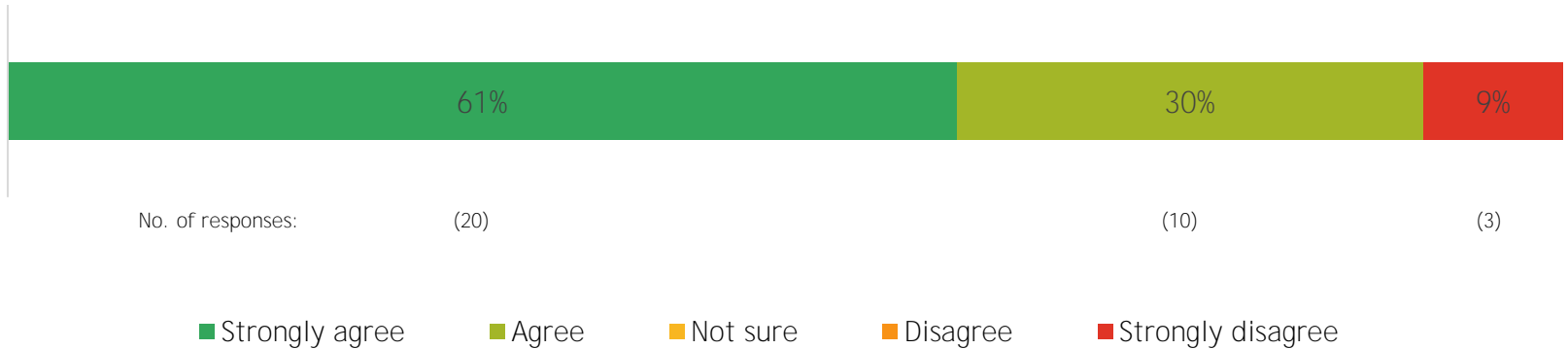
Feedback on Public Realm Improvement Proposals

91% of consultation participants **AGREED** with the public realm improvement proposals.

In contrast, just 9% **DISAGREED** with the proposals.

Page 232

How do you feel about the public realm proposals?



Agreement and Disagreement with the Public Realm Improvement Proposals

Positive and Negative Feedback



- Emphasising active travel.
- Decluttering the streets.
- Improving the pedestrian experience.
- Aesthetically pleasing.
- Reducing motor dominance.
- Greening streets.
- Raising the carriageway.
- Additional footpath space welcomed on Bishopsgate.



- Concerns that cycle storage reduces pedestrian space, with pavements being routinely blocked by poorly parked cycles and cargo bikes.
- Proposals appear to conflict with the proposed redevelopment of Liverpool Street station.
- Concerns that bus services will be negatively affected/slowed.

Additional Suggestions for/Accompaniments to Public Realm Improvement Proposals

- Close the eastern arm of Finsbury Circus.
- Close the short street entirely to traffic.
- Design Bishopsgate so that it isn't just used as a parking lot for the police.
- As the bus gate massively reduces traffic in the area, bus lanes would be redundant/able to be removed.
- Remove the median so that cyclists can pass stationary buses - not currently the case with the temporary build outs.

At the western arm of Finsbury Circus, please provide cycle access through the space.

Improve further by narrowing the entrance to the side street, and eliminating the swept corners. One lane in/out would free additional space for street trees, and further improve pedestrian safety.

Ensure litter bins are provided.

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Feedback on Kerbside Activity Proposals

Image: Indicative proposal - Broad Street looking north

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Kerbside Activity Proposals

Changes to kerbside parking and loading could allow for greater kerbside activity improvements.

Working with Transport for London, the City of London Corporation will explore:

- On South Place, Finsbury Circus and Old Broad Street review parking and loading arrangements and consider loading bays set into the pavement to maximise space for people walking when not in use.
- On Bishopsgate and South Place, new taxi ranks and opportunities to formalise private hire and taxi pick up and drop off close to the station.

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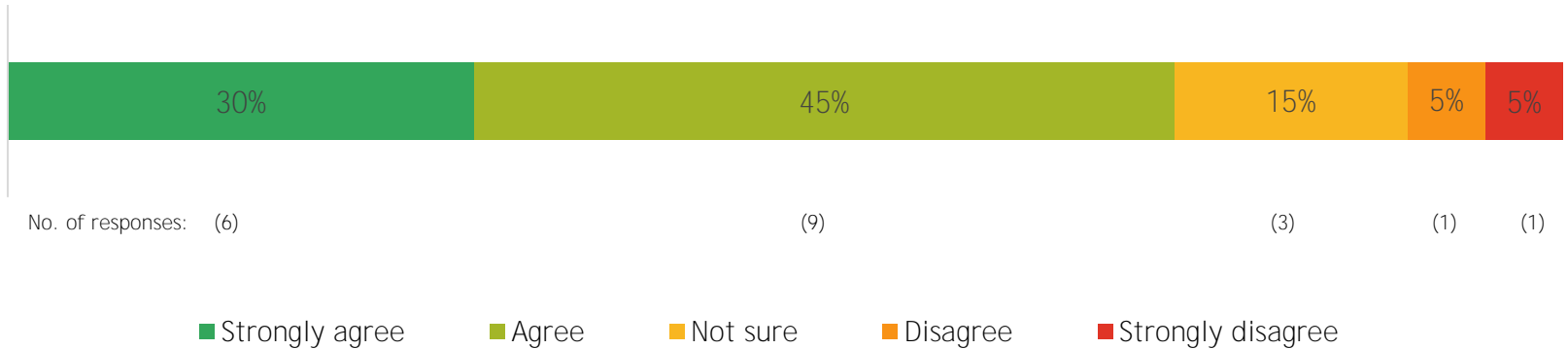
Feedback on the Kerbside Activity Proposals

75% of consultation participants **AGREED** with the kerbside activity proposals.

In contrast, just 10% **DISAGREED** with the proposals.

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How do you feel about the kerbside activity proposals?



Agreement and Disagreement with the Kerbside Activity Proposals

Positive and Negative Feedback



- Removing disproportionate danger and nuisance to pedestrians caused by unloading taxis and vans.
- Improving, simplifying and optimising walkability.
- Removing loading bays from pavements.

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- Requiring additional detail/information on the proposal and its benefits.

Additional Suggestions for/Accompaniments to the Kerbside Activity Proposals

- Install wider pavements.
- Provide new space for taxis restricted to electric vehicles only.

Acknowledgements and Next Steps

Thank you to everyone that took the time to share their views about our proposals.

Almost 1,400 people visited the consultation website and over 100 people gave us their views on the project proposals.

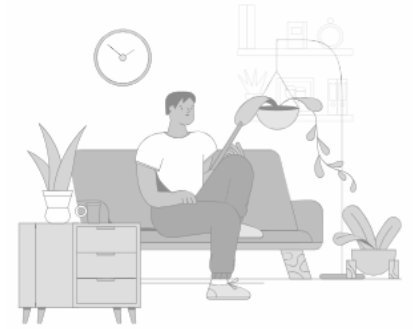
Between 74% and 91% of respondents were supportive of the proposals and we received many helpful and positive comments.

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TEXT HERE

The City of London Corporation will continue to keep you updated as the project develops. If you have any questions in the interim, please do not hesitate to contact the [project team](#).

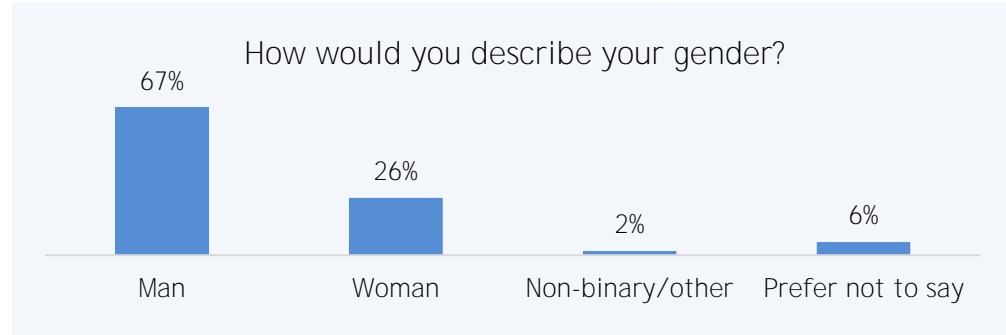
Appendix: Consultation Participants

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Overall: Gender

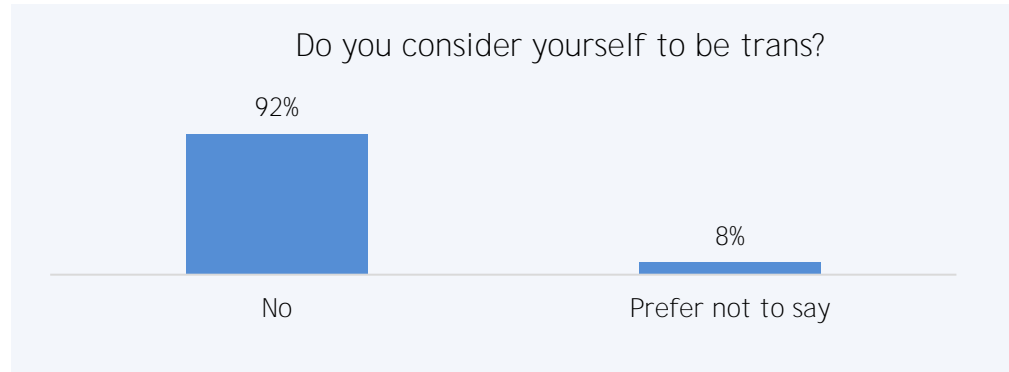
A majority of consultation participants (67%) described themselves as a man. 26% were women, with 2% non-binary. 6% preferred not to say.



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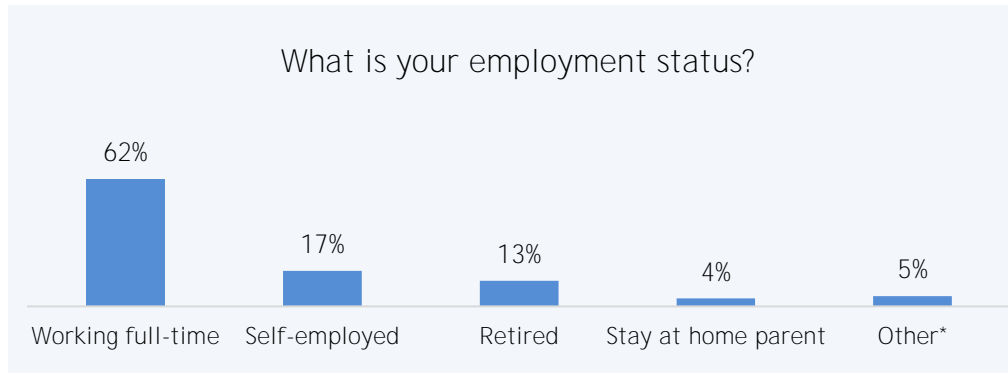
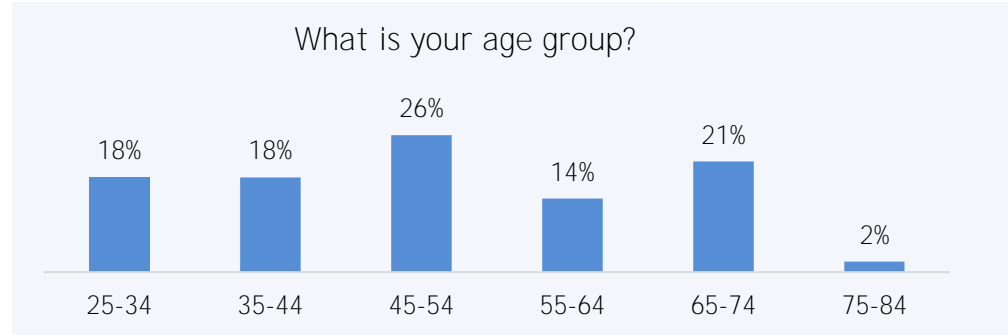
Overall: Trans

No consultation participants considered themselves to be trans.



Overall: Age Group

The age of consultation participants ranged from 25 to 75+, with a wide spread of ages represented.



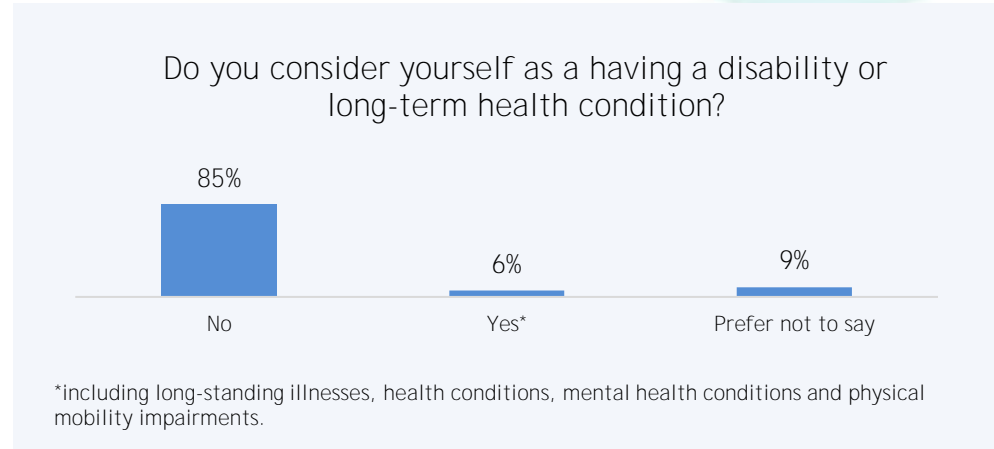
*including working part-time, a combination of categories, volunteering and studying.

Overall: Employment Status

Consultation participants were typically working full-time (62%).

Overall: Disability

6% of consultation participants indicated that they had a disability or long-term health condition.

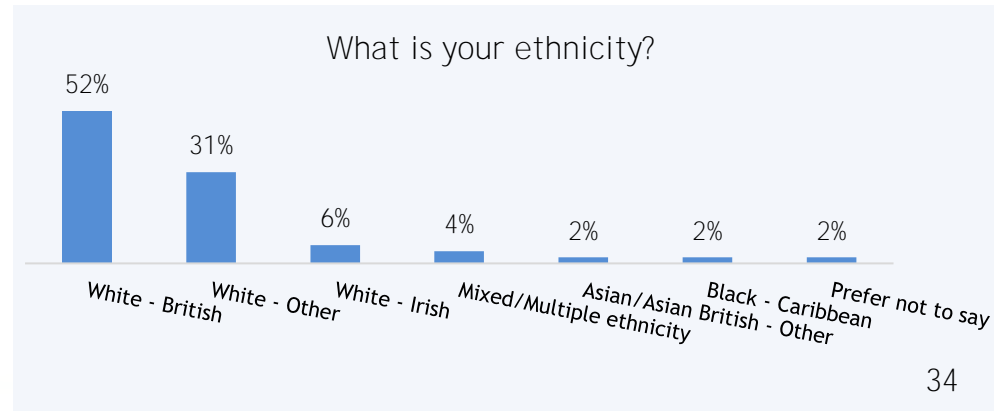


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Overall: Ethnicity

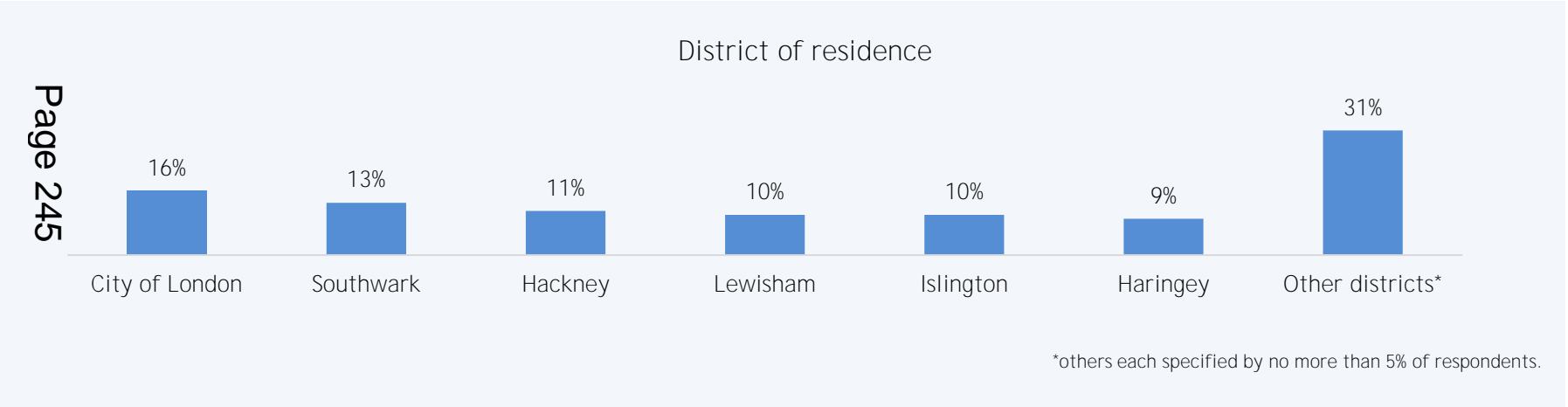
Just over half (52%) of consultation participants described their ethnicity as White British, with 46% of another, different ethnicity - most frequently White Other.

4 additional ethnicities were specified, giving the consultation a rich diversity of participation.



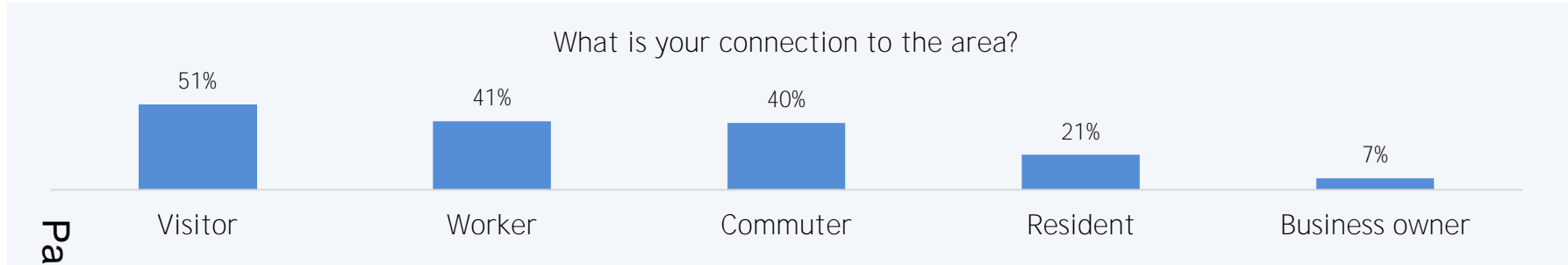
Overall: District

Consultation participants were most frequently residents of the City of London, Southwark, Hackney, Lewisham, Islington and Haringey. However, many others were resident outside of these districts.



Overall: Area Connection

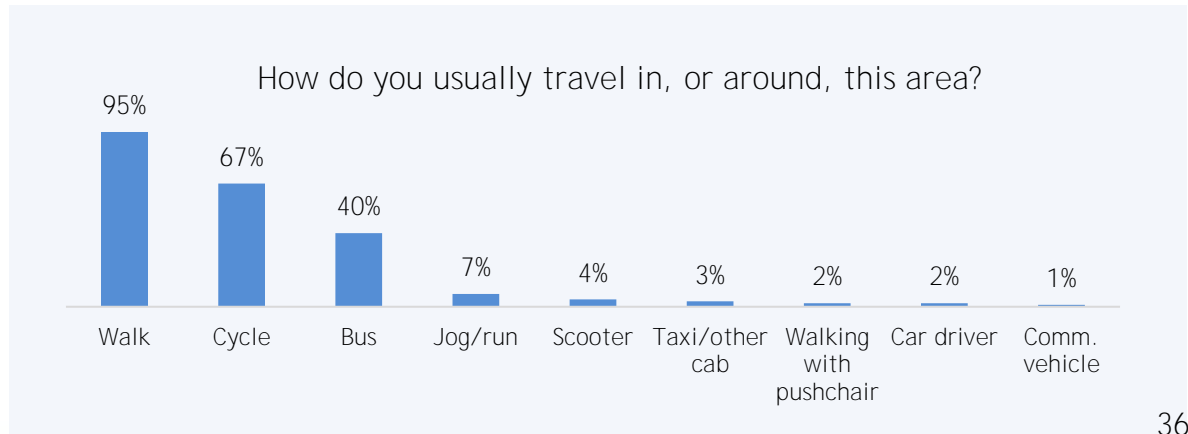
Area visitors (51%), workers (41%) and commuters (40%) were the three main connection types to the area.



Overall: Usual Travel

Walking (95%), cycling (67%) and bus usage (40%) were the most frequent travel modes in, or around, the area.

More than one area connection and/or travel mode could be specified by participants.





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Appendix 3. Delivery plan

Liverpool Street Area Healthy Streets Plan			
No.	Project area	Expected Implementation	Dependencies
1.	London Wall and Wormwood Street	tbc	The project evaluation stage has commenced, and implementation will be on developments in the local area.
2.	Moorgate improvements	By 2026	Works to improve the junction with Ropemaker Street are planned to commence in Q4 2024-25, further work is underway to evaluate other improvements along the street and at the junction with London Wall. Developments in the area will impact on delivery timescales.
3.	Liverpool Street	tbc	Dependant on developments in the local area, particularly potential improvements to Liverpool Street Station and Bishopsgate.
4.	Old Broad Street (north of London Wall)	By 2028	Dependant on nearby developments (55 Old Broad Street), and future of bus station.
5.	Sun St Passage and the Bus Station	tbc	Dependant on developments in the local area.
6.	Blomfield and Eldon Street	By 2027	Funding dependant and subject to impact of nearby developments.
7.	Primrose Street	By 2028	Funding dependant and subject to impact of nearby developments.
8.	Finsbury Circus	By 2027	Project opportunities to be evaluated in phases, and in coordination with the Finsbury Gardens project (currently under construction). Other improvements in the vicinity to be completed by 2026, including

			Finsbury Western Arm and London Wall-Moorgate public space.
9.	St Botolph's Churchyard	By 2028	Funding dependant and subject to impact of nearby development, (55 Old Broad Street).
10.	South Place (boundary street with LB Islington)	tbc	Subject to agreement of scope with neighbouring local authorities.
11.	Wilson Street Islington (boundary street with LB Islington)	By 2026	Subject to agreement of scope with neighbouring local authorities
	Sun Street, Appold Street and Worship Street (boundary street with LB Hackney)	tbc	Subject to agreement of scope with neighbouring local authorities

<p>Committee(s): Streets and Walkways Sub – For Decision Natural Environment Board – For Information Planning and Transportation – For Information Projects and Procurement Sub – For Information</p>	<p>Date(s): 14 May 2024 16 May 2024 16 May 2024 10 June 2024</p>
<p>Subject: Cool Streets and Greening – programme update</p> <p>Unique Project Identifier(s): Cool Streets and Greening (PV ID 12267) Phase 3 City Greening and Biodiversity (PV ID 12332) Phase 4 Sustainable Drainage (PV ID 12377)</p>	<p>Public</p>
<p>Report of: Interim Executive Director, Environment Department</p>	<p>For Decision</p>
<p>Report authors: Melanie Charalambous and Tim Munday, Environment Department</p>	

Summary

This report provides an update on the delivery of the Cool Streets and Greening programme (CSG), which is structured around four Phases. This programme is one of the ways that we are meeting the aim of the Climate Action Strategy to ensure that our public spaces and infrastructure are resilient to the impacts of climate change, as well as creating a greener and more pleasant City.

The four main phases of the programme are as follows:

- Phase One - Pilot projects to test the suitability of climate resilience measures in the City environment.
- Phase Two - Developed projects to adapt existing schemes to include climate resilience measures.
- Phase Three - City greening and biodiversity including re-landscaping of new sites, re-planting of existing gardens and street tree planting.
- Phase Four - Sustainable drainage projects.

The programme also contains a number of related workstreams including monitoring, mapping of infrastructure and catalogues and guidance for materials and planting. Since the programme inception in April 2021, the following progress has been made:

- 15 projects have been completed with 4 more currently under construction.
- A further 30 projects are planned to be implemented over the next 2 years, varying in scale from replanting of existing gardens with more climate resilient

plants to the complete re-landscaping of streets and spaces within the public realm.

- Around 10 related workstreams have been completed or are underway including a planting catalogue and a strategic flood risk assessment.

This report sets out the next steps in order to complete the programme by 2026 and includes recommendations to assist with this goal.

Recommendations

It is recommended that all Committees:

1. Note the content of this progress update.
2. Note the extension of the Cool Streets and Greening programme timeframes by 12 months to March 2026.

It is recommended that the Streets and Walkways Sub-Committee:

3. Agree to transfer the Cool Streets and Greening allocation of £350,000 from the Crescent project (which has been paused) to the next priority Cool Streets and Greening project which is Temple Avenue.
4. Agree to amend the funding allocations between the phases and projects and approve the required budget increases as set out in Appendix 1.
5. Agree the increase in the Cool Streets and Greening allocation for the Little Trinity Lane project of £150,000 to replace S106 funds that are no longer available and fund additional planting, utility works and the costed risk provision.
6. Delegate approval and drawdown of the Costed Risk Provision for the projects in the programme to the Chief Officer if one is sought at Gateway 5.

Main report

Background

1. The Climate Action Strategy (CAS) was adopted by the Court of Common Council on 8th October 2020 and provides for nine actions under 'Resilient Streets and Greening' and one action under Resilience co-ordination and training. The Cool Streets and Greening programme which takes these forward was initially approved by committees in April 2021 with a total budget of £6.8 million funded through On Street Parking Reserve.

2. Officers have developed the projects within the programme in close collaboration through the CAS Square Mile Project Board and through further co-ordination from the Climate Resilience Steering Group.
3. The primary focus of the programme is the piloting of different climate resilient interventions within the public realm. With the intention that the lessons learnt from this process will be used in future programmes and business as usual approaches.
4. The works have been divided into four phases (1:Pilot, 2:Developed, 3:Greening and Biodiversity, and 4:Sustainable Drainage). Outside of these phases the programme has undertaken works to support the primary aim as part of a development phase.
5. The Cool Streets and Greening workstream was originally intended to be a four-year programme (March 2021-March 2025). As part of wider agreements on the CAS it has been agreed to extend the timeframe by 12 months up to March 2026. This is to enable a longer period for collecting monitoring data, deliver the construction programme and embed lessons learnt.

Progress to date

6. The delivery of the programme is divided into four phases as follows:

Phase One (Pilot projects) – to ensure momentum and to get results on the ground as soon as possible, initial pilot projects were developed and schemes already underway were amended to incorporate climate resilience measures. This included sites at Bevis Marks, Jubilee Gardens, Cheapside, Vine Street and the riverside.

Phase Two (Developed projects) – The second phase integrated resilience measures into existing schemes at an earlier stage of development. This was to ensure value for money by jointly funding projects. This includes sites at Bank, Little Trinity Lane, Finsbury Circus Garden, Moor Lane, Crescent, and monitoring at the Barbican Podium.

Phase Three (City greening and biodiversity) – The third phase included sites where climate resilience measures would be most beneficial and to test strategic measures including creating green corridors. This phase includes re-landscaping, climate resilient planting schemes and tree planting works. This includes sites at London Wall/Moorgate, Fann Street, and St Peter Westcheap as well as a City-wide tree planting programme.

Phase Four (Sustainable drainage) – The fourth phase identified sites specifically for incorporation of sustainable drainage, where rainwater from the immediate catchment could be redirected into newly created raingardens reducing and slowing the flow into the sewer system, whilst providing more greenery in the public realm. This includes sites at Ludgate Broadway, St Andrews Hill, Bread Street, Knightrider Court, and Lloyds Avenue.

7. Table 1 provides a brief update on all the current projects in the programme. Further details on proposed adjustments to projects are set out in the paragraphs below.

Table 1: Summary of project progress

Phase	Project and brief description	Update
1 (Pilot)	Climate resilient planting (Pedestrian Priority): Planting at several parklets – City-wide	Completed April 2021.
	Riverside Planters: An innovative ‘dry garden’ was planted requiring less watering	Completed April 2022.
	Vine Street: 5 street trees were selected for their resilience to trial their suitability for the City	Completed April 2022.
	Bevis Marks/Dukes Place: rain gardens and permeable paving with a climate resilient planting palette.	Completed May 2023.
	Jubilee Gardens: As part of the re-landscaping of this City Garden, increased greenery and a more diverse and resilient planting palette is being introduced.	Works commenced January 2024. Issues have occurred with underground structures and the UKPN asset that required additional waterproofing, an adjustment to planting design and resulting project delay. Main works are planned for completion in autumn 2024.
	Greening Cheapside: Sustainable drainage and resilient planting is being introduced to this public space	Works commenced January 2024. Completion in spring 2024.
2 (Developed)	Bank: As part of the wider junction works, trees, rain gardens and planters are being added to several arms of the junction	Works commenced in 2023. Most of the planting will be completed in autumn 2024.
	Little Trinity Lane: A re-landscaping scheme to introduce more greenery and a number of sustainable drainage measures.	Design complete, works due to commence September 2024, subject to approval of Gateway 5 report by Chief Officer.
	Moor Lane: various elements are to be introduced including trees and raingardens	Design in progress, works due to commence in 2025

		subject to approval of Gateway 5 report.
	Finsbury Circus Garden: a major relandscaping project that will include resilient planting and sustainable drainage	Works commenced November 2023, completion due Jan 2025.
	Barbican Podium: shallow planting beds with a climate resilient palette.	Monitoring commenced August 2022
	Crescent: landscaping, tree planting and rain gardens as part of the creation of a new public space	Proposed to remove from programme and reallocate funding as the project has been paused due to the sale of adjacent property.
	Temple Avenue: Trees and planters to be introduced as part of the enhancement of the southern end of the street.	Proposed replacement for Crescent scheme. To be initiated in July 2024.
3 (Relandscaping)	London Wall/ Moorgate: replacement of the lawn area that is in poor condition with a more climate resilient design along with additional tree planting and route through	Design complete, Gateway 5 approval planned in May. Works due to commence late September 2024
	Finsbury Circus Western Arm: Landscaping of the street to create a new public space.	Design complete, works due to commence July 2024
	Fann Street: extension of tree planting and introduction of new beds and climate resilience measures	Design in progress, works due to commence 2025 subject to approval of Gateway 5 report.
	St Peter Westcheap: relandscaping and measures to protect the existing tree	Design in progress, works due to commence 2025 subject to approval of Gateway 4 and 5 report.
3 (Tree planting)	Season 2022-23	Completed, 59 trial pits, 27 trees planted.
	Season 2023-24	Completed, 27 trial pits, 12 trees planted.
	Season 2024-25	Site identification underway.
	Season 2025-26	Not commenced – will include King William Street tree planting.

3 (Replanting)	John Carpenter Street	Completed February 2024.
	St Mary Aldermanbury	Completed September 2023.
	All Hallows on the Wall	Completed October 2023.
	Whittington Gardens	Completed December 2023.
	St Dunstan's on the Hill	Completed December 2023.
	Queen Street Place	Completed December 2023.
	Angel Lane	Completed December 2023.
	St Olave Silver Street	Design in progress.
	St Dunstan's in the East Churchyard	Site survey complete, design yet to commence
	Grants Quay	Design yet to commence
	Dark House Walk	Design yet to commence
	St Anne and St Agnes Churchyard	Surveys received
	St Mary Staining	Surveys commissioned
St Botolph's without Bishopsgate	Design yet to commence	
4 (Sustainable drainage)	Ludgate Broadway: raingarden, trees, seating and widened pavement alongside accessibility improvements	Design in progress, works due to commence late 2024 subject to approval of Gateway 4&5 report.
	Bread Street (South): raingarden and seating	Design in progress, works due to commence late 2024 subject to approval of Gateway 5 report by Chief Officer.
	Knight rider Court: raingarden, widened pavement and seating. Relocation of disabled parking bays	Design in progress, works due to commence late 2024 subject to approval of Gateway 5 report by Chief Officer.
	St Andrew Hill: raingarden, trees, and widened pavement	Design in progress, works due to commence early 2025 subject to approval of Gateway 5 report by Chief Officer.

	Lloyds Avenue: raingardens, trees, and seating	Design in progress, works due to commence early 2025 subject to approval of Gateway 4 & 5 report.
	St Andrew Undershaft Churchyard: Re-landscaping and sustainable drainage including capturing rainwater from church roof	Design in progress, works due to commence early 2025 subject to approval of Gateway 5 report, church and planning approvals.

8. The scheme at Finsbury Circus Garden was originally agreed as part of Phase 2 as a monitoring only project. Following this, a number of climate resilience measures have been identified including lawn drainage, soil remediation and smart irrigation. It has been agreed by the Climate Director and Square Mile Project Board to therefore provide additional funding for interventions (£157,000) at this site beyond monitoring (total £177,000).
9. The scheme at Crescent was originally agreed as part of Phase 2. However, due to the project being paused because of adjacent building ownership changes, it is highly unlikely that that project would be deliverable within the programme's timeframe. It is therefore proposed that this funding (£350,000) be reallocated to deliver greening and tree planting at Temple Avenue (south) which has been identified as a priority project as part of the approved Fleet Street Area Healthy Streets Plan. Temple Avenue is within one of the planned future 'green corridors' and in a location with currently limited greening. It is therefore the next priority site within the programme. An issues report on the Crescent project will be submitted to Committees later this year, after the adjacent property matter is clarified.
10. The scheme at Little Trinity Lane is approaching Gateway 5. It is proposed to increase the Cool Streets and Greening funding allocation for this project by £150,000 in order to fund additional utility costs to enable more sustainable drainage and trees to be introduced, as well as cover a shortfall of £15,000 due to S106 funds no longer being available due to a requirement to spend it on TfL bus stop works. Funding for a costed risk provision is also required.

Update on other workstreams:

11. The Cool Streets and Greening programme included from the onset a number of supplementary workstreams to enable the main aims of the programme and also provide strategic direction and policy guidance. This included the following:

- **Climate Sensors network** – A series of sensors have been installed across the Square Mile collecting data on temperature, pressure, humidity, and water entering gullies. This information will be used to monitor the success of interventions.
- **Strategic Flood Risk Assessment** – The 2023 review undertook an assessment of existing flood modelling. Whilst it was determined that no new modelling was needed at the time, the existing flood modelling has been used in the selection of sites.
- **Heat resistant materials review** – A desktop literature review was undertaken in to consider the options for making highway surfaces more resilient to heat. Given the balance of considerations in material selection it was determined that shading offered the best opportunity.
- **Square Mile water footprint** – The water footprint works in being undertaken in conjunction with region partners as part of the Subregional Integrated Water Management Strategy for East London.
- **Natural Flood Management (NFM) toolkit** – Whilst there will be limited opportunities from NFM in the Square Mile, a toolkit is being developed for use in the Natural Environments and learning used as appropriate.
- **Climate Resilient Measures Catalogue** – The first version of the catalogue was developed at the beginning of the programme, and it incorporates the interventions being piloted. An updated version was developed in April 2023.
- **Climate Resilient Planting Catalogue** – The first version of the catalogue was published in Spring 2024. It incorporates industry best practise and includes plants used in already completed replanting schemes. It will be updated before the end of the programme.
- **Materials Selection Catalogue** – The catalogue sets out how paving materials should be selected for climate resilience and fed into the development of the City Public Realm Toolkit which was approved in November 2023.
- **Cubic Mile Project** – Was a joint project (November 2021-22) between the City Corporation and the British Geological Survey. It sought to map underground assets to better identify locations for climate resilience interventions. This mapping has been used in site identification.
- **SuDS and Tree Opportunity Mapping** - The Cubic Mile mapping has been refined to focus on locating sustainable drainage and trees. These maps will continue to be updated throughout the programme.
- **External funding bids** – Three applications for external funding have been successful to supplement the work of the programme, this has enabled additional trees to be planted in Middlesex Street, biodiversity works to be undertaken at Noble Street and Whittington Gardens and an Arboricultural Project Officer has been appointed.

Programme development and management

12. From its initiation the programme has been developed with involvement from the CAS Square Mile Project Board, with guidance from the Climate Resilience Steering Group and has directly involved a cross Environment Department Officer Delivery group of staff from Environmental Resilience, Projects and Programmes, City Gardens and Cleansing, and Highways.
13. The CAS Square Mile Project Board has agreed to the extension of the programme by 12 months to March 2026. This has been done to enable a longer period for data collection and time to interpret this data into best practice. The extension will also enable the full delivery of the projects in the programme. Whilst the majority of works are still due to complete before March 2025, some projects including a number of Phase 3 sites, Phase 4 sites and Temple Avenue will need more time to be implemented.
14. The primary aim of the programme has been to trial different climate resilience measures to ascertain which could be most appropriate for us in the context of the Square Mile. At the end of the programme a number of design approaches will have been developed to enable lessons learnt to be incorporated as business as usual.
15. In view of the success of the programme and in order to continue to deliver on its objectives and achieve the strategic aims of a greener and more resilient City, it is likely that a future programme of similar interventions and workstreams will be advisable. Officers will set out options for future measures next year for Members' consideration.

Corporate & Strategic implications

16. The Cool Streets and Greening programme contributes to three outcomes identified in the Corporate Plan 2024 -29 (leading sustainable environments, flourishing public spaces, and vibrant thriving destination). The programme includes actions to create a climate resilient City by reducing the risk of overheating and flooding, ensuring our open spaces enrich people's lives, and making the City's streets more accessible.

Financial implications

17. The entire programme is funded through the On-Street Parking Reserve (£6.8m). Several projects within the programme combine funding from other sources including S106s and S278s in order to deliver wider benefits.
18. As the programme has developed, the costs of individual projects within each phase have been refined. Whilst the overall programme budget remains unchanged, there is a need to transfer some funds between phases and projects as described earlier in this report and detailed in the finance tables in Appendix 1.

19. It has also been necessary to utilise a portion of the programme budget for costed risk provisions for the various individual projects. A further programme report in spring 2025 will provide an update on spend to date and remaining works.

Legal implications

20. There are no new legal implications arising from this update.

Climate implications

21. The Cool Streets and Greening programme is one of the ways that the City Corporation is meeting the aim of the Climate Action Strategy to ensure that our buildings, public spaces and infrastructure are resilient to the impacts of climate change.

Risk implications

22. The top five programme risks are set out below:

Risk	Response
Unknown below ground utilities and structures restricts ability to implement greening and sustainable drainage	Radar surveys are carried out which identify the majority of underground restrictions. Trial holes are also used to reduce this risk. Designs can often be adapted to avoid underground restrictions. This risk has had a significant impact on Phase 4 of the programme. This is also the main risk that requires a costed risk provision.
Project timescales are delayed by external factors	Nearby developments or other projects can sometimes restrict access to sites and delay projects. Project programmes can be adjusted to adapt to these occurrences. It is important to liaise with the highways team to coordinate the programming of works.
Design changes required following public consultation	Changes to designs are frequently required following consultation. The majority of these changes are minor, but some scope changes can be significant. Therefore, it is important to consult at an early stage to avoid significant scope changes and reduce costs.
Cost increases as a result of inflation	This is a high risk given the current rates of inflation, particularly in the construction industry. Delays to projects also increase costs. Cost estimates need to take account of inflation from the outset and delays are to be avoided where possible.

<p>Maintenance costs are not affordable within the budget available</p>	<p>Maintenance costs for planting have been higher than originally anticipated when the programme was first approved, partly as a result of inflation, which has put pressure on the programme budget. In several cases, other funding sources have been identified from joint-funded projects to cover these costs. In other cases, planting has had to be reduced, in order to remain affordable within the budget.</p>
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Conclusion

23. The Cool Streets and Greening Programme is a key deliverable of the Climate Action Strategy and includes a raft of projects and workstreams to help prepare the City to be resilient to the impacts of climate change. To date, several projects have been completed or are underway that make the City a greener, more pleasant and more resilient place for the benefit of residents, workers and visitors.

Appendix:

Appendix 1: Finance Tables

Appendix 2 : Selected Visuals/ maps

Other relevant documents:

London Wall /Moorgate relandscaping, Gateway 5 report (14 May 2024 Streets and Walkway Sub-Committee)

Report Authors:

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Appendix One – Finance Tables

Table 1: Expenditure to Date			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
16800454: CAS - Cool Streets & Greening			
Env Servs Staff Costs	80,000	73,003	6,997
Open Spaces Staff Costs	15,000	10,964	4,036
P&T Staff Costs	115,000	86,028	28,972
P&T Fees	355,000	316,297	38,703
Smart Sensors	155,000	83,379	71,621
Total 16800454	720,000	569,671	150,329
16100454: CAS - Cool Streets & Greening			
P&T Fees	65,000	-	65,000
Total 16100454	65,000	-	65,000
GRAND TOTAL	785,000	569,671	215,329

Table 2: Adjustment Required to reach the next Gateway			
Description	Approved Budget (£)	Adjustment Resources Required (£)	Revised Budget (£)
16800454: CAS - Cool Streets & Greening			
Env Servs Staff Costs	80,000	21,000	101,000
Open Spaces Staff Costs	15,000	-	15,000
P&T Staff Costs	115,000	25,000	140,000
P&T Fees	355,000	24,000	379,000
Smart Sensors	155,000	10,000	165,000
Total 16800454	720,000	80,000	800,000
16100454: CAS - Cool Streets & Greening			
P&T Fees	65,000	(55,000)	10,000
Total 16100454	65,000	(55,000)	10,000
GRAND TOTAL	785,000	25,000	810,000

Table 3: Revised Funding Allocation			
Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
Climate Action Strategy - OSPR	785,000	25,000	810,000
TOTAL	785,000	25,000	810,000

Table 4: Expenditure to Date			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
16800467: City Greening & Biodiversity			
P&T Staff Costs	27,677	27,676	1
P&T Fees	30,000	28,974	1,026
Total 16800467	57,677	56,650	1,027
16100467: City Greening & Biodiversity			
P&T Fees	79,000	23,745	55,255
Env Servs Staff Costs	46,000	8,830	37,170
Open Spaces Staff Costs	28,000	13,013	14,987
P&T Staff Costs	84,323	83,916	407
Env Servs Works	170,000	98,771	71,229
Open Spaces Works	175,000	61,793	113,207
Costed Risk Provision	45,000	-	45,000
Total 16100467	627,323	290,068	337,255
16100502: Climate Resilient Replanting Sites			
Open Spaces Staff Costs	53,500	7,775	45,725
Open Spaces Works	300,000	73,848	226,152
Total 16100502	353,500	81,624	271,876
GRAND TOTAL	1,038,500	428,341	610,159

Table 5: Adjustment Required to reach the next Gateway			
Description	Approved Budget (£)	Adjustment Resources Required (£)	Revised Budget (£)
16800467: City Greening & Biodiversity			
P&T Staff Costs	27,677	-	27,677
P&T Fees	30,000	(1,025)	28,975
Total 16800467	57,677	(1,025)	56,652
16100467: City Greening & Biodiversity			
P&T Fees	79,000	-	79,000
Env Servs Staff Costs	46,000	-	46,000
Open Spaces Staff Costs	28,000	-	28,000
P&T Staff Costs	84,323	25,000	109,323
Env Servs Works	170,000	-	170,000
Open Spaces Works	175,000	-	175,000
Costed Risk Provision	45,000	-	45,000
Total 16100467	627,323	25,000	652,323
16100502: Climate Resilient Replanting Sites			
Open Spaces Staff Costs	53,500	-	53,500
Open Spaces Works	300,000	-	300,000
Total 16100502	353,500	-	353,500
GRAND TOTAL	1,038,500	23,975	1,062,475

Table 6: Revised Funding Allocation			
Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
Climate Action Strategy - OSPR	1,038,500	23,975	1,062,475
TOTAL	1,038,500	23,975	1,062,475

Table 7: Programme Summary

CAS: Cool Streets and Greening		Allocations		
		Approved	Earmarked	Total
Phase	Activity	£	£	£
Development	Framework development	50,000	-	50,000
	Resilience measures catalogue	10,000	-	10,000
	Smart sensors and monitoring	85,000	-	85,000
	Data collection and analysis	20,000	-	20,000
	Opportunity mapping and data gaps	75,000	-	75,000
	Site identification and prioritisation	30,000	-	30,000
	Staff costs (public realm/highways/CG)	50,000	-	50,000
Development Total		320,000	-	320,000
Phase 1	Bevis Marks	270,000	-	270,000
	Jubilee Gardens	165,000	-	165,000
	Greening Cheapside	180,000	-	180,000
	Riverside Planters	55,000	-	55,000
Phase 1 Total		670,000	-	670,000
Phase 2	Design to G5	120,000	-	120,000
	Little Trinity Lane	-	505,000	505,000
	Temple Avenue	-	350,000	350,000
	Bank	165,000	-	165,000
	Moor Lane	110,000	-	110,000
	Finsbury Circus	177,000	-	177,000
	Barbican Podium	20,000	-	20,000
Phase 2 Total		592,000	855,000	1,447,000
Phase 3	Design to G4	80,000	-	80,000
	Design to G5	95,000	-	95,000

	London Wall/ Moorgate	-	443,000	443,000
	Finsbury Circus Western Arm	438,178	-	438,178
	Fann Street	-	150,000	150,000
	St Peter Westcheap	-	180,000	180,000
	Treeplanting	800,000	23,975	823,975
	Replanting	400,000	-	400,000
Phase 3 Total		1,813,178	796,975	2,610,153
Phase 4	Design to G4	185,000	-	185,000
	Design to G5	140,000	25,000	165,000
	Ludgate Broadway	-	250,000	250,000
	St Andrew Undershaft Churchyard	-	250,000	250,000
	St Andrew Hill	-	200,000	200,000
	Bread Street (South)	-	120,000	120,000
	Knightrider Court	-	211,822	211,822
	Lloyds Avenue	-	371,025	371,025
Phase 4 Total		325,000	1,427,847	1,752,847
Grand Total		3,720,178	3,079,822	6,800,000

Phase one: Pilot

Pilot projects and schemes already underway amended to incorporate climate resilience measures.



'Xeriscape' (drought resistant) planting City of London Boys School.



Vine Street 'disease resistant' tree planting including species 1 and species 2.



Bevis Marks 'rain garden' a SUDs project planted in an engineered substrate.



Cheapside Sunken garden progress, due to be completed in May 2024.



Jubilee Gardens render, indicative visualisations of site, due to be completed Nov 2024.

All aspects of Phase 1 are due to be completed in 2024, this phase has been subject to delays, this is a result of multiple funding streams and stakeholders.

Phase two: Developed

Integration of resilience measures into existing schemes at an earlier stage of development.



Page 268
Trinity Lane current (left) and render (right) indicative visualisations of site, subject to revisions.



Bank Junction 'rain gardens' completed Apr 2024, full greening due to be completed Sep 2024.



Barbican podium 'Micro-climate' monitoring undertaken by Atkins.

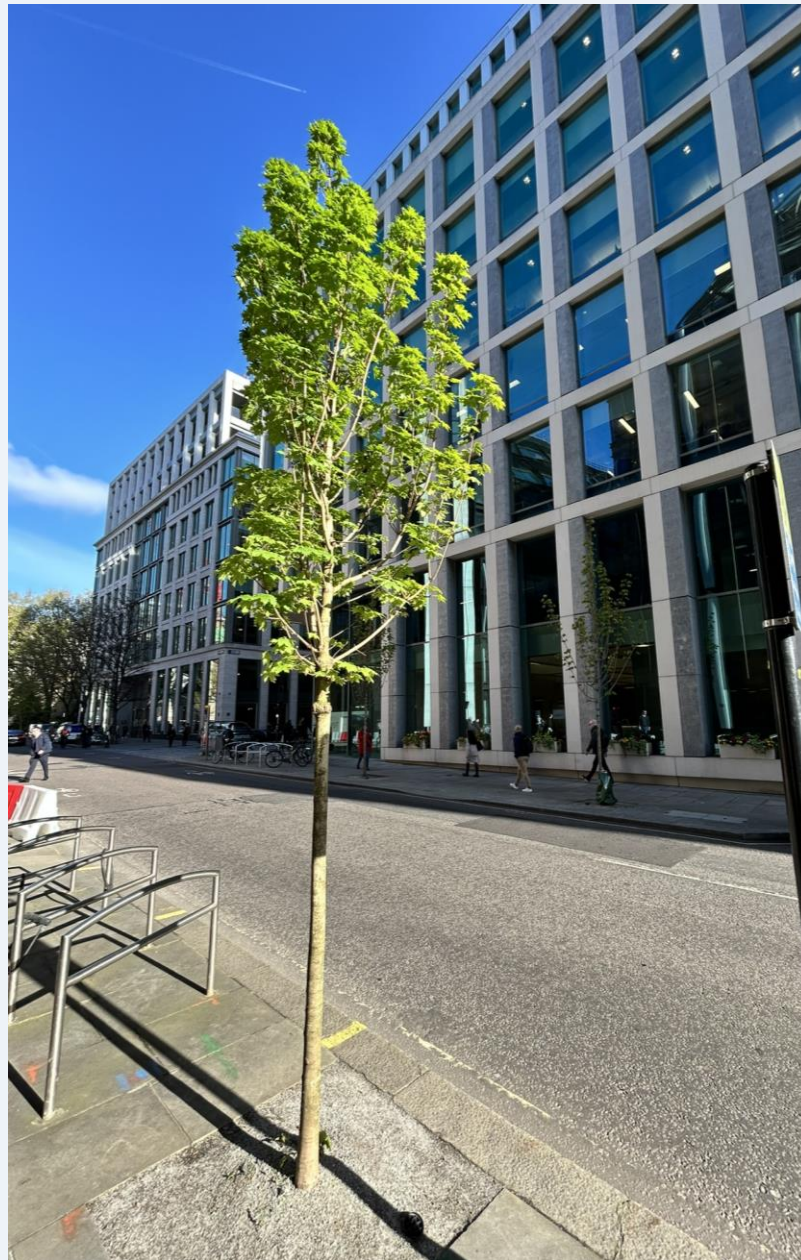
Phase 2 is progressing with all major project reaching Gateway 5. Alternative options are being reviewed for reallocation of funds from projects scoped out of phase 2.

Phase three: City Greening & Biodiversity

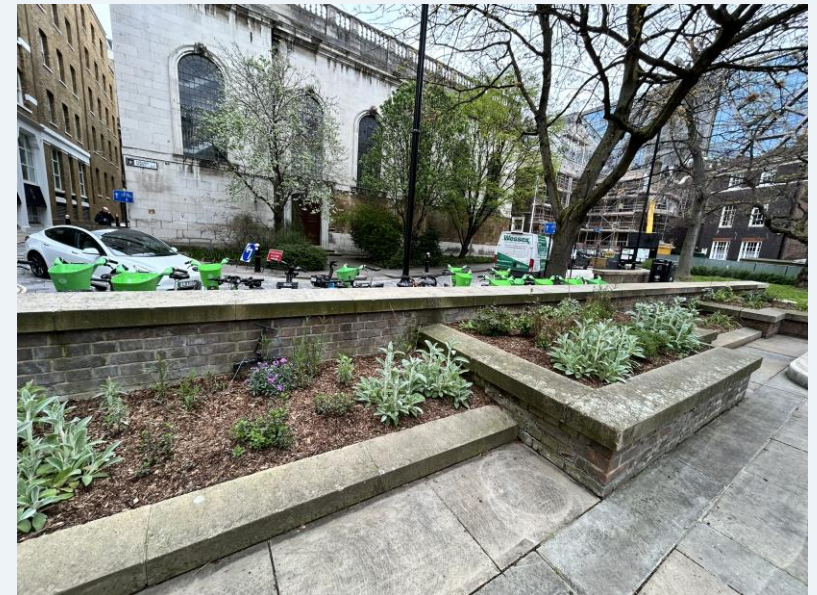
Sites identified where climate resilience measures would be most beneficial and to test strategic measures including creation of green corridors.



All Hallows by the wall sand beds completed in Spring 2023.



Street tree planting across the City, a total of 43 were delivered in 23/24.



Whittington Garden completed Nov 2023, aim to increase plant diversity, supported by Rewild London fund



Replanting site St Mary Aldermanbury completed Oct 2023, aim to increase biodiversity.

Phase 3 consists of three key elements, 're-landscaping', 're-planting' and tree planting. There are four major 're-landscaping' projects and 14 're-planting' sites.

Phase four: Sustainable Drainage

Sites identified for incorporation of sustainable drainage, to redirect rainwater from the catchment reducing and slowing the flow into the sewer system.



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Head street infiltration 'rain garden' along cycle route.

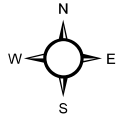
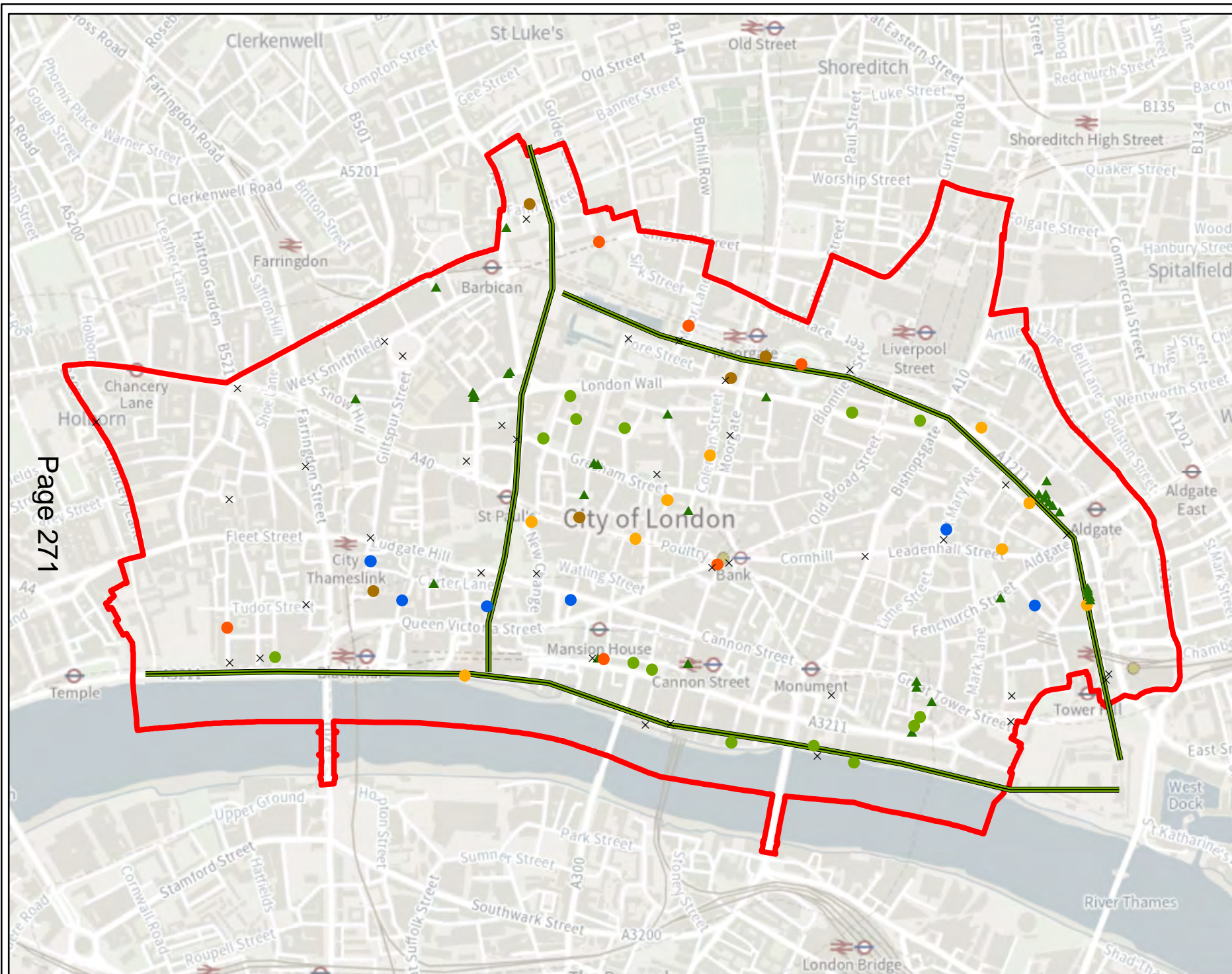


Ludgate Broadway infiltration 'rain garden' along highway.



Knightrider Court infiltration 'rain garden' in re-allocated parking bay.

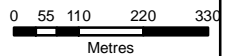
Phase 4 is progressing through the design phase and includes five sites. Detailed designs are to be supplied for Gateway 5 and construction packs, to be programmed in 2025.



Cool Streets & Greening Projects

- City of London Boundary
- Green Corridors Routes
- x Sensors
- CSG_Projects**
- Phase 1 (Pilot)
- Phase 2 (Developed)
- Phase 3 (Relandscaping)
- Phase 3 (Replanting)
- Phase 4 (Sustainable Drainage)
- ▲ Tree

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Date Created:
18 Apr 2024



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Cool Streets and Greening Impacts

- **4291m² of publicly accessible open space improved sustainably**
- **Delivery of two additional grant projects to enhance environmental greenspace**
- **Three strategic green corridors identified**



4291m² of open space improvement



15 completed pilot projects

- **Completion of 7/9 'Phase 1' projects**
- **Completion of 2/6 'Phase 2' projects**
- **Completion of 7/19 'Phase 3' projects**
- **Progression of six 'Phase 4' projects**

- **Implementation of 'Climate Resilient' planting at nine sites**
- **Seven sites improved along green corridors for biodiversity**
- **Two 'Sustainable Drainage' schemes**



12 resilience measures trialled



64 trees planted throughout the City

- **43 trees planted in streets for connectivity, shading and cooling**
- **Two tree avenues created (Vine Street and Houndsditch)**
- **Incorporation of 'resilient' tree species**

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<p>Committees: Streets and Walkways Sub Committee - (For Decision)</p> <p>Projects and Procurement Sub Committee - (For Information)</p>	<p>Dates: 14 May 2024</p> <p>10 June 2024</p>
<p>Subject: City Greening and Biodiversity: London Wall /Moorgate relandscaping</p> <p>Unique Project Identifier: 12332</p>	<p>Gateway 5: Regular Authority to start work.</p>
<p>Report of: Interim Executive Director of Environment</p> <p>Report Author: Maria Curro, Transportation and Public Realm, City Operations</p>	<p>For Decision</p>
<h1>PUBLIC</h1>	

<p>1. Status Update</p>	<p>Project Description:</p> <p><u>Summary</u></p> <ul style="list-style-type: none"> • The City Greening and Biodiversity group of projects forms part of the Phase 3 Cool Streets and Greening programme, which is delivering on the Climate Action Strategy targets. • The Programme aims to introduce more trees, resilient planting and enhance biodiversity across the City. • The London Wall Moorgate scheme is one of the various greening and landscaping projects featured as part of the City Greening and Biodiversity portfolio of work. • This report relates to the London Wall/Moorgate scheme only, as a stand-alone project. • The City Greening and Biodiversity Gateway 3/4 report was approved by Committees in December 2022/January 2023, and included the approval of the design and authority to move to Gateway 5. <p><u>London Wall Moorgate Relandscaping Project Overview</u></p> <p>The relandscaping project will improve the public space at the junction of London Wall – Moorgate by providing more space for</p>
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	<p>people to walk through and spend time in a key arrival/destination point for the City. The scheme will introduce resilient planting, trees, and areas to sit.</p> <p>Key design features include:</p> <ul style="list-style-type: none"> • Removing the existing lawn area, which is in poor condition, and introducing raised planting beds with resilient planting and multi-stem trees. • Preserving the existing mature oak tree, by creating planting areas to protect the integrity of the root system. • Integrating seating throughout the project area, including the re-positioning of existing seats to better facilitate pedestrian movement. • Creating a new walking route through the space, providing a more direct visual connection from London Wall/Moorgate to Moorgate station entrance. • Introducing the John Keats bust, commemorating the birthplace and work of the poet. <p>RAG Status: Amber (Amber at last report to Committee, specific to Cool Streets and Greening reporting)</p> <p>Risk Status: Low (Low at last report to committee, specific to Cool Streets and Greening reporting)</p> <p>Total Estimated Cost of Project (excluding risk): £612,335</p> <p>Change in Total Estimated Cost of Project (excluding risk): This project has been developed as part of the Cool Streets and Greening programme. This phase (Phase 3) of the programme has a total estimated cost of £2.6m, which involves the design development and evaluation of various projects.</p> <p>Spend to Date: This project has been developed as part of the Cool Streets and Greening programme which includes a number of projects. Please refer to the programme report for the spend to date.</p> <p>Costed Risk Provision Utilised: None</p> <p>Slippage: The construction works were initially anticipated to commence in summer 2024, however the programme has been adjusted to reduce disruption to immediate businesses over the summer period. The construction works are now planned to commence in the autumn 2024.</p>
<p>2. Requested decisions</p>	<p>Next Gateway: Gateway 6</p> <p>Next Steps: To reach construction stage (estimated for Autumn 2024) the following steps will be undertaken.</p> <ul style="list-style-type: none"> • Completion of the construction package which includes details of the raised planters, drainage, and planting palette (outlined in Section 4).

	<ul style="list-style-type: none"> • Liaise with external consultants and sculptor in relation to the introduction of the Keats Bust as required. • Develop construction programme with City's Term contractor. • Communicate to immediate stakeholders regarding timescales for implementation. <p>Requested Decisions:</p> <ol style="list-style-type: none"> 1. Agree authorisation to initiate public realm works for the delivery of the London Wall/Moorgate Green space at a total cost of £612,335, to be funded from the Cool Streets and Greening Programme (£442,655) and Section 106 Contributions (£168,680). 2. Agree to the installation of Keats Bust under S115B of the Highways Act (1980), to commemorate the birthplace of the poet, and formally enter into the legal agreement with the funder and sculptor (see section 4). 3. Agree to delegate the drawdown of the costed risk provision to the Chief Officer. 																						
<p>3. Budget</p>	<p>Total cost of the project is £612,335 which consists of £442,655 from the Cool Streets and Greening programme, and £168,680 from the Section 106 Agreements*.</p> <p>Table 1: Resources Required for delivery of London Wall Moorgate Relandscaping</p> <table border="1" data-bbox="528 1384 1179 1935"> <thead> <tr> <th>Description</th> <th>Resources Required (£)</th> </tr> </thead> <tbody> <tr> <td>Env Servs Staff Costs</td> <td>40,000</td> </tr> <tr> <td>Open Spaces Staff Costs</td> <td>5,000</td> </tr> <tr> <td>P&T Staff Costs</td> <td>35,000</td> </tr> <tr> <td>P&T Fees</td> <td>10,000</td> </tr> <tr> <td>Env Servs Works</td> <td>332,335</td> </tr> <tr> <td>Open Spaces Works</td> <td>50,000</td> </tr> <tr> <td>Maintenance (Soft landscaping & Cleansing)</td> <td>90,000</td> </tr> <tr> <td>Maintenance (Keats Bust)</td> <td>20,000</td> </tr> <tr> <td>Costed risk provision</td> <td>30,000</td> </tr> <tr> <td>TOTAL</td> <td>612,335</td> </tr> </tbody> </table> <p>Refer to Appendix 2 for detailed financial information.</p>	Description	Resources Required (£)	Env Servs Staff Costs	40,000	Open Spaces Staff Costs	5,000	P&T Staff Costs	35,000	P&T Fees	10,000	Env Servs Works	332,335	Open Spaces Works	50,000	Maintenance (Soft landscaping & Cleansing)	90,000	Maintenance (Keats Bust)	20,000	Costed risk provision	30,000	TOTAL	612,335
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TOTAL	612,335																						

	<p>*Section 106 monies have been allocated to this project, approved by the Streets & Walkways Sub-Committee on September 26, 2023.</p> <p>Costed Risk Provision requested for this Gateway: £30k is requested and also included in the programme report on the Cool Streets and Greening programme.</p>
<p>4. Design summary</p>	<p>The London Wall/Moorgate relandscaping project will create an enhanced public space, improving the experience of people walking to/from Moorgate station, providing space for outdoor seating, and an enhanced green space which can accommodate the increasing number of users in the area.</p> <p>The current lawn space was laid out several years ago as part of works connected to the Moorhouse development. It was always intended to be temporary and has outlived its design intent due to the continuing damage it suffers each year. The proposed design will deliver a long-term sustainable and attractive solution for this area.</p> <p>Project objectives:</p> <ul style="list-style-type: none"> • To improve the quality and function of the public space by relandscaping the oval area and removing the lawn, to introduce raised planters. • To increase the amount of greening by introducing a climate resilient planting pallet, which better adapts to the changing weather patterns and requires less maintenance in the long term. • To protect the integrity of the mature Oak tree by providing a dedicated walking route through area, in order to prevent further root damage. This route will also provide additional space for people to walk to/from London Wall-Moorgate junction towards Moorgate Station. • To plant three trees in the western part of the space. One to be planted within a raised planter and two trees planted in the ground. • To introduce seating areas at the western side of the space, providing places to stop and rest. • To introduce permeable paving along the northern edge of the planters to drain surface water run-off into the planters. This paving material is also to be used for the central walking path, which will ensure that the area retains permeability, reducing the amount of water going into the sewers.

- To improve and enhance opportunities for biodiversity and deliver the outcomes of the City's Biodiversity Action Plan.

Refer to Appendix 3 for detailed plans and images.

Keats Bust

The relandscaping project will incorporate a bust to commemorate and celebrate the life and work of the poet John Keats, who was born in the vicinity of the site.

The Bust was submitted by the project sponsor, former Alderman Robert Hall, and endorsed through the City Arts Initiative and approved by the Culture, Heritage and Libraries Committee. It has been granted planning permission. It will be sculpted by renowned sculptor, Martin Jennings. The Bust will sit upon a York stone plinth, with the bust being fabricated in bronze.

The Bust will be located north-west of the London Wall Moorgate relandscaping site. The site of the Bust has been chosen as it is in close proximity to the original birthplace of John Keats and will add a cultural focal point of the relandscaped green space.

City Officers and the City Legal Team have worked closely with Mr. Hall and Martin Jennings to bring forward to the fabrication and installation of Keats Bust. A detailed fabrication plan and installation plan have been agreed, as well as a post-installation maintenance programme.

The City have agreed a draft tripartite agreement with Mr. Hall and Martin Jennings. Committee approval is required to provide the City with the authority to enter into the agreement and provide authority to rely on the powers specified in S115B of the Highways Act 1980 (power to place objects or structures on the highway for the purpose of enhancing the amenity of the highway and its immediate surroundings).

An image and location of Keats Bust is shown in Appendix 3.

Stakeholder Engagement

Local Ward Member and Stakeholder Engagement with businesses and a resident adjacent to the London Wall Moorgate scheme was undertaken.

In autumn 2023. A Members' briefing session was held in October/November 2023 to inform Ward Members of scheme progress and project objectives.

Businesses consulted included: The Globe Pub, Fox Fine Wines and Spirits and Rosslyn. Officers held in-person consultations with these businesses in October and November 2023. The City Licensing Team and the City of London Police were also consulted and present at these in-person consultations.

Businesses acknowledged the current poor condition of the lawn area due to visitors using the space to congregate. It was agreed that an enhancement of the space was required. There were concerns from The Globe Pub that changes to the green space would reduce overall patronage to the pub and remove an area of public space that is popular for City workers and visitors. The Globe Pub and Fox Fine Wines and Spirits requested that the location of permanent seating be revised to better reflect the use of the space and existing licenses for outdoor tables and chairs.

These comments have been taken into account and are reflected in the revised design of the space. In addition, the recently completed public realm space to the west in Moorfields, outside Moorgate Tube Station, has provided an additional paved area that visitors to the pub can occupy.

All stakeholders consulted agreed with the proposals to include Keats Bust and felt that this compliments the space, as well as enriching the local culture of the area.

Online Engagement

In addition to the in-person engagement with businesses, officers organised a public consultation via an online platform (Commonplace) to obtain feedback from a wider user group. This consultation was included as part of a wider consultation exercise for the Moorgate area projects that launched in October and ended on 12 December 2023.

From the online platform, a total of thirty-one responses were received for the London Wall/Moorgate scheme. Of these responses, seventeen responses were in favour of the scheme, 10 not in favour of the scheme. The remaining responses were neutral.

Respondents in favour of the scheme supported an enhanced green space, enhanced protection of the established tree and new seating for people to spend time in the area. Other

feedback noted the importance of including new trees and other green infrastructure to help improve air quality and create a welcoming place at London Wall/Moorgate.

Respondents not in favour of the scheme indicated that the existing oval green space did need to be improved and that the existing tree needed to be protected, but expressed concern that changes to the existing layout would result in reduced space to be used for visitors to the adjacent businesses, in particular to the Pub. Most of these respondents were identified as owning a business adjacent to the scheme.

Officers have written to the businesses which expressed concerns and have advised that amendments to the design and programming of the works have been undertaken in response to feedback. These amendments have dealt with the main concerns. However, it is acknowledged that outdoor drinkers will no longer be able to congregate on the green public space and will instead be confined to paved areas.

Ongoing Engagement

Ongoing communication with key stakeholders will continue throughout the pre-construction and construction process to ensure disruption during the construction is reduced and access to businesses is kept at all times.

Moorgate/London Wall: Green Space Area Uses and Sense of Place study.

In addition to the above stakeholder engagement and public consultation on the scheme. The City engaged with researchers at Brunel University London to undertake a pilot study to map out the daily uses and experiences of those using and walking through the space.

A range of research methods were used to determine users, their experience of the space. This research also included mapping how people feel when walking, spending time in and exploring the London Wall-Moorgate area. It included on site observation and informal conversations. Results from the study concluded that people using the London Wall/Moorgate space wanted an 'enhanced space and experience' that includes, but not limited to, the following:

- Focus on highlighting the history of the area.
- Additional seating and spaces to rest.
- Enhanced spaces that are adaptable during hot weather and provide shade.

- Enhanced green spaces that are pleasant and inviting, interesting, and interactive.
- Additional walking routes through the area, as the current layout of the oval acts as a barrier to pedestrian movement.

Equality Analysis (EA)

Following an EA assessment, the proposed London Wall/Moorgate landscaping project designs will provide benefits for people with 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 relating to age, disability, and pregnancy/maternity.

Officers explored widening the footway on the southern part of the Oval space, on London Wall by the mature tree. However, a detailed tree root survey indicated that this is not feasible due to the extent of the rooting system and the proximity of the tree trunk to the kerb edge. As a result, the scheme will retain the existing footway width on the southern side of the Oval Space.

In the new central path and areas where trees and planters are being considered, a minimum of 2m clear width is considered to meet accessibility standards.

The benches considered include a range of seating with back rests and arm rests, along with single seats.

Lighting levels are considered appropriate in line with the City of London Lighting Strategy and no changes are considered within the scope of this project.

The Equality Analysis assessment can be found in Appendix 4.

Healthy Streets Design Check

A Healthy Streets (HS) check was not undertaken for the London Wall/Moorgate Relandscaping project. A HS check was not required, as the project does not meet the street type thresholds needed for an assessment.

CoLSAT

	A CoLSAT assessment was not undertaken for the London Wall/Moorgate Relandscaping project. A CoLSAT assessment was not undertaken as the existing layout of the space does not include a traditional highways layout required for the assessment.																							
5. Delivery team	<ol style="list-style-type: none"> 1. FM Conway (City Corporation highways contractor) to deliver the construction works. 2. City Gardens team: soft landscape works and planting. 3. Any nominated sub-contractors, under the supervision of the Environment Department and FM Conway. 4. City Transport and Public Realm Project Officers 5. City Highways Officers 																							
6. Programme and key dates	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Activity</th> <th style="text-align: center;">2024</th> </tr> </thead> <tbody> <tr> <td>Complete construction pack</td> <td style="text-align: center;">May- July</td> </tr> <tr> <td>Procurement of materials following sign-off of the construction package, including commission of Keats Bust.</td> <td style="text-align: center;">July</td> </tr> <tr> <td>Prepare programme and site management plans.</td> <td style="text-align: center;">July</td> </tr> <tr> <td>Installation of Keats Bust</td> <td style="text-align: center;">July</td> </tr> <tr> <td>Initiate site mobilisation</td> <td style="text-align: center;">August/ September</td> </tr> <tr> <td>Main Construction works commence.</td> <td style="text-align: center;">October</td> </tr> <tr> <td colspan="2" style="text-align: center;">2025</td> </tr> <tr> <td>Completion of construction works.</td> <td style="text-align: center;">January</td> </tr> <tr> <td>Planting</td> <td style="text-align: center;">February - March</td> </tr> <tr> <td><i>Gateway 6 Outcome Report</i></td> <td style="text-align: center;"><i>September</i></td> </tr> </tbody> </table>		Activity	2024	Complete construction pack	May- July	Procurement of materials following sign-off of the construction package, including commission of Keats Bust.	July	Prepare programme and site management plans.	July	Installation of Keats Bust	July	Initiate site mobilisation	August/ September	Main Construction works commence.	October	2025		Completion of construction works.	January	Planting	February - March	<i>Gateway 6 Outcome Report</i>	<i>September</i>
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<i>Gateway 6 Outcome Report</i>	<i>September</i>																							
7. Risks	<p>Key risks include:</p> <p>A. <u>Underground structures and utilities limit ability to include green infrastructure and planting.</u></p> <p><i>Mitigation:</i> Surveys have been commissioned and the design of the scheme reflects current site restrictions. As construction works commence, any unexpected underground constraint will be dealt by adjusting the location of the trees. Two trees are planned to be planted in ground with 3-4 multi-stem trees considered within the raised planters.</p>																							

	<p>B. <u>Mature tree roots limit ability to include green infrastructure and planting.</u></p> <p><i>Mitigation:</i> A thorough tree root survey was commissioned at the design stage to ensure the integrity of the Oak tree is protected. The design, location and depth of the planters reflect the requirements established by the tree specialist.</p> <p>C. <u>Works cost increase due to inflationary costs of goods and services.</u></p> <p><i>Mitigation:</i> Work closely with term contractors and Highways Team to identify changes in material costs, etc. This will take place throughout the lifecycle of the project.</p> <p>D. <u>Objections received to scheme proposals from stakeholders.</u></p> <p><i>Mitigation:</i> Consult local occupiers/businesses and stakeholders at key project milestones and throughout the lifecycle of the project. Ongoing stakeholder engagement will be undertaken during the construction phase of the project.</p> <p>E. <u>Planting maintenance costs limit planting proposals</u></p> <p><i>Mitigation:</i> The project budget accounts for maintenance costs of the soft landscaping elements (as shown in Section 3). Further discussions are to be undertaken with the cleansing team to consider provision of bins and an additional maintenance regime in this busy area.</p> <p>Costed Risk Provision Utilised at Last Gateway: NA Change in Costed Risk: £30k</p> <p>Further information available in the Risk Register (Appendix 5).</p>
<p>8. Success criteria</p>	<p>Key measures of success from the Cool Streets and Greening programme include:</p> <ol style="list-style-type: none"> 1. To improve the Square Mile's Urban Greening Factor 2. To increase the amount of the climate resilient planting throughout the City. 3. To improve opportunities and corridors for biodiversity and deliver in the outcomes of the City's Biodiversity Action Plan.

	4. To provide outdoor amenable space for people to visit and enjoy.
9. Progress reporting	Monthly updates to be provided via Project Vision and any project changes will be sought by exception via Issue or Update report to Streets and Walkways Sub Committee/Delegated Authority should there be a fundamental change to the project scope.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Detailed financial information (see below)
Appendix 3	Detailed Plans and Images Keats Bust
Appendix 4	Equality Analysis
Appendix 5	Risk Register

Contact

Report Author	Maria Curro
Email Address	maria.curro@cityoflondon.gov.uk
Telephone Number	020 7332 3132

Appendix 2. Detailed financial information.

Description	Resources Required (£)
Env Servs Staff Costs	40,000
Open Spaces Staff Costs	5,000
P&T Staff Costs	35,000
P&T Fees	10,000
Env Servs Works	332335
Open Spaces Works	50,000
Maintenance (Soft landscape & Cleansing)	90,000
Maintenance (Keats Bust)	20,000
Costed Risk Provision	30,000
TOTAL	612,335

Funding Source	Funding Adjustments (£)	Revised Funding Allocation (£)
03-3297AS Basinghall Street 35 10/02/2005	26,177	26,177
04/00958/FULL Austral House 09/03/2005	14,181	14,181
07/00092/FULL Telephone Exchange 29/06/2009	129,322	129,322
CAS - Cool Streets and Greening*	442,655	442,655
TOTAL	612,335	612,335

Project Coversheet

[1] Ownership & Status

UPI: 12332

Core Project Name: London Wall Moorgate Relandscaping (City Greening and Biodiversity)

Programme Affiliation (if applicable): Cool Streets and Greening (part of Climate Action Strategy)

Project Manager: Maria Curro

Definition of need:

The City's climate is changing. We need to adapt the City's environment to hotter drier summers, warmer wetter winters and more frequent extreme weather events. The Cool Streets and Greening Programme is a key delivery mechanism of the City's Climate Action Strategy that aims to create resilient streets and open spaces in the Square Mile.

The London Wall Moorgate scheme is one of the landscaping projects featured as part of the City Greening and Biodiversity portfolio of work. The benefits of greenery in the public realm are well documented. Trees and planting aid in softening the built environment and have the potential to improve environmental conditions offering shade, pollutant filtration and habitat creation as well as reducing greenhouse gas emissions.

The report focuses only on the London Wall Moorgate scheme, as a stand-alone project.

Key measures of success:

- To improve the Square Mile's Urban Greening Factor
- To Increase the amount of climate resilient planting in the City
- To improve opportunities and corridors for biodiversity and deliver on the outcomes of the City's Biodiversity Action Plan

Expected timeframe for the project delivery: 2022-2025

Key Milestones:

- Finalise detailed designs and cost estimates – Summer 2023
- Undertake local stakeholder engagement – Fall 2024
- Prepare G5 report – March 2024
- Finalise construction information – May/June 2024
- Scheme implementation – September – October 2024
- Gateway 6 will be submitted June 2025

Are we on track for completing the project against the expected timeframe for project delivery? No. The implementation timescales were initially considered to commence in summer 2024, however they have been adjusted to reduce disruption to immediate businesses over the summer period. The construction works are now planned to commence in the autumn 2024.

Has this project generated public or media impact and response which the City of London has needed to manage or is managing?

Yes. Managed as part of Climate Action Strategy.

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

'Project Briefing' G1 report: COOL STREETS AND GREENING PROGRAMME (as approved by Chief Officer April 2022)

- Total Estimated Cost (excluding risk): £1.5m - £2.5m
- Costed Risk Against the Project: n/a
- Estimated Programme Dates: 2022-2025

Scope/Design Change and Impact: no change

'Project Proposal' G2 report: COOL STREETS AND GREENING PROGRAMME (as approved by PSC May 2022)

- Total Estimated Cost (excluding risk): £1.5-2.5m
- Resources to reach next Gateway (excluding risk) £80,000
- Spend to date: N/A
- Costed Risk Against the Project: none
- CRP Requested: none
- CRP Drawn Down: none
- Estimated Programme Dates: 2022-2025

Scope/Design Change and Impact: no change

'Options Appraisal and Design' G3-4 report: COOL STREETS AND GREENING PROGRAMME (Dec 2022 and Jan 2023 the subject of this report)

Note: The tree planting element of the London Wall/Moorgate relandscaping project went straight to GW5 in order to not miss the opportunity to plant trees in the planting season (Nov – March)

- Total Estimated Cost (excluding risk): £2.5m
- Resources to reach next Gateway (excluding risk): 95k
- Spend to date: £49,804 (for the whole of Ph 3)
- Costed Risk Against the Project: None
- CRP Requested: None
- CRP Drawn Down: None
- Estimated Programme Dates: 2023 - 2025

Scope/Design Change and Impact: no change

'Authority to start Work' G5 report – LONDON WALL MOORGATE SCHEME

- Total Estimated Cost (excluding risk): £612,335
- Resources to reach next Gateway (excluding risk): £612,335
- Spend to date: NA
- Costed Risk Against the Project: £30,000
- CRP Requested: NA
- CRP Drawn Down: NA
- Estimated Programme Dates: 2023 - 2024

Scope/Design Change and Impact: A two-month programme delay as a result of the extensive design considerations to ensure the project is delivered on budget and to stated milestones, and have been amended as a result.

Total anticipated on-going commitment post-delivery [£]: £90,020 maintenance costs included within capital project costs **Programme Affiliation [£]:** Cool Streets and Greening (CAS)

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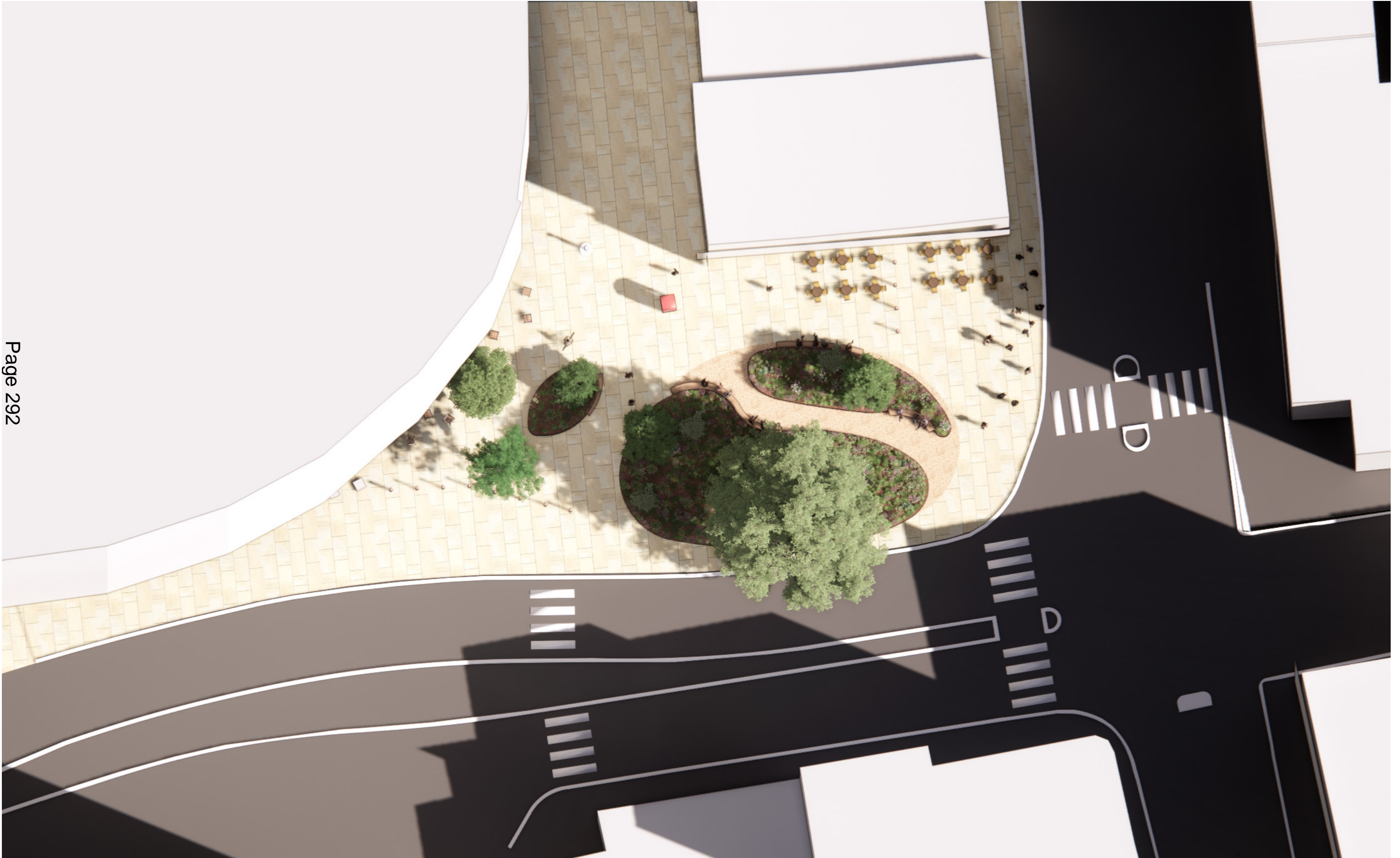


Moorgate / London Wall Landscape Sketchbook

March 2024

LDĀDESIGN

Landscape View 1



Landscape View 2



Landscape View 3



Landscape View 4



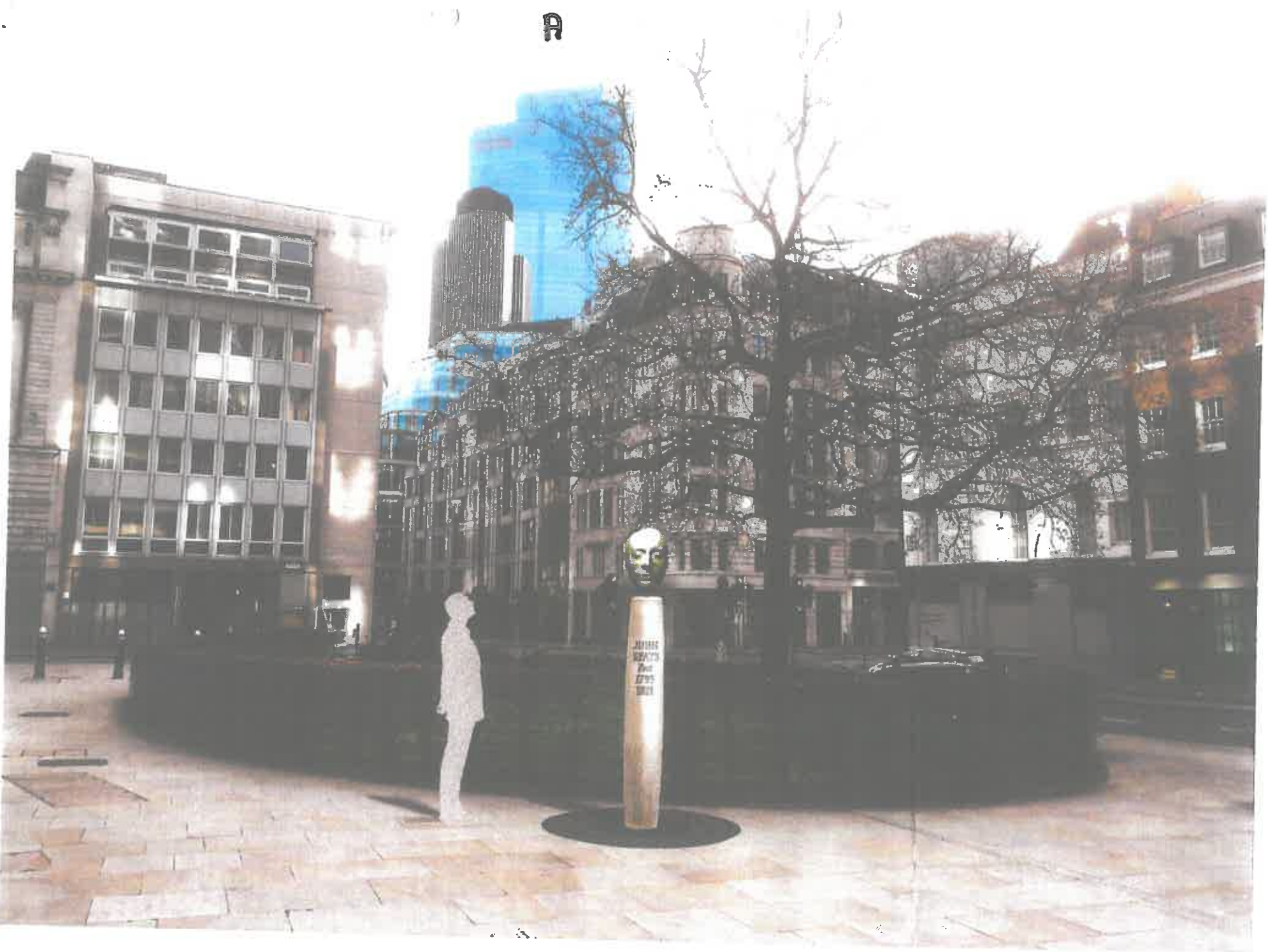
Landscape View 5



Landscape View 6

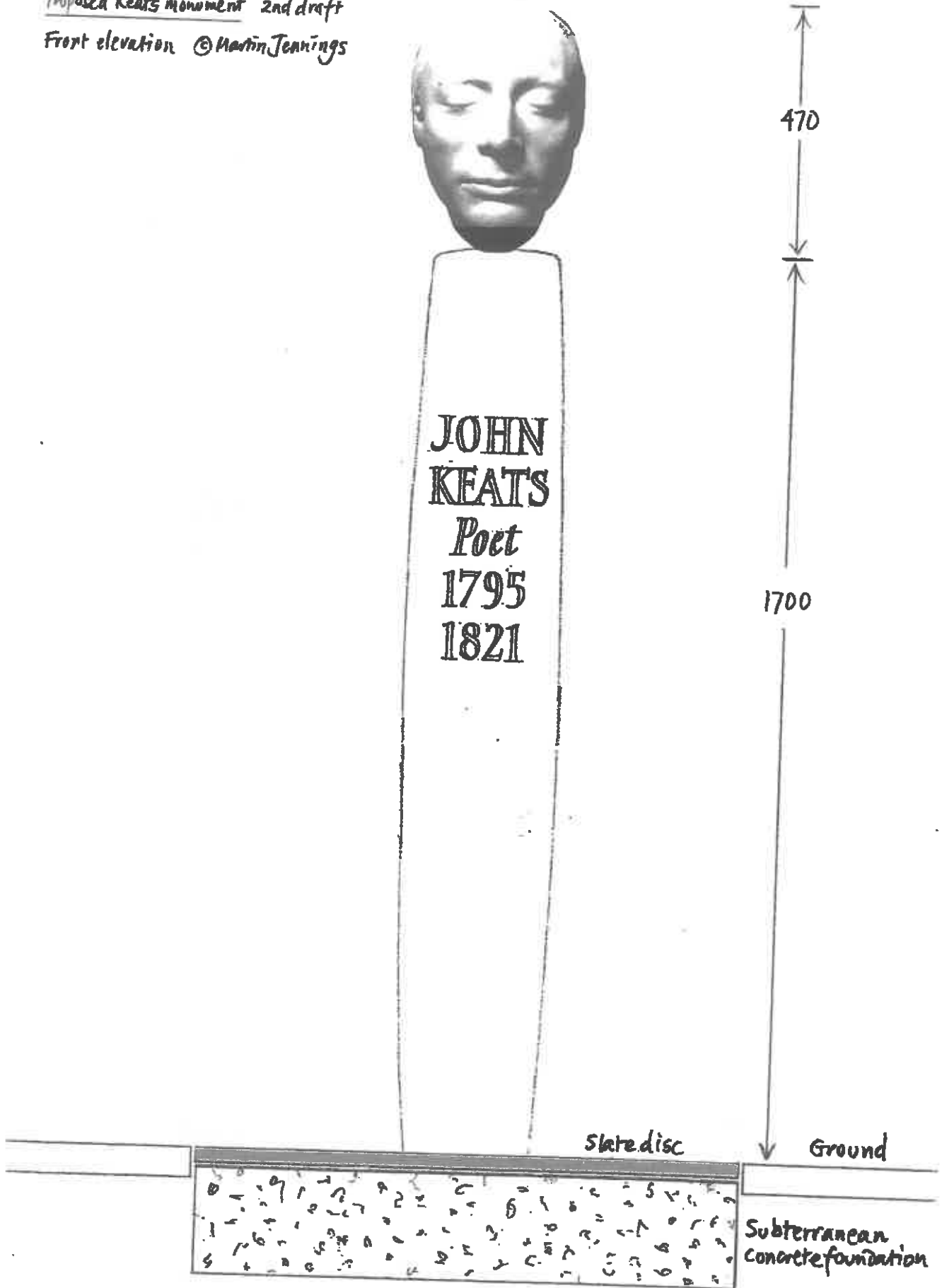


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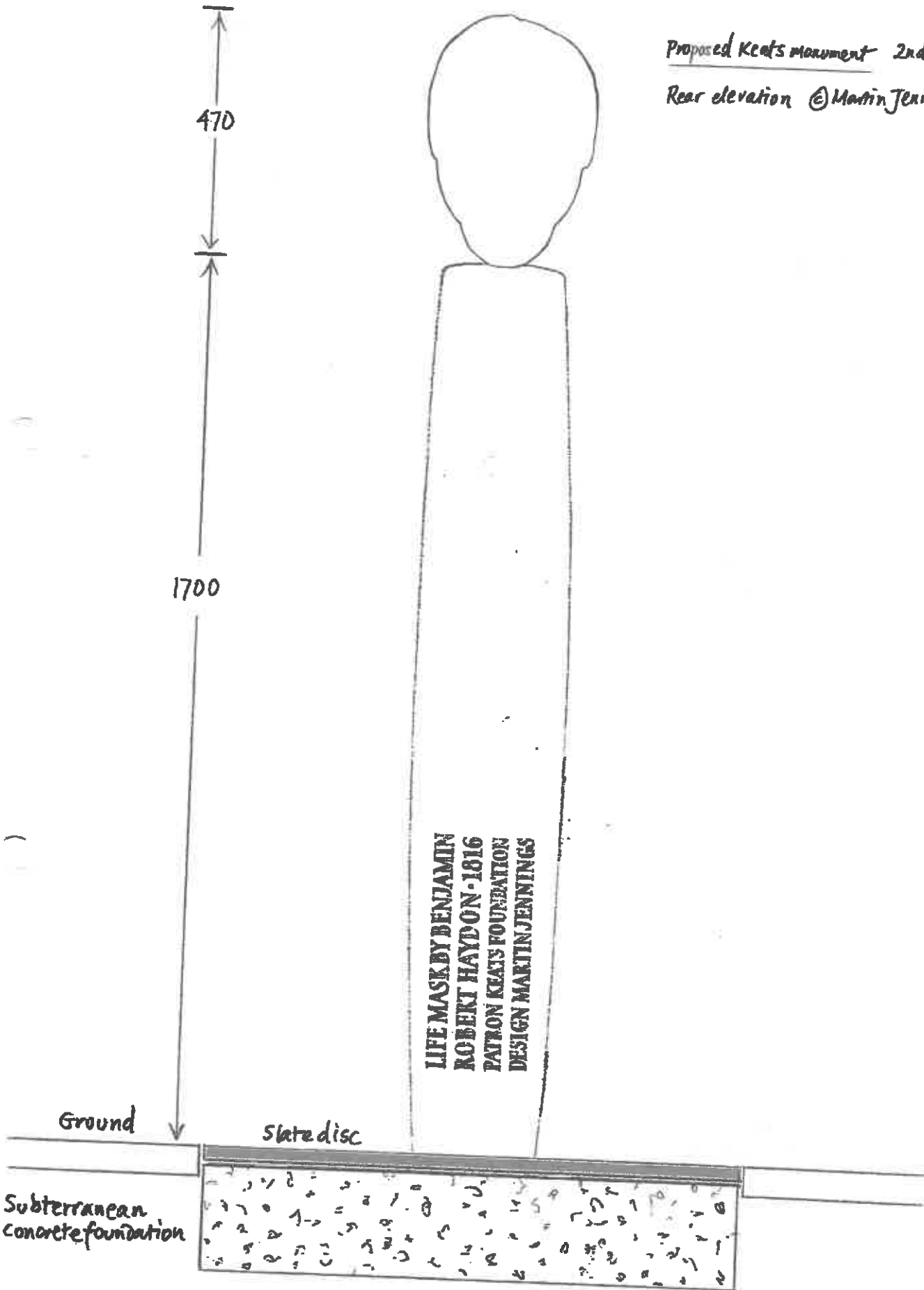
B

Proposed Keats monument 2nd draft
Front elevation © Martin Jennings



C

Proposed Keats monument 2nd draft
Rear elevation © Martin Jennings

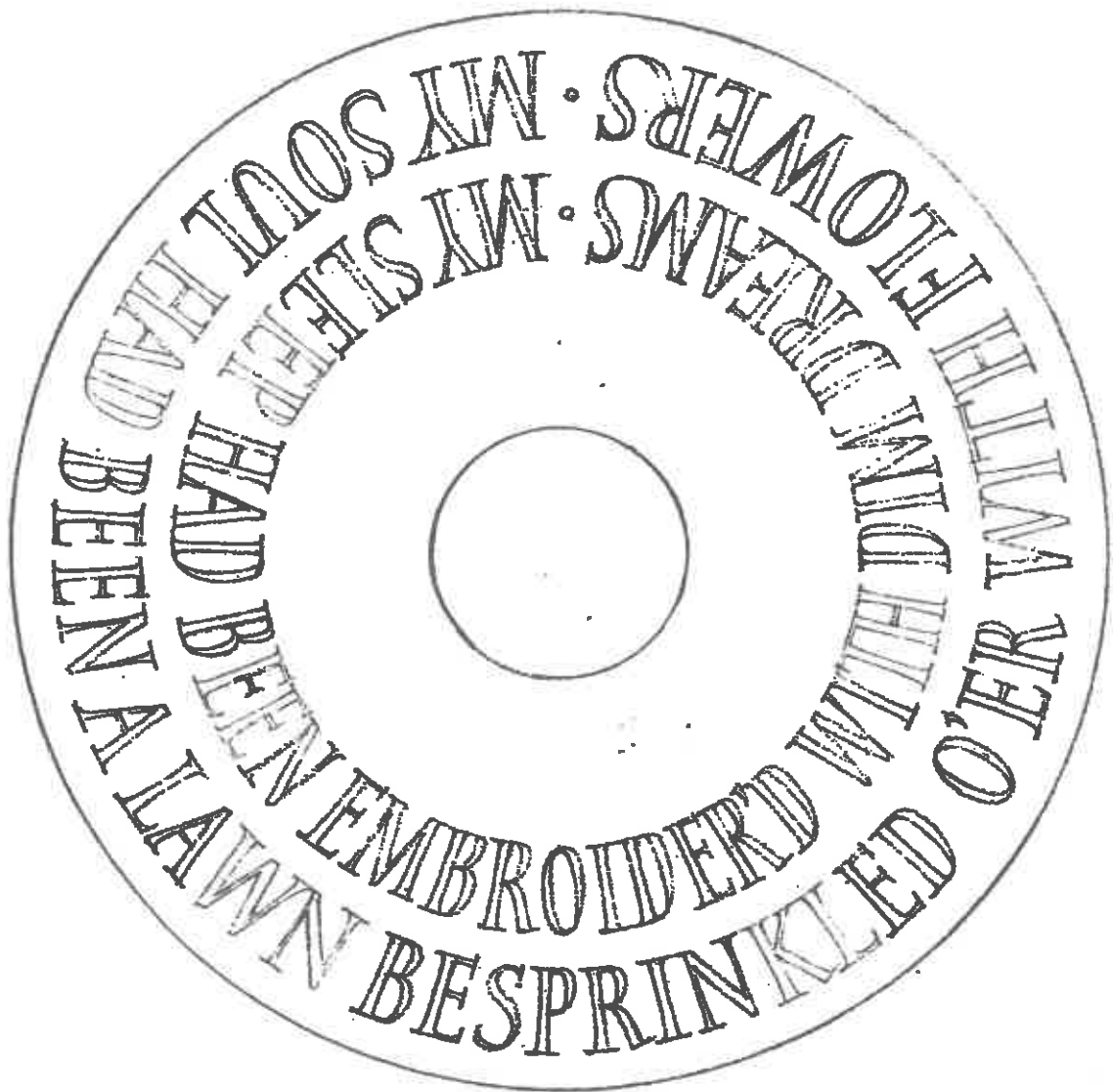


D

Proposed Keats monument 2nd draft

Plan view of inscribed slate disc
(level with paving) showing
position of column

© Martin Jennings



1m

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
- 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 it influences the final decision

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.

- 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;
- 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;

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 changes 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

- 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 focusing 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 process within departments to ensure that equality analysis exercises are conducted according to the agreed format and to a consistent standard. Departmental equality representatives are key people to consult when undertaking an equality analysis.

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.

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;

2.3 – 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;

2.2 Analyse the evidence – make and assessment of the impact or effect on different equality groups;

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:	<i>Maria Curro</i>	Contact Details:	Maria.curro@cityoflondon.gov.uk
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1. What is the Proposal

The London Wall/Moorgate Oval Relandscaping project comes under the Cool Streets and Greening programme. The Oval is one of the only green spaces along the Moorgate corridor. In its current design, the Oval is significantly underused as it is not accessible to pedestrians and its enclosed design impedes pedestrian movement to/from the new Moorgate Crossrail entrance. The existing design does not provide the opportunity for enhanced biodiversity and climate resistant mitigations.

The London Wall/Moorgate relandscaping project reimagines the Oval, creating a more welcoming and interesting space. Revised designs provide a planting approach that will create a tranquil oasis of green for people working, visiting and travelling to/from the Crossrail station. The revised design of the Oval and surrounding area further creates an environment which allows pedestrians to interact with surrounding green infrastructure. The relandscaping design includes enhanced planting throughout the site and encourages people to stop and rest and will provide varying interest throughout the year.

Key features of the London Wall/Moorgate Oval Relandscaping project include:

- Removal of existing hedges surrounding the Oval, creating an open space
- New pathway through the Oval, allowing pedestrian movement through the Oval
- Introduction of green infrastructure, including planters with integrated seating, throughout the wider project area
- Introduction of trees and planting of diverse biodiversity
- Inclusion of a statue of poet John Keats, born in Moorgate in 1795

The London Wall/Moorgate Oval Relandscaping project aligns with the City's Climate Action Strategy and Transport Strategy by way of:

- Providing more public space that is accessible to all and delivering world-class public realm
- Incorporating protection from adverse weather in the design of streets and the public realm
- Introducing climate resistant and adaptive landscaping in planned work



Image 1: London Wall/Moorgate Oval Relandscaping (City Greening and Biodiversity: Masterplan Report)

2. What are the recommendations?

The to achieve the objectives of the London Wall/Moorgate Oval Relandscaping project the following is recommended:

- **Footway Widths:** It is advised that the footways are the appropriate width to accommodate the subsequent increase in trip generation and footfall within the area, taking into consideration the Moorage Crossrail entrance and surrounding developments. It is also advised footway widths are reviewed in relations to the placement of the planters. 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 or navigate around the planters, improving road safety for all users. It is recommended that the footway widths, including the new pathway through the Oval, are designed in conjunction with TfL's Pedestrian Comfort Guidance Technical guide¹. The same approach is also recommended where the Oval sits adjacent to The Globe pub, thus ensuring appropriate widths relative to footfall.

- **Level Access:** In line with DfT's Inclusive Mobility Guide 2021², it is recommended that level access is provided throughout the Oval and that the placement and building of the planters do not obstruct or alter level access across the site. This will 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 (DfT) Inclusive Mobility Guide 2021 guidance³, it is recommended that tactile paving is in place to aid visually impaired people, specifically, but not limited to, planters and when accessing the Oval.
- **Planters/Seating:** It is recommended that the location of the proposed planters/seating within the Oval and throughout the wider site is carefully positioned to avoid obstructing any key routes which may be used by wheelchair and pushchair users and should also be picked out in contrasting colours to help those with visual impairments. **Error! Bookmark not defined.** It is recommended that the location and arrangement of the proposed positioning of the planters are developed in consultation with landscape architects and the designs align with existing City accessibility principles. This will help to prevent street clutter and ensure visibility for all users of the space.
- **Greening/Trees:** It is recommended that the location and arrangement of the proposed greening/trees are developed in consultation with landscape architects and the designs align with existing City accessibility principles. This will help to prevent street clutter, ensure visibility, and avoid impeding pedestrian routes⁴. Consideration should also be given to 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/Spring.
- **Lighting:** It is recommended that the Oval and wider surrounding area is lit appropriately to prevent any anti-social behaviour, improve user safety for groups vulnerable to crime and further aid visually impaired members of the public. It is recommended that streetlights and signs should be mounted on walls or buildings whenever possible; if not, then placing them at the back of the footway as near the property line as possible is acceptable⁵.
- **Maintenance of Pathway/Footways:** The pathway proposed along the Oval and, more generally the footways throughout the surrounding area, 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 sticks⁶.

¹ [Pedestrian Comfort Guidance for London \(tfl.gov.uk\)](https://tfl.gov.uk)

² [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

³ [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

⁴ [Manual for the Streets \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

⁵ [City of London Lighting Strategy](#)

⁶ [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

- Construction: A 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. Continued liaison with stakeholders should also be undertaken to inform them of the diversion routes. On completion of the works, the City could also offer a guide to familiarise the changes to those who are visually impaired.

3. Who is affected by the Proposal?

The proposed scheme is located in the City of London, within the Coleman Street 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 pubs. The London Wall/Moorgate Oval is located within a short distance of new Moorgate Crossrail station entrance (two-minute walk) and is also accessible by Liverpool Street and Bank Underground and rail stations.

Given the proposed works are located within a key commercial district and the area boasts a high Public Transport Accessibility Level (PTAL) rating of 6b⁷, 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 commuters⁸ to the city. The opening of the Moorgate Crossrail station and other large-scale developments along the Moorgate corridor (i.e. 120 Moorgate, 21 Moorfields and 1 Ropemaker Street⁹) will further generate a significant number of additional commuter trips to the area. 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%)¹⁰, 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 the London Wall/Moorgate Oval, which will attract users to the area. These include places of health facilities, listed buildings and a link to the Finsbury Circus Gardens. The site is easily accessible by sustainable modes, therefore, users are most likely to travel to these trip generators on foot, by bike and/or public transport.

It is assumed that although the relandscaping of the Oval will take place within hoarding boundaries, 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. A full assessment of the potential impacts on each of the protected characteristic groups with regards to construction is provided below.

Age

Check this box if NOT applicable

Age - Additional Equalities Data (Service Level or Corporate)

The Office for National Statistics (ONS) Mid-2020¹¹ population estimates for the City of London states a total population of 10,938 for the borough. The age breakdowns for the City of London and London are detailed in Table 1 below:

⁷ [WebCAT planning tool - Transport for London \(tfl.gov.uk\)](#)

⁸ [Our role in London - City of London](#)

⁹ [City of London Web Mapping](#)

¹⁰ [Travel in London Report 13 \(tfl.gov.uk\)](#)

¹¹ <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalescotlandandnorthernireland>

Table 1: Age Breakdown for City of London and London (Source: ONS Census Data 2020)

Age	City of London %	Greater London %
Under 5 years	4.3%	6.6%
5 to 15 years	11%	14%
16 to 24 years	13%	10.3%
25 to 64 years	55.8%	56.9%
65 years and over	15.8%	12.2%
Total	100%	100%

The figures above illustrate that the City of London has slightly fewer people under the age of 15 (15.3%) compared to Greater London (20.6%). 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 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%
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
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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 (23%), showing that the City of London has a smaller proportion of older professionals.

Sensitive receptors

With regards to sensitive receptors relevant to age, there are pharmacies and private health facilities (including medical, dental and optical) within the area. As noted elsewhere, the entrance to Moorgate Crossrail station is located in close proximity to the relandscaping project.

Locations where higher proportions of young people and older adults are likely to be concentrated include:

- Boots Pharmacy – 100 metres of the proposed scheme
- Nut Tree Pharmacy – 100 metres of the proposed scheme
- Health facilities (McMillan Healthcare, Medical Prime Centre, Roodlane Medical, ODL Dental Clinic, David Clulow Opticians) – 100/150 metres of the proposed scheme

While not considered sensitive receptors, there are a number of financial institutions and retail units in close proximity to the project site. The Globe pub sits adjacent to the Oval.

What is the proposal's impact on the equalities aim?

The Oval Greening relandscaping project is 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 over¹², with 87% walking at least once a week. Looking at the census data above, a large proportion of the City of London's population (15.8%) would therefore benefit from the proposals to improve the pedestrian environment at the London Wall/Moorgate junction.

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:

¹² [Travel in London: Understanding our diverse communities 2019 \(tfl.gov.uk\)](https://www.tfl.gov.uk/road-together/our-roads/understanding-our-diverse-communities-2019)

Building on this, the DfT underlines the need to provide plenty of appropriately placed and designed seating in locations where people may have to wait and along pedestrian routes¹³. The proposals to provide seating as part of the public realm improvements within the Oval will help to achieve this, providing a place to rest along the pedestrian route.

Seating provision and 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 64¹⁴.

Street trees and other greening can also play a key role in helping to remove harmful PM¹⁰ particulates and NO² roadside emissions¹⁵ and mitigating against climate change impacts such as heating of streets (and provision of shaded areas), both of which young people and elderly people are disproportionately affected by¹⁶¹⁷.

The relandscaping project provides the opportunity to enhance the public realm, benefitting both elderly and younger users and help to address some of the key barriers to active travel for the elderly population.

Although the City of London has a smaller population under the age of 15 compared to London as a whole, 15.3% compared to 20.6% respectively, children and young people travelling through the area likely to benefit from the improved pedestrian environment on their journeys. For children and young people the enhanced space encourages more trips by active modes and provides a more attractive space to travel through.

While it should be acknowledged however that the majority of users are likely to be

- **Level Access:** In line with the DfT's Inclusive Mobility Guide 2021¹⁹, it is recommended that level access is provided throughout the Oval 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 scale of the development, it is advised that the new footway through the Oval and leading to the Moorgate Crossrail entrance is an appropriate width to accommodate an increase in trip generation and footfall. It is recommended that the footway widths are designed in conjunction with TfL's Pedestrian Comfort Guidance Technical guide (See Appendix B **Error! Bookmark not defined.**). This will ensure vulnerable road users, as well as those using pushchairs, have a maintained level of comfort when using this space.
- **Seating:** As the relandscaping project includes seating, it is advised that all seating requirements meet DfT's Inclusive Mobility Guide 2021²⁰ seating guidelines. This will enable pregnant women and those with young children to access seating.
- **Construction:** A CEMP or 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. Continued liaison with stakeholders should also be undertaken to inform the plans.

¹³ [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/101442/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf)

¹⁴ <https://www.ageuk.org.uk/london/about-us/media-centre/facts-and-figures/>

¹⁵ https://www.london.gov.uk/sites/default/files/valuing_londons_urban_forest_i-tree_report_final.pdf

¹⁶ <https://www.unep.org/news-and-stories/blogpost/young-and-old-air-pollution-affects-most-vulnerable>

¹⁷ <https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution>

¹⁹ [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/101442/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf)

²⁰ [Inclusive mobility \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/101442/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf)

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.

Relandscaping Construction Process:

The proposed relandscaping works will be undertaken within the existing hoarding boundaries and pedestrian diversions/wayfinding signage will be put into place.

In addition to this, it is not envisioned that ramps/other materials that will lead to step change will be used for the relandscaping construction phase. If ramps are needed at the time of construction, the quality of ramps will need to be considered as poor-quality ramps may pose accessibility issues for some users and are also likely to affect elderly people during the construction phase.

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 phase¹⁸. These include:

- Wheelchair and mobility aid users 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

It is expected that the construction phase will lead to access issues or longer journey times for the elderly and those with limited mobility. This is because the works will not require road or bus stop closures therefore, access to the site and surrounding area via public transport or car will still be possible.

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.

¹⁸ [Transport, health and wellbeing \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

<p>With regards to construction, the proposed pedestrian diversions are deemed sufficient. Should ramps be used, it is recommended that any negative impact on access for elderly and younger people is offset by ensuring that suitable, clear diversions with ramps and appropriate signage are provided.</p>	
<p>Key borough statistics:</p> <ul style="list-style-type: none"> • The City of London is dominated by businesses and the residential population is significantly lower compared to other London boroughs. • The City has proportionately more people aged between 25 and 69 living in the Square Mile than Greater London. Conversely there are fewer young people. Approximately 955 children and young people under the age of 18 years live in the City. This is 11.8% of the total population in the area. 	<ul style="list-style-type: none"> • 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 percentage of over 45s. There is a larger percentage working in the City in the 25-44 age bands in comparison to Greater London.

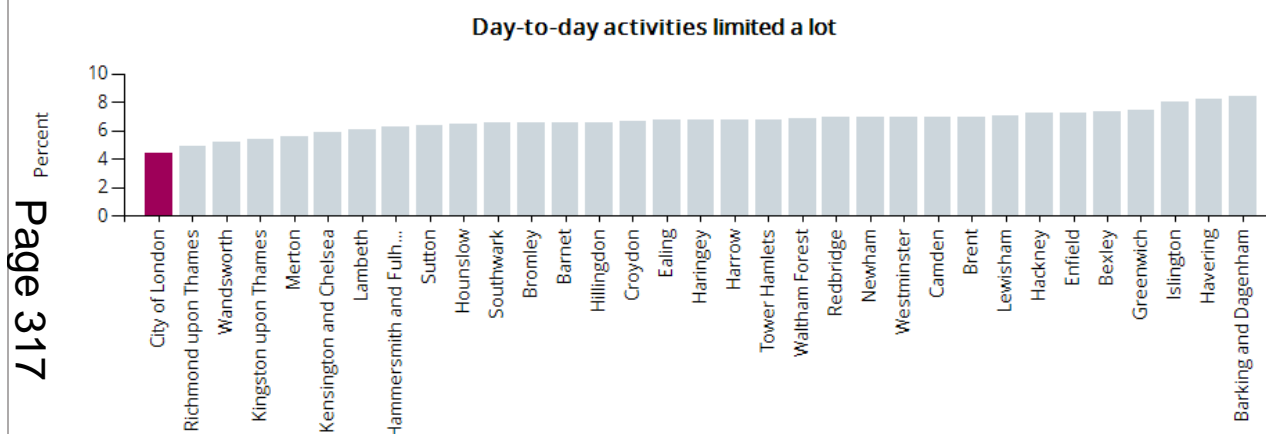
Disability

Check this box if NOT applicable

Disability - Additional Equalities Data (Service Level or Corporate)

ONS disability and well-being 2020 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-day activities between July 2013 to June 2020 showed lower scores for life satisfaction each year²¹.

As per the Census 2011, the below graph (Figure 1) 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 4.4%.

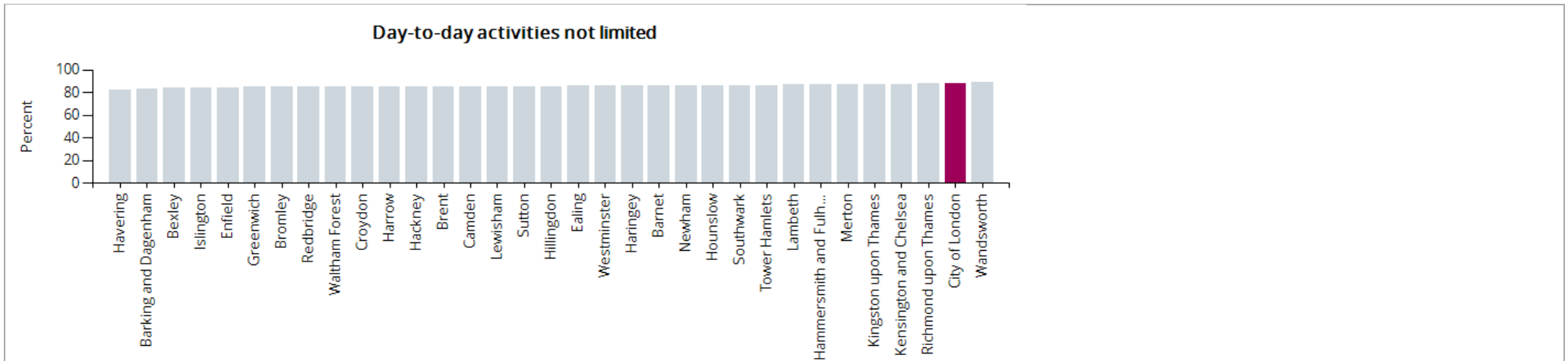


Source: ONS Census 2011

Figure 1: Limited activities due to disability (Source: ONS Census Data 2011)

The below graph (Figure 2) shows the percentage of the City of London residents who considered their day-to-day activities not to be limited by disability or long-term illness compared to other London boroughs. The City of London again compares favourably, as it had the second highest percentage at 88.5%.

²¹ <https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/disability/datasets/disabilityandwellbeing>



Source: ONS Census 2011

Figure 2: Unlimited activities due to disability (Source: ONS Census Data 2011)

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 11.5% compared to 17.6% for England. This is considered significantly better than the national average²².

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 autistic²³. Further to this, there are over 2 million people in the UK living with sight loss²⁴. With these statistics in mind, it is therefore paramount that the construction of and design of the proposed works considers all users.

Sensitive receptors

With regards to sensitive receptors relevant to age, there are pharmacies and private health facilities (including medical, dental and optician) within the area. As noted elsewhere, the entrance to Moorgate Crossrail station is located in close proximity to the relandscaping project.

Locations where higher proportions of young people and older adults are likely to be concentrated include:

²² https://www.localhealth.org.uk/#c=report&chapter=c05&report=r01&selgeo1=lalt_2021.E09000001&selgeo2=eng.E92000001

²³ <https://www.london.gov.uk/questions/2022/1716#:~:text=Andrew%20Boff%20AM%3A%20With%20approximately,900%2C000%20Londoners%20with%20neurodivergent%20conditions>

²⁴ <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)

- Boots Pharmacy – 100 metres of the proposed scheme
- Nut Tree Pharmacy – 100 metres of the proposed scheme
- Health facilities (McMillan Healthcare, Medical Prime Centre, Roodlane Medical, ODL Dental Clinic, David Clulow Opticians) – 100/150 metres of the proposed scheme

While not considered sensitive receptors, there are a number of financial institutions and retail units in close proximity to the project site. The Globe pub sits adjacent to the Oval.

What is the proposal’s impact on the equalities aim?

The Oval Greening relandscaping project is 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 accessing the Oval and the surrounding area than the data suggests. This is likely to be facilitated by the accessibility of the area by Moorgate Crossrail station, enabling those with limited mobility to access the site and surrounding 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 2030²⁵. Further to this, walking is the main mode of travel for disabled Londoners, with 78% reporting they walk at least once a week.

With this in mind, it is therefore important that the design considers these requirements, which aligns with the City of London’s Transport 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.**).

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 guidance²⁷, it is recommended that tactile paving is in place to aid visually impaired people. 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 others²⁸.
- **Level Access:** In line with the DfT’s Inclusive Mobility Guide 2021²⁹, it is recommended that level access is provided throughout the scheme to enable easy access for those with limited mobility and mobility aids.
- **Footway Widths:** Given the scale of the development, it is advised that the new footway through the Oval and leading to the Moorgate Crossrail entrance is an appropriate width to accommodate an increase in trip generation and footfall. It is recommended that the footway widths are designed in conjunction with TfL’s Pedestrian Comfort Guidance Technical

²⁵ <https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/disability/articles/outcomesfordisabledpeopleintheuk/2021>

²⁷ [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](#)

²⁸ [Travel, transport and mobility | RNIB](#)

²⁹ [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](#)

Research by Transport for All²⁶ 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 paving stones all contribute to this.

Similarly, these findings are echoed by DfT's Inclusive Mobility **Error! Bookmark not defined.** guide, whereby a number of barriers to navigating the pedestrian environment were identified, including obstacles, uneven surfaces, navigating slopes and ramps, etc. The guidance also underlines that good, inclusive design benefits all users, including those who have non-visible disabilities.

The proposed public realm improvements associated with the project should help to tackle some of these key barriers.

Relandscaping Construction Process:

The proposed relandscaping will be undertaken using hoarding boundaries and there appropriate pedestrian diversions/wayfinding signage will be put in to divert users away from the space.

In addition to this, it is not envisioned that ramps/other materials that will lead to step change will be used for the relandscaping construction phase. If ramps are needed at the time of construction, the quality of ramps will need to be considered as poor quality ramps may pose accessibility issues for some users and are also likely to affect disabled people during the construction phase. People with disabilities accessing health facilities in the area may also be affected on their journeys if the appropriate footway diversions are not in place during construction.

guide³⁰. This will ensure vulnerable road users, as well as those using pushchairs, have a maintained level of comfort when using this space.

- Seating: It is recommended that the location of the proposed seating within the Oval is carefully positioned to avoid obstructing any key routes which may be used by wheelchair users and should also be picked out in contrasting colours to help those with visual impairments³¹.
- Trees: It is recommended that the location and arrangement of the proposed trees and greening are developed in consultation with landscape architects and the designs align with existing CoL guiding principles. This will help to prevent street clutter and ensure visibility³². Consideration should also be given to 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.
- Lighting: People with disabilities 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 throughout the Oval. This will act to improve safety of all users and minimise any blind spots. The CoL Lighting Strategy should be consulted prior to final design.
- Maintenance of the Oval and other green infrastructure: The proposed landscaping throughout the Oval and the planters within the wider site will need to be regularly maintained. This is because uneven and/or gaps within the footway can cause issues for some users, including those who are vision impaired, wheelchair users, and those using crutches and sticks³³. Overgrown greening can reduce site lines and overgrown tree roots can act as a fall hazard.
- Construction: A CLP should be implemented to minimise construction impact. It should include measures such as suitable diversion routes with appropriate

²⁶ <https://www.transportforall.org.uk/campaigns-and-research/pave-the-way/>

³⁰ [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](#)

³¹ [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](#)

³² https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1072722/Essex_Manual_for_Streets_Redacted.pdf

³³ [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](#)

<p>Several potential negative impacts on people with disabilities have been identified if the appropriate measures are not in place during the construction phase Error! Bookmark not defined... These include:</p> <ul style="list-style-type: none"> • 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 • Construction noise can negatively affect people with autism/other neurological disabilities • Altered public realm and 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 <p>The relandscaping project will not result in reduced access issues or longer journey times for those with disabilities. This is because the works will not require road or bus stop closures therefore, access to the site and surrounding area via public transport or car will still be possible.</p> <p>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.</p> <p>As the construction phase commences, it is recommended that any negative impact on access for those with disabilities is offset by ensuring that suitable, clear diversions with ramps and appropriate signage are provided.</p>	<p>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 develop could also offer a guide to familiarise the changes to those who are visually impaired.</p>
<p>Key borough statistics: Day-to-day activities can be limited by disability or long term illness – In the City of London as a whole, 89% 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%). In the areas outside the main housing estates, around 95% of the residents responded that their activities were not limited. Additional information on Disability and Mobility data, London, can be found on the London Datastore.</p>	<p>The 2011 Census identified that for the City of London’s population:</p> <ul style="list-style-type: none"> • 4.4% (328) had a disability that limited their day-to-day activities a lot • 7.1% (520) had a disability that limited their day-to-day activities a little <p>Source: 2011 Census: Long-term health problem or disability, local authorities in England and Wales</p>

Measures on self-reported health were also collected during the 2011 census for the City of London borough. The responses were categorised into Very Bad, Bad, Fair, Good and Very Good health.

- 0.8% of the population of The City self-reported as having Very Bad health
- 55.8% of the population self-reported as having Very Good health

Gender Reassignment

Check this box if NOT applicable

Gender Reassignment - Additional Equalities Data (Service Level or Corporate)

It is not believed that that the relandscaping project will impact this characteristic.

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*
Click or tap here to enter text.

Key borough statistics:

- [Gender Identity update 2009 - ONS](#)

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

Click or tap here to enter text.

NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposal.

Pregnancy and Maternity

Check this box if NOT applicable

Pregnancy and Maternity - Additional Equalities Data (Service Level or Corporate)

The ONS Conception Statistics, England and Wales, 2020 shows the conception numbers for the City of London³⁴. There were 5,659 conceptions in the City of London in 2020³⁵. 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%)³⁶.

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

³⁴ Note these numbers have been combined with the Hackney borough to preserve confidentiality.

³⁵ Note these numbers have been combined with the Hackney borough to preserve confidentiality.

³⁶ <https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/conceptionandfertilityrates/datasets/conceptionstatisticsenglandandwalesreferencetables>.

(1.28) and also for London as a whole (1.52)³⁷.

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, and more specifically the development, 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.

³⁷ [Births in England and Wales: summary tables – Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/peoplepopulationandcommunity/healthandlife/birthsdeathsandmarriages/births)

What is the proposal's impact on the equalities aim?

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. The proposed seating locations and type, for instance, offer points of rest for pregnant women.

The relandscaping project provides other positive impacts for pregnant women. Access to green infrastructure is associated with positive outcomes for those who are pregnant, such as healthier birth weights³⁸. Pregnant women are also more likely to be impacted by poor air quality. While the project does not measure air quality, the expansion of green infrastructure will provide improved air quality within the area.

Parents with younger children and push chairs will also benefit from the improvements to the public realm, as the proposed works would improve the overall pedestrian environment.

In terms of sensitive receptors, there are health facilities within 500 metres of the proposed works which may be used by pregnant women. Users of these facilities will benefit from the improved pedestrian environment on their journey's to and from these facilities.

Relandscaping Construction Process:

The proposed works will be undertaken using hoarding, with clearly demarcated boundaries. Clear pedestrian diversions will be in place at the London Wall/Moorgate junction footways and leading to the Moorgate Crossrail station entrance.

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 those with young children when developing the detailed design:

- **Level Access and Accessibility Requirements:** In line with the DfT's Inclusive Mobility Guide 2021³⁹ and the City of London's guidelines⁴⁰, it is recommended that level access is provided throughout the project site. This will enable easy access for those travelling with young children in pushchairs.
- **Footway Widths:** Given the scale of the development, it is advised that the new footway through the Oval and leading to the Moorgate Crossrail entrance is an appropriate width to accommodate an increase in trip generation and footfall. It is recommended that the footway widths are designed in conjunction with TfL's Pedestrian Comfort Guidance Technical guide⁴¹. This will ensure vulnerable road users, as well as those using pushchairs, have a maintained level of comfort when using this space.
- **Seating:** As the relandscaping project includes seating, it is advised that all seating requirements meet DfT's Inclusive Mobility Guide 2021⁴² seating guidelines. This will enable pregnant women and those with young children to access seating.
- **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

³⁸ [A4 Colour cover, vernacular \(who.int\)](#)

³⁹ [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](#)

⁴⁰ [Accessibility statement - City of London](#)

⁴¹ [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](#)

⁴² [Inclusive mobility \(publishing.service.gov.uk\)](#)

<p>In addition to diversion routes, it is not envisioned that ramps/other materials that will lead to step change will be used for the relandscaping construction phase. If ramps are needed at the time of construction, the quality of ramps will need to be considered as poor quality ramps may pose accessibility issues for some users and are also likely to affect disabled people. Pregnant women travelling to health facilities in the area may also be affected on their journeys if the appropriate footway diversions are not in place during the construction phase.</p> <p>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:</p> <ul style="list-style-type: none"> • Pushchair users may find it difficult to utilise ramps or step change • Construction can also generate additional dust and pollutants which negatively impact pregnant women <p>Lastly, it is not considered that relandscaping the Oval will lead to access issues or longer journey times for pregnant women and those travelling with young children. This is because the works will not require road or bus stop closures therefore, access to the site and surrounding area via public transport or car will still be possible.</p> <p>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.</p>	<p>design throughout the Oval. This will act to improve safety of all users and minimise any blind spots. For the relandscaping project, the CoL Lighting Strategy should be referenced when finalising project designs⁴³.</p> <ul style="list-style-type: none"> • Construction: A 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. Continued liaison with stakeholders should also be undertaken to inform the plans.
<p>Key borough statistics:</p> <ul style="list-style-type: none"> • 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%)Error! Bookmark not defined.. 	<ul style="list-style-type: none"> • 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)Error! Bookmark not defined..

Race

Check this box if NOT applicable

⁴³ <https://www.cityoflondon.gov.uk/assets/Services-Environment/city-of-london-lighting-strategy.pdf>

Race - Additional Equalities Data (Service Level or Corporate)

It is not believed that that the relandscaping project will impact this characteristic.

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*
Click or tap here to enter text.

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. White British residents comprise 57.5% of the total population, followed by White-Other at 19%.

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

Click or tap here to enter text.

The second largest ethnic group in the resident population is Asian, which totals 12.7% - this group is fairly evenly divided between Asian/Indian at 2.9%; Asian/Bangladeshi at 3.1%; Asian/Chinese at 3.6% and Asian/Other at 2.9%. 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 2.6% 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](#) or [Greater London Authority 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.

Religion or Belief

Check this box if NOT applicable

Religion or Belief - Additional Equalities Data (Service Level or Corporate)

It is not believed that that the relandscaping project will impact this characteristic.

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*

Click or tap here to enter text.

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](#)

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

Click or tap here to enter text.

NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposal.

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Sex - Additional Equalities Data (Service Level or Corporate)

It is not believed that that the relandscaping project will impact this characteristic.

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*

Click or tap here to enter text.

Key borough statistics:

At the time of the [2011 Census the usual resident population of the City of London](#) could be broken up into:

- 4,091 males (55.5%)
- 3,284 females (44.5%)

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

Click or tap here to enter text.

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.

Check this box if NOT applicable

Sexual Orientation

Check this box if NOT applicable

Sexual Orientation - Additional Equalities Data (Service Level or Corporate)

It is not believed that that the relandscaping project will impact this characteristic.

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*

Click or tap here to enter text.

Key borough statistics:

- [Sexual Identity in the UK – ONS 2014](#)
- [Measuring Sexual Identity - ONS](#)

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

Click or tap here to enter text.

NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposal.

Marriage and Civil Partnership

Check this box if NOT applicable

Marriage and Civil Partnership - Additional Equalities Data (Service Level or Corporate)

It is not believed that that the relandscaping project will impact this characteristic.

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*

Click or tap here to enter text.

Key borough statistics – sources include:

- [The 2011 Census contain data broken up by local authority on marital and civil partnership status](#)

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

Click or tap here to enter text.

NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposal.

Additional Impacts on Advancing Equality and Fostering Good Relations

Check this box if NOT applicable

Additional Equalities Data (Service Level or Corporate)

Not applicable at this time.

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)

Not applicable at this time.

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.

It is anticipated that the once complete, the proposed that the Oval Greening landscaping 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, disability and pregnancy/maternity.

As detailed throughout the assessment, there are opportunities for enhancement and impact mitigation during the construction phase. Further to this, designs should be developed to take into consideration the needs of key accessibility groups. The CoL Project Team should regularly review designs and 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 CoL'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.

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.

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Appendix

Signed off by Director:	<i>Click or tap here to enter text.</i>	Name:	<i>Click or tap here to enter text.</i>	Date	<i>Click or tap to enter a date.</i>
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Appendix 1: General Arrangement Drawing

City of London: Projects Procedure Corporate Risks Register

Project Name:	Cool Streets and Greening Programme: London W	PM's overall risk rating:	Medium	CRP requested this gateway	£ 30,000	Average unmitigated risk	5.9	Open Risks	8
Unique project identifier:	12332	Total estimated cost (exc risk):	£ 582,335	Total CRP used to date	£ -	Average mitigated	3.4	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	(10) Physical	Underground structures and utilities limit ability to include green infrastructure and planting.	Project scope reduced and impact on programme and cost.	Likely	Serious	8	£40,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	Surveys have been commissioned and the design of the scheme reflects current site restrictions. As construction works commence, any unexpected underground constraint will be dealt by adjusting the location of the trees. Two trees are planned to be planted in ground with 3-4 multi-officers will coordinate with other Project Managers and colleagues to ensure that information is shared and planting programmed. Officers will work with Highways Team and Planners to outline ongoing/upcoming developments within the area.	£0.00	Likely	Minor	£11,000.00	4	£0.00		14/03/2024	Melanie Charalambous	Maria Herrera		Contingency sites identified through Materplan.	
R2	5	(10) Physical	Planting proposals are restricted or delayed by nearby works or developments.	Will impact project scope and programme and may increase project costs.	Possible	Minor	3	£8,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	Officers will coordinate with other Project Managers and colleagues to ensure that information is shared and planting programmed. Officers will work with Highways Team and Planners to outline ongoing/upcoming developments within the area.	£0.00	Unlikely	Minor	£1,000.00	2	£0.00		24/03/2022	Melanie Charalambous	Maria Herrera		Liaise with Planners and Highways Team to get up-to-date information on ongoing/upcoming developments.	
R3	5	(3) Reputation	Delays to the procurement of materials and planting	Will impact project scope and programme and may increase project costs.	Likely	Minor	4	£5,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	Discuss procurement route with Term contractor and City Gardens team to ensure orders are placed on time.	£0.00	Unlikely	Minor	£1,000.00	2	£0.00		24/03/2022	Melanie Charalambous	Maria Herrera		Will work with City Gardens and term contractors to outline planting season restrictions and identify appropriate lead in times.	
R4	5	(2) Financial	Works cost increase due to inflationary costs of goods and services	Will impact programme and increase costs.	Likely	Serious	8	£40,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	The project scope could be adjusted to ensure that it remains affordable within the programme budget. Work closely with term contractors and Highways Team to identify changes in material costs, etc.	£0.00	Possible	Serious	£9,000.00	6	£0.00		24/03/2022	Melanie Charalambous	Maria Herrera		Inflation impacts are unknown for some elements of the works. Officers will prepare detailed cost estimates ahead of Gateway 5 report.	
R5	5	(4) Contractual/Partnership	Objections received to scheme proposals from stakeholders	Impact on programme and may result in changes to scheme design.	Possible	Serious	6	£15,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	Consultation has already been undertaken and scheme adjusted to reflect feedback from occupiers/businesses and stakeholders.	£0.00	Unlikely	Serious	£0.00	4	£0.00		24/03/2022	Melanie Charalambous	Maria Herrera		Carry out early consultation with key stakeholders.	
R6	5	(5) H&S/Wellbeing	Noisy Works during the build out phase	Noisy Works could generate complaints from local occupiers.	Unlikely	Minor	2	£10,000.00	Y - for costed impact post-mitigation	A - Very Confident	All noisy works times will be agreed with Environmental Health Officers and communicated with local occupiers and other stakeholders. Flexibility is also built in to allow for these times to be altered accordingly and for works taken over the weekends.	£0.00	Rare	Minor	£1,000.00	1	£0.00		23/03/2023	Melanie Charalambous	Maria Herrera		NA	
R7	5	(2) Financial	Planting maintenance cost limit planting proposals	The budget will need to include an allowance for maintaining the planting which will reduce the implementation budget.	Likely	Serious	8	£15,000.00	Y - for costed impact post-mitigation	A - Very Confident	The planting palette will consider options for low maintenance and climate resilient solutions that should reduce maintenance costs.	£0.00	Likely	Minor	£3,000.00	4	£0.00		24/03/2022	Jake Tibbets	Maria Herrera		Work with the consultant and City Gardens to ensure low maintenance design solutions.	
R8	5	(10) Physical	Underground mature tree roots limits ability to include green infrastructure and planting	Project scope reduced and impact on programme and cost.	Likely	Serious	8	£15,000.00	Y - for costed impact post-mitigation	A - Very Confident	A thorough tree root survey was commissioned at the design stage to ensure the integrity of the Oak tree is protected. The design, location and depth of the planters reflect the requirements.	£0.00	Likely	Minor	£4,000.00	4	£0.00		10/09/2022	Melanie Charalambous	Maria Herrera		Worked with City Gardens and tree specialist to determine location of tree roots and adjusted scheme design accordingly.	
R9							£0.00																	
R10							£0.00																	
R11							£0.00																	
R12							£0.00																	
R13							£0.00																	
R14							£0.00																	
R15							£0.00																	

Committees: Streets and Walkways Sub <i>[for decision]</i> Projects and Procurement Sub <i>[for information]</i>	Dates: 14 May 2024 10 June 2024
Subject: Millennium Bridge House Area Improvements S278 Unique Project Identifier: 12305	Gateway 3/4: Options Appraisal (Regular)
Report of: Interim Executive Director Environment Report Author: Emmanuel Ojugo, Policy and Projects, City Operations	For Decision

PUBLIC

1. Status update	<p>Project Description: A public realm improvement project within the immediate perimeter and streets of the approved Millennium Bridge House development at 2 Lambeth Hill.</p> <p>Next Gateway: Gateway 5 - Authority to Start Work (Light)</p> <p>RAG Status: Green</p> <p>Risk Status: Low (Low at last report to committee)</p> <p>Total Estimated Cost of Project (excluding risk): £150K-£300K.</p> <p>Change in Total Estimated Cost of Project (excluding risk): The previous report to Committee in September 2021 suggested the expected cost range to implement the project was between £150K-£300K. Based on current information, the expected upper limit of delivering the project could increase to £370K, the final figure will be confirmed prior to the next reporting stage.</p> <p>Given the relative simplicity of this scheme which will mainly deliver new pavement in the vicinity of the Millennium Bridge House development; it is proposed to delegate approval of a subsequent Gateway 5 report to the City Operations Director (City Streets & Spaces) provided costs identified at Gateway 3/4 are not exceeded by 10% to (in accordance with the City of London’s Control of Projects processes).</p> <p>Spend to Date: £20,188</p> <p>NB: In September 2021, £50K was approved at the previous Gateway (September 2021) to carry out the project evaluation stage. It is now proposed to reconfigure the remaining £29,188 to complete reach the Gateway 5 reporting stage.</p> <p>Costed Risk Provision Utilised: £0 (No costed risk provision was prescribed at the previous gateway).</p> <p>Slippage:</p> <p>It was reported at the previous gateway, that practical completion of the development was expected by Q4 2023. However, delays to the developer’s programme have reportedly extended practical</p>
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	<p>completion of the building to Q3 2024 to fulfil their obligations related to adjacent land. This has delayed the City’s access to the site to fully appraise the site and therefore delayed the project programme.</p> <p><u>Gates Strategy</u></p> <p>Members may recall as a condition of the developer’s planning approval they were obliged to produce a Gates Strategy outlining the mechanism for relocating the HSBC Gates. Due to access requirements the existing position of the HSBC Gates, namely the southern pair closest to the Bridge would be impacted by the necessary step/ramp projection on Peter’s Hill.</p> <p>Following two years of negotiation the Gates Strategy was approved 31st October 2023, under planning permission, 23/00180/PODC.</p> <p><u>New Lift Access</u></p> <p>As part of the Millennium Bridge House development the inclinator that transports visitors between Peter’s Hill (at Bridge level) and the Paul’s Walk (by the Riverside), is to be replaced by a vertical lift. This means there will be new footway within what was once the inclinator enclosure to the new lift. Access to the lift will interface with the new step/ramp arrangement and additional officer time is required to negotiate how these various elements are to be facilitated, in what is a constrained and busy environment.</p>
<p>2. Next steps and requested decisions</p>	<p>Next Gateway: Gateway 5: Authority to Start Work</p> <p>Next Steps:</p> <ul style="list-style-type: none"> • Complete detailed design; Q3 2024 • Programme the City of London delivery of works, Q3 2024 • Communicate the construction design package to stakeholders Q3 2024 <p>Requested Decisions:</p> <ul style="list-style-type: none"> • Approve the reconfiguration of the approved evaluation budget of £50K of which £29,812 remains to reach the next reporting stage. as summarised in Table 2: <i>Adjustment Required to reach the next Gateway</i>, in paragraph 3 of this report. • Request that the Gateway 5 report (Authority to Start Work), be delegated to the Director of the Built Environment, when final costs are known, provided detailed costs of the S278 works do not exceed the maximum limit of the agreed cost range by 10% (in accordance with project procedure). • Agree that any future required allocation of Costed Risk Provision be agreed by the Executive Director Environment and the Chamberlain, and that the Executive Director Environment is delegated to authorise the future drawdown of funds from this register.

3. Resource requirements to reach next Gateway

The following tables show the current spending on the project to date and the resources required to reach the next stage. A budget adjustment is required to reflect approximately 5 months of P&T officer time to negotiate and manage the project up to Gateway 5.

Table 1: Spend to date - 16800458: Millennium Bridge House S278			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	11,000	1,188	9,812
P&T Staff Costs	19,000	19,000	-
P&T Fees	20,000	-	20,000
TOTAL	50,000	20,188	29,812

Table 2: Adjustment Required to reach the next Gateway			
Description	Approved Budget (£)	Adjustment Required (£)	Revised Budget (£)
Env Servs Staff Costs	11,000		11,000
P&T Staff Costs	19,000	20,000	39,000
P&T Fees	20,000	(20,000)	-
TOTAL	50,000	-	50,000

Table 3: Revised Funding Allocation			
Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
S278	50,000	-	50,000
Total Funding Drawdown	50,000	-	50,000

Costed Risk Provision requested for this Gateway: X (No Costed Risk Provision is sought at this stage. A set of headline risks are recorded in the Risk Register – Appendix 2).

4. Overview of project options

- 4.1. The project scope is relatively simple and is essentially repaving work around the site of Millenium Bridge House. As such a single option has been discussed and agreed with stakeholders.
- 4.2. The works will consist of resurfacing the section of Peter’s Hill (Millennium Bridge Approach) south of Queen Victoria Street, this will include tying in with new footway to the new development and new lift access; including small parcels of land on Lambeth Hill, Trig Lane (a section of public highway) and Paul’s Walk. Sections of the existing steps between Peter’s Hill and Paul’s Walk, adjacent to Millennium Bridge House, will also be refurbished.
- 4.3. Currently, much of the pavioours in Peter’s Hill are inconsistent, both in quality and state of repair. It is proposed to relandscape this area in line with the City’s current palette of materials, and in keeping with the City of London’s Public Realm Toolkit (approved January 2024). This will ensure consistency of

	coverage especially in this location which is one of the main gateways into the City of London for people walking and wheeling.
5. Recommended option	Given the relative simplicity of the scheme, a single option is proposed as discussed and agreed with key stakeholders.
6. Risk	<p>Overall project risk: Low</p> <ul style="list-style-type: none"> Full cost of works unknown <i>Risk response: accept</i> As the design develops, the detailed costs of the scheme will be established. It is expected that more information about the areas currently restricted by hoarding will become accessible to the City Engineer ahead of the Gateway 5. If that is not possible, there will be increased risk to the costs and a costed risk provision will be required, fully funded by the Developer. Project not delivered to programme <i>Risk response: reduce</i> The developer requires the environmental enhancement works to be completed to coordinate with their building refurbishment which is to be completed at the end of 2024. The programme will be developed to ensure alignment with this date as much as practically possible. Requirements regarding the HSBC Gates prove problematic and extend the programme <i>Risk response: reduce</i> The developer has submitted a Gates Strategy that was approved in July 2023. The strategy set out the approval mechanism that determines how the Gates relate to the S278 project and how they are to be progressed. The moving of the Gates is deliverable by the developer as a planning condition. The design and evaluation of the adjacent area to the Gates is to be carried out by the City pursuant to the S106 Agreement and delivered as part of the S278 project. This work is dependent on the developer fulfilling their obligations to have the HSBC Gates removed and relocated in conjunction with stakeholders and successfully obtaining statutory approvals. <p>Further information available within the Risk Register (Appendix 2)</p>
7. Procurement approach	<p>7.1. It is anticipated that all works will be undertaken by the City's Highways term contractor. Therefore, a PT4 Procurement form is not required to be submitted for this report.</p> <p>7.2. The design work is proposed to be carried out in-house by the Highways team in collaboration with the developer of Millennium Bridge House.</p>

	7.3. The materials and specification of the design will be as per the City's standard specification, in accordance with the City of London's Public Realm Toolkit (2024).
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Appendices

Appendix 1	Project Coversheet
Appendix 2	Risk Register (for recommended option)
Appendix 3	Site Location Plan
Appendix 4	Site Images
Appendix 5	Test of Relevance Equality Analysis

Contact

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Options Appraisal Matrix

<i>Option Summary</i>	<i>Option 1</i>
1. Brief description of option	<p>The works consist of resurfacing the section of Peter's Hill (Millennium Bridge Approach) south of Queen Victoria Street, including small parcels of land on Lambeth Hill, Trig Lane and Paul's Walk.</p> <p>Further to this, sections of the existing steps between Peter's Hill and Paul's Walk, adjacent to Millennium Bridge House, will also be refurbished and damaged treads replaced.</p>
2. Scope and exclusions	<p>The works are restricted to the aforementioned areas as described in <u>1. Brief description of option</u> and include - Peter's Hill (Millennium Bridge Approach) south of Queen Victoria Street, including small parcels of land on Lambeth Hill, Trig Lane and Paul's Walk.</p> <p>The extent of the project area is illustrated in the Appendix 4: Site Location Plan and associated maps.</p>
<i>Project Planning</i>	
3. Programme and key dates	<p>Overall project: The project works are expected to take 6-8 months to accord with the developer's programme and management of access requirements whilst works are underway. to Duration of project/expected completion date</p> <p>Key dates: The developer is currently in the process of discharging conditions in keeping with obligations related to the terms of the planning approval; and are expected to conclude these elements by September 2024.</p> <p>The City's programme of improvement works are expected to begin in October 2024 subject to the developer's programme and gaining access to the works area in a timely manner.</p>
4. Risk implications	<p>Overall project option risk: Low</p> <ul style="list-style-type: none"> • Full cost of works unknown <i>Risk response: accept</i> <p>As the design develops, the likely cost of the scheme will be established. The scope of the project will be tailored to ensure the developer is able to cover the costs. For the purposes of this report a cost range has</p>

Option Summary	Option 1
	<p>been developed that will be finalised prior to Gateway 5 when more information about areas currently restricted by hoarding will be accessible to the City Engineer.</p> <ul style="list-style-type: none"> • Project not delivered to programme <i>Risk response: reduce</i> <p>The developer requires the environmental enhancement works to be completed to coordinate with their building refurbishment which is to be completed at the end of 2024. The programme will be developed to ensure alignment with this date as much as practically possible.</p> <ul style="list-style-type: none"> • Requirements regarding the HSBC Gates prove problematic and extend the programme <i>Risk response: reduce</i> <p>The developer was submitted a Gates Strategy that was approved by July 2023. The document set out the approval mechanism that determines how this element related to the project (deliverable by the developer as a planning condition), is to be progressed.</p> <p>The design and evaluation of the adjacent area is to be carried out by the City pursuant to the S106 Agreement. This is dependent on the developer fulfilling their obligations to have the HSBC Gates removed and relocated in conjunction with stakeholders and successfully obtaining statutory approvals.</p>
5. Stakeholders and consultees	<ul style="list-style-type: none"> • Developer of Millennium Bridge House • The Millennium Bridge Commission • Bridge House Trust • National Lottery • Sir Anthony Caro Estate • City of London School • District Surveyor • City Surveyor • Comptroller and City Solicitor

Option Summary	Option 1
	<ul style="list-style-type: none"> • Development Management Division • City Arts Initiative • The City of London Access Team
6. Benefits of option	<ul style="list-style-type: none"> • Improved pedestrian movement in the City is expected as a result of a new decluttered environment that improves pedestrian permeability. • Reduced maintenance burden by a using the City's standard palette of materials promoting the City's identity through consistency of coverage in accordance with current guidance in the City of London's Public Realm Toolkit (2024) and Technical Manual (2016). • The developer's aspirations and requirements will be met, by ensuring the surrounding highways work is completed to a high standard prior to occupation of the development.
7. Disbenefits of option	A single option is prescribed and it has been agreed with stakeholders that, given the relative simplicity of the project this approach is a net benefit, given the location and its constraints.
Resource Implications	
8. Total estimated cost	<p>Total estimated cost (excluding risk): £370K <i>Anticipated lifetime cost to deliver this project : £275K-£370k I am confident the project can be delivered within this range given its relative simplicity.</i></p> <p>Total estimated cost: (including risk): £370K – <i>No Costed Risk is sought at this stage.</i></p>
9. Funding strategy	<i>This project is to be wholly funded by S106/S278 Agreement with the developer of Millennium Bridge House.</i>
10. Investment appraisal	<i>A single option is proposed for this project and is to be funded wholly by contributions from external third parties – The developer of Millennium Bridge House.</i>
11. Estimated capital value/return	N/A

Option Summary	Option 1
12. Ongoing revenue implications	<i>Cost Neutral.</i>
13. Affordability	<i>The estimated budget range has been devised with the City's Highway Engineer. The costs are considered affordable and are in keeping with the legally binding Term Contract for delivery. The final costs will be reported at the next Gateway when more information is available.</i>
14. Legal implications	<i>Delivery of this project is in keeping with the related Section 106 Agreement and is legally binding.</i>
15. Corporate property implications	<i>List key corporate property implications for each option in consultation with the City Surveyor's Corporate Property team. If there are none, state 'none'.</i>
16. Traffic implications	<i>None.</i>
17. Sustainability and energy implications	<i>It is anticipated that all materials will be sustainably sourced where possible and be suitably durable for construction purposes.</i>
18. IS implications	<i>N/A</i>
19. Equality Impact Assessment	<i>A Test of Relevance, Equality Analysis was carried out. As a result of this screening exercise it was not considered necessary to carry out a full Equality Assessment of this project.</i>
20. Data Protection Impact Assessment	<i>N/A</i>

<i>Option Summary</i>	<i>Option 1</i>
21. Recommendation	Recommended

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Project Coversheet

[1] Ownership & Status
<p>UPI: 12305</p> <p>Core Project Name: Millennium Bridge House Area Improvements S278</p> <p>Programme Affiliation (if applicable):</p> <p>Project Manager: Emmanuel Ojugo</p> <p>Definition of need:</p> <ul style="list-style-type: none">• The project will propose enhancements to streets adjacent to the development at Millennium Bridge House to mitigate the effects of the development on the local environment. These will include, but are not necessarily restricted to, Millennium Bridge Approach at Peter’s Hill, Lambeth Hill and Paul’s Walk (which forms part of the Thames Path).• Over 4 million people pass and re-pass the Millennium Bridge annually. The development will include a projection onto the City Walkway, so this pedestrian environment requires some reconfiguration if access is not to be compromised. <p>Key measures of success:</p> <p>Improved pedestrian movement in the City is expected as a result of a new decluttered environment that improves pedestrian permeability</p> <p>Reduced maintenance burden by a using the City’s standard palette of materials promoting the City of London’s Public Realm Toolkit (2024).</p> <p>The developer’s aspirations and requirements will be met, by ensuring the surrounding highways work is completed to a high standard prior to occupation of the development.</p> <p>Expected timeframe for the project delivery: Quarter 4 2024 and Quarter 1 2025</p> <p>Key Milestones: Completion of the City Walkway Agreement and Section 278 Agreements – Quarter 3/4, 2024.</p> <p>Completion of the design Quarter 3-4, 2024</p> <p>Are we on track for completing the project against the expected timeframe for project delivery? Y, However this is dependant upon the developer’s programme, obtaining the necessary approvals and completing legal agreements. Officers have tried to facilitate by agreeing an outline cost for works and working with the developer to obtain statutory approvals.</p> <p>Has this project generated public or media impact and response which the City of London has needed to manage or is managing? NO</p>

[2] Finance and Costed Risk
<p>Headline Financial, Scope and Design Changes: The previous report to Committee in September 2021 suggested the expected cost range to implement the project was between £150K-£300K. Based on current information, the expected upper</p>

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limit of delivering the project could increase to £370K, the final figure will be confirmed prior to the next reporting stage.

'Project Briefing' G1 report (as approved by Chief Officer 15/09/21):

- Total Estimated Cost (excluding risk): £300K
- Costed Risk Against the Project: £0
- Estimated Programme Dates: Quarter 3 2023

Scope/Design Change and Impact: N/A

'Project Proposal' G2 report (as approved by PSC 15/09/21):

- Total Estimated Cost (excluding risk): £300K
- Resources to reach next Gateway (excluding risk) £50K
- Spend to date: N/A
- Costed Risk Against the Project: £0
- CRP Requested: £0
- CRP Drawn Down: £0
- Estimated Programme Dates: Quarter 3 2023

Scope/Design Change and Impact: N/A

'Options Appraisal and Design' G3-4 report (as approved by PSC 10/05/24):

- Total Estimated Cost (excluding risk): £0
- Resources to reach next Gateway (excluding risk) £50K
- Spend to date: £20,188
- Costed Risk Against the Project: £0
- CRP Requested: £0
- CRP Drawn Down: £0
- Estimated Programme Dates: Works expected to commence between Quarter 4, 2024 – Quarter 1, 2025

Scope/Design Change and Impact: Scope remains unchanged, however the developer has experienced some delays to the programme which has in turn affected the City's access to implement the works programme.

'Authority to start Work' G5 report (as approved by PSC xx/yy/zz):

- Total Estimated Cost (excluding risk): To be identified and reported in GW5 report
- Resources to reach next Gateway (excluding risk) TBC at GW5
- Spend to date: TBC & GW5
- Costed Risk Against the Project: TBC & GW5
- CRP Requested: £0
- CRP Drawn Down: £0
- Estimated Programme Dates:

Scope/Design Change and Impact: Works expected to commence between Quarter 4, 2024 – Quarter 1, 2025

Total anticipated on-going commitment post-delivery [£]: It is expected that there will be minimal ongoing post delivery costs given the simplicity of the project. The project looks to replace paving materials that are in keeping with the City's approved palette and

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as such maintenance costs are expected to compare favourably with the existing maintenance regime in the area.

Programme Affiliation [£]:N/A

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City of London: Projects Procedure Corporate Risks Register

Project Name: RWE Millennium Bridge House Area Improvements		PM's overall risk rating: Low	CRP requested this gateway: 300,000	Average unmitigated risk: 4.6	Open Risks: 5
Unique project identifier: 		Total estimated cost (exc risk): £ 300,000	Total CRP used to date: £ -	Average mitigated risk: 3.2	Closed Risks: 1

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 (£)	Risk Mitigation 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	(10) Physical	Project not delivered to programme	There is a possibility the project programme will be impacted by developer (Millennium Bridge House) activities adjacent to the project area. The City's programme is dependant upon obtaining access and thus the development schedule.	Likely	Minor	4	£0.00	N		Keep in regular contact with the developer/other stakeholders and be aware of any changes to their programme and communicate them in a timely manner	£0.00	Likely	Minor	£0.00	4	£0.00		01/03/21	DBE	Emmanuel Ojugo						
R2	2	(10) Physical	A delay in establishing the relocation of the HSBC Gates affects the programme	Unless a clear objective is established for the HSBC Gates being relocated this condition will not be fully discharged by the developer and affect the development	Possible	Minor	3	£0.00	N		City officers have initiated the City Arts Initiative process to decommission and recommission the HSBC Gates in accordance with the planning condition and agreed project governance	£0.00	Unlikely	Minor	£0.00	2	£0.00		01/03/21	DBE	Emmanuel Ojugo		A way forward has been agreed. Awaiting regulatory information from the owners of the HSBC Gates to proceed to develop legal terms of agreement.				
R3	2	(4) Contractual/Partnership	Delays to the Procurement of materials	A significant delay to the receipt of materials will impact the programme for implementation	Possible	Serious	6	£0.00	N		Agree priorities with the Col Chamberlain and maintain dialogue with Highways Manager/ Term Contractor to establish procurement targets to inform the programme and meet stakeholders expectations.	£0.00	Likely	Minor	£0.00	4	£0.00		01/06/21	DBE	Emmanuel Ojugo						
R4	2	(5) H&S/Wellbeing	Noisy Works	Noisy Works could generate complaints from local occupiers and delay the programme	Likely	Minor	4	£0.00	N		All noisy works times will be agreed with Environmental Health Officers and communicated with local occupiers. Flexibility is also built in to allow for these times to be altered	£0.00	Possible	Minor	£0.00	3	£0.00		01/03/21	DBE	Emmanuel Ojugo						
R5	2	(5) H&S/Wellbeing	Impact of Covid-19 on works	Due to Covid-19 the programme may be impacted by measures that may reduce activity and extend the programme	Likely	Serious	8	£0.00	N		1. The City have developed a Covid-19 response. The Highway Authority and Term Contractor have agreed a Covid-19 response that is compliant that will enable works to go ahead safely. 2. Any Covid-19 related intervention measures will be incorporated into the design for Mark Lane and the wider area.	£0.00	Possible	Minor	£0.00	3	£0.00		15/03/21	DBE	Emmanuel Ojugo	31/03/23					
R6	2	(4) Contractual/Partnership	Requirements regarding the HSBC Gates prove problematic and extend the programme	HSBC Gates will not be removed unless all necessary consents (including from BRE Board and the Lottery Fund), are obtained - extending the programme	Possible	Serious	6	£0.00	N		The developer will be required to submit a Gates Strategy to the City to establish a mechanism for seeking consent from statutory and non-statutory bodies. To inform the design of the improvement scheme. The City will reciprocate this action by pursuing the CAI process to facilitate the aspiration to remove the HSBC Gates and any necessary approvals.	£0.00	Possible	Minor	£0.00	3	£0.00		31/01/21	DBE	Emmanuel Ojugo						
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											

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APPENDIX 4 - IMAGES



Existing | Millennium Bridge House under construction, looking south to the Bridge (circa June 2022)



Millennium Bridge House photomontage of completed development, looking south to the Bridge

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TEST OF RELEVANCE | EQUALITY ANALYSIS (EA)



Riverside Walk Enhancement Strategy | Millennium Bridge House Area Improvements S278

Introduction

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

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What is due regard?	How to demonstrate compliance
<p>• It involves considering the aims of the duty in a way that is proportionate to the issue at hand</p> <p>• Ensuring that real consideration is given to the aims and the impact of policies with rigor and with an open mind in such a way that it influences the final decision</p> <p>• 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.</p> <p>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.</p> <p>Even in cases where it is considered that there are no implications of proposed policy and decision making on the PSED it is good practice to record the reasons why and to include these in reports to committees where decisions are being taken.</p> <p>It is also good practice to consider the duty in relation to current policies, services and procedures, even if there is no plan to change them.</p>	<p>Case law has established the following principles apply to the PSED:</p> <ul style="list-style-type: none"> • 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 rigor 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 continuing applying when a policy is developed and decided upon, but also when it is implemented and reviewed.

However there is no requirement to:

- Produce 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 services homogeneous or to try to remove or ignore differences between people.

The key points 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

Test of Relevance screening

The Test of Relevance screening is a short exercise that involves looking at the overall proposal and deciding if it is relevant to the PSED.

Note: If the proposal is of a significant nature and it is apparent from the outset that a full equality analysis will be required, then it is not necessary to complete the Test of Relevance screening template and the full equality analysis and be completed.

The questions in the Test of Relevance Screening Template to help decide if the proposal is equality relevant and whether a detailed equality analysis is required. The key question is whether the proposal is likely to be relevant to any of the protected characteristics.

Quite often, the answer may not be so obvious and service-user or provider information will need to be considered to make a preliminary judgment. For example, in considering licensing arrangements, the location of the premises in question and the demographics of the area could affect whether section 149 considerations come into play.

There is no one size fits all approach but the screening process is designed to help fully consider the circumstances.

What to do

In general, the following questions all feed into whether an equality analysis is required:

- How many people is the proposal likely to affect?
- How significant is its impact?
- Does it relate to an area where there are known inequalities?

At this initial screening stage, the point is to try to assess obvious negative or positive impact.

If a negative/adverse impact has been identified (actual or potential) during completion of the screening tool, a full equality analysis must be undertaken.

If no negative / adverse impacts arising from the proposal it is not necessary to undertake a full equality analysis.

On completion of the Test of Relevance screening, officers should:

- Ensure they have fully completed and the Director has signed off the Test of Relevance Screening Template.
- Store the screening template safely so that it can be retrieved if for example, Members request to see it, or there is a freedom of information request or there is a legal challenge.
- If the outcome of the Test of Relevance Screening identifies no or minimal impact refer to it in the Implications section of the report and include reference to it in Background Papers when reporting to Committee or other decision-making process.

1. Proposal / Project Title: Riverside Walk Enhancement Strategy | Millennium Bridge House Area Improvements S278

2. Brief summary (include main aims, proposed outcomes, recommendations / decisions sought):
 The project scope is relatively simple and as such a single option agreed with stakeholders is being carried forward. The works consist of resurfacing the section of Peter’s Hill (Millennium Bridge Approach) south of Queen Victoria Street, including small parcels of land on Lambeth Hill, Trig Lane and Paul’s Walk. Sections of the existing steps between Peter’s Hill and Paul’s Walk, adjacent to Millennium Bridge House, will also be refurbished.

3. Considering the equality aims (eliminate unlawful discrimination; advance equality of opportunity; foster good relations), indicate for each protected group whether there may be a positive impact, negative (adverse) impact or no impact arising from the proposal:

Protected Characteristic (Equality Group) <input checked="" type="checkbox"/>	Positive Impact	Negative Impact	No Impact	Briefly explain your answer. Consider evidence, data and any consultation.
Age	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	The project will replace broken pavements and ensure a consistent surface throughout.
Disability	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	The project will replace broken pavements and ensure a consistent surface throughout.
Gender Reassignment	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Individuals of gender reassignment are not impacted
Marriage and Civil Partnership	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Marriage or Civil Partnerships are not impacted
Pregnancy and Maternity	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	Peter’s Hill (Millennium Bridge Approach) is a sufficiently wide thoroughfare. The project will ensure a consistent surface throughout. This will compliment the developer’s obligations that sees replacement of the Inclinator with a new vertical lift. Other considerations will be the removal of the two southern HSBC Gates (Sir Anthony Caro) from the main thoroughfare; mindful of the highly popular and dedicated pedestrian route to and from the City.
Race	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Individuals from different racial backgrounds are not impacted
Religion or Belief	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Individuals with specific religious/beliefs are not impacted
Sex (i.e. gender)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Individuals of all genders are not impacted
Sexual Orientation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Individuals with specific sexual orientation are not impacted

4. There are no negative/adverse impact(s)
 Please briefly explain and provide evidence to support this decision:
 The project area footprint remains unchanged. Some of the existing pavements are both inconsistent in quality and state of repair. The project will improve the area by utilising the City’s approved palette of materials to ensure a uniform quality and consistency of approach, thereby improving the experience of visitors to the area.

5. Are there positive impacts of the proposal on any equality groups? Please briefly explain how these are in line with the equality aims:		Yes – There will be a positive impact on equality groups, such as disability, age and pregnancy and maternity, because the new design will have a smoother and more consistent surface.	
6. As a result of this screening, is a full EA necessary? (Please check appropriate box using <input type="checkbox"/>)	Yes	No	Briefly explain your answer: The project is relatively simple and involves the resurfacing of materials. A full EA is not deemed necessary.
	<input type="checkbox"/>	<input checked="" type="checkbox"/>	
7. Name of Lead Officer: Emmanuel Ojugo		Job title: Project Manager	Date of completion: 12 April 2024

Signed by Service Director:	Ian Hughes	Name:		Date:	
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Committees: Streets and Walkways Sub - <i>for decision</i>	Dates: 14 May 2024
Subject: Globe View Walkway – Opening up and enhancing the Riverside Walk Unique Project Identifier: 10793	Gateway 6: Outcome Report Regular
Report of: Interim Executive Director Environment Report Author: Leila Ben-Hassel	For Decision
<h2 style="margin: 0;">PUBLIC</h2>	

Summary

1. Status update	<p>Project Description: To open and enhance the closed section of walkway at Globe View to complete the Riverside Walk. Completing a fully accessible Thames Path, a long-standing policy objective of the City. The Walkway opened to the public in March 2023</p> <p>RAG Status: Green (Red at last report to Committee)</p> <p>Risk Status: Low (Medium at last report to committee)</p> <p>Costed Risk Provision Utilised: £72,279.</p> <p>Final Outturn Cost: £744,760 (excl. Costed Risk Provision)</p>
2. Next steps and requested decisions	<p>Requested Decisions: Members are asked to note the conclusions of the report and approve the closure of the Globe View Walkway project.</p>
3. Key conclusions	<p>The main objectives of the project were to:</p> <ul style="list-style-type: none"> Have a continuous and accessible walkway. Removal of hiding places and opportunities for anti-social behaviour and rough sleeping. Enhanced and well-lit to improve the feeling of safety. <p>These have been successfully achieved.</p> <p>Residents, visitors, local businesses and workers now enjoy a fully accessible Thames Path across the City. The section at</p>

	<p>Globe View is now as busy with people as the rest of the Thames Path in the City. With the new viewing platform, visitors dwell and take pictures of the riverside vista daytime and night-time alike.</p> <p>There were delays to the neighbouring hotel development which did impact on this project's overall programme. This was due to the sensitive residential nature of the location and the need to have the adjacent sections of walkway completed through the redevelopment before Globe View could be reopened.</p> <p>Officers liaised and worked closely with Ward Members from the outset and their commitment and championship of the project helped overcome obstacles swiftly as and when they arose.</p> <p>Officers also established positive working relationships with the representatives of Globe View building's freeholder company and maintained their engagement throughout the project through regular communication, meetings and site visits.</p> <p>The Police Architecture Liaison (Secure by Design Officer) was involved early in the design process which provided valuable design guidance to reduce opportunities for Anti-Social Behaviour (ASB). Since the covered walkway at Globe View was reopened in March 2023, there have been no reported incidences of rough sleeping or ASB. This is another key point of learning for the project team.</p> <p>A thorough site analysis was important to establish constraints early in the design process. Extensive research of the site history was undertaken (old photographs and drawings were found) as well as site investigations (including opening-up works of the existing brick build-ups). These informed the design development but additional finds during the construction phase led to minor changes. The main one was the central column. When the brick surround was fully removed, it revealed a historic cast iron support which was then turned into a design feature.</p>
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Main Report

Design & Delivery Review

4. Design into delivery	<p>Outline design options were developed in 2012 and focused on re-instating a section of closed walkway as well as building out an external pedestrian walkway over the river along the Globe View building to create a more direct walkway. However, this design approach did not secure sufficient local buy-in, and the project was paused to ensure closer coordination with upcoming plans for the</p>
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riverside walkway to the east relating to the Queensbridge House Hotel development.

Following planning approval for Queensbridge House Hotel in January 2012 and starting of works on site, City officers liaised closely with the developer and re-started the project in May 2014 through an Issues' Report. However, due to significant delays with the hotel development, the design programme was subsequently further impacted. The design resumed in 2018 and focused on assessing whether physical alterations to the existing internal walkway together with monitored CCTV could achieve a design solution delivering the project objectives of creating an accessible and welcoming Thames Path.

In summer 2019, officers conducted a public consultation on outline design options (more details on the options are available in the next section). The Option which received the greatest support focused on:

- maximising natural light through sloping the brick work beneath openings.
- screening areas above the ledges (see annotated picture 1 in Appendix 5 – Before Photos) to minimise opportunities for rough sleeping and provide additional lighting.
- designing out potential anti-social behaviour by minimising blind spots through alterations to the brickwork of abutments (see annotated picture 2 in Appendix 5 – Before Photos)

This preferred option was taken through to detail design in March 2020.

Extensive research into the site history, historic structural drawings as well as on-site structural investigations (opening-up up works) helped establish design parameters, particularly with regards to the extent of the alterations to the brick work based on the structural engineer's assessment.

Early engagement with manufacturers and suppliers helped finalise design details such as the type of metal mesh, type of light fittings and reduce the risk of issues during installation on site.

Works started on site in May 2022. Demolitions uncovered steel support beams that were not fireproofed. To maximise the feeling of height in the covered walkway, it was decided to leave the steel beams exposed and treat them appropriately. They were painted the same colour as the ceiling to maximise brightness and with specialist fire retardant paint in accordance with professional fire safety advice. These additional fire safety works impacted on the budget as explained in section 11 of this report.

	<p>During construction, the infill of two abutments was uncovered and deemed not sufficiently structurally sound. Rebuilding was undertaken with the appointed structural engineer and the Freeholder's own engineer jointly supervising works on site.</p> <p>An historic cast iron collar on the central column was uncovered during demolition work which was not shown on historic plans. It was decided to celebrate this unexpected historic feature painting it in City of London's heritage red (matching Holborn Viaduct and Blackfriars Bridge. Please see pictures in Appendix 2.</p>
<p>5. Options appraisal</p>	<p>The option that was favoured during consultation was developed to detailed design stage. The design focused on brick work alterations and minimisations to abutments and ledges on the southern wall the covered walkway to maximise natural light and minimise blind spots.</p> <p>Within that design approach several options were considered regarding the type of brick work alterations and materials (See appendix 2). Choices for brickwork alterations were informed by detailed structural investigations and all options considered were developed to ensure structural loading capacity was maintained. The options included:</p> <ul style="list-style-type: none"> • sloped brick work faced with York Stone or rendered (this was not chosen as officers were concerned it could attract graffiti and require more cleansing. • sloped ledges into informal seating (this was not chosen due to concerns from residents about increased noise from loitering and potential social gatherings). • stepped brickwork with minimum ledges to avoid climbing opportunities and littering. This option was preferred as it re-used the historic brickwork and was the best way to minimise anti-social opportunities. <p>Material choices were also considered sensitively. Instead of new bricks, existing ones were carefully salvaged during demolitions and re-used for the alterations. Metal work and paint colour palette was chosen to complement the historic setting of this old warehouse building whilst maximising brightness.</p>
<p>6. Procurement route</p>	<p>The Lead Designer (architect) was appointed in stages, following procurement procedures. Other designers, including the lighting consultant and the structural engineer were also appointed at various stages of the project. It was essential to keep them to the end of the project delivery as they both had valuable experience of having worked with the City on riverside walkway schemes previously.</p> <p>Officers undertook a Request For Quotations exercise (RFQ) to appoint a fire safety consultant. Due to the shortage of fire safety</p>

	<p>consultants and the small scope of the works, it was not possible to find a consultant available for the timescales required by the project. As the Highway Structures team have a framework that includes Fire Safety consultancy services, the project team worked with them to procure the fire safety consultant in good time to meet the project programme.</p> <p>JB Riney was appointed as the project's Main Contractor as at the time of the Gateway 5, JB Riney's were the City's Highway Term Contractor.</p> <p>The metalwork sub-contractor was chosen following a call for expressions of interest to four companies (only one quote was received).</p> <p>The procurement approach overall served the needs of the project well by bringing together skills and expertise at the right time at various points of the project.</p>
<p>7. Skills base</p>	<p>Officers set up a Project Team which included external resources, bringing together a wide range of skills to meet the needs of the project based on the constraints established through surveys and site investigations.</p> <p>The Project Team brought together a wide range of in-house and external skills:</p> <ul style="list-style-type: none"> • In-house skills: project management, stakeholder engagement, legal (development of agreement to undertake works on private land), M&E and Highways Lighting advice. • Appointed externally: Architect and design, lighting design services, CDM services, Construction Management and Structural Engineering. <p>The City of London project team pulled together the skills necessary to develop a design that met the aspirations of local stakeholders, including business occupiers, residents and the freeholder. Expectations were also well managed through communicating site constraints clearly to them and how these informed the design development.</p> <p>On reflection, future similar schemes on private land (particularly for future City Walkway) would benefit having an in-house Construction Manager from the City Highways Team in the Project Team as their specialised skills and knowledge of the City are essential as well as their close working relationships with the City's Term Contractor.</p> <p>The absence of an in-house construction manager in the project team did have some impact on the programme but did not impede the project delivery significantly as the Lead Architect went above and beyond in his role, engaging with sub-contractors and working closely with the Main Contractor. The City Highways</p>

	<p>Manager also supported the project at critical points in the project which was valuable to prevent further delays.</p>
8. Stakeholders	<p>Communication with stakeholders, particularly residents and occupiers, was an essential part of the project. Officers arranged design briefings for local occupiers, including residents, businesses as well as Ward Members to seek feedback throughout the design development stage.</p> <p>Officers kept stakeholders abreast of progress at each key phase of the project as well as explaining the delays that were incurred. This helped build up support and minimise complaints.</p> <p>The political stewardship of the local Ward Members, particularly the Ward Deputy, was also very valuable to keep momentum in the project until completion.</p>

Variation Review

9. Assessment of project against key milestones	<p>At Gateway 5, it was anticipated that the works would be completed by October 2022 to coincide with the completion of the Queensbridge House Hotel riverside walkway to the east. The project at Globe View was completed on site in March 2023 following various delays that are detailed further below.</p> <p>The project was also overspent by £29,000 over the approved budget at Gateway 5 and this was due to unexpected additional works, including the fire safety works. More details are provided below.</p> <p>The project started over a decade ago and had various design iterations and pauses. Appendix 1 – “Cover Sheet” sets out all the steps and stages at which the project was paused. The main issues that contributed to delaying the programme are set out below:</p> <ul style="list-style-type: none"> • Coordination of the works of the section of walkway at Queensbridge House was essential to ensure Globe View would not be completed and left disconnected, which in the past demonstrated that it could lead to rough sleeping and ASB. When the works at Queensbridge House were delayed, officers paused the project at Globe View to keep the project programme in line with the programme of the hotel walkway works. • During the pandemic, delays were incurred on the Queensbridge House Hotel side and the project programme at Globe View was revised accordingly. • Site investigations including opening-up of brick work to inform design development had to be reprogrammed
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	<p>several times due to lockdown. This impacted the design development programme.</p> <ul style="list-style-type: none"> • During the pandemic, TfL withdrew its capital funding which was a significant funding source of the project. Officers identified other sources of funding, descoped non-essential elements of the project (artwork panels and full resurfacing). These changes were approved through an Issue's Report in May 2020. • The legal agreement took longer to develop and agree. To minimise costs, it was done in house. However, this is the first of this type which was undertaken by the Project Team and as such took longer to produce and finalise than originally anticipated. • Supply chain: officers engaged early with key suppliers. However, the specific type of steel mesh needed was difficult to source by the metalwork sub-contractor. To minimise delays, the project team researched and chose an alternative specification. • Sub-contractor delay: the metalwork package delivery was postponed several times due to staff shortages and backlog of orders at the contractor's end, impacting the project programme significantly. Officers escalated the issue with the main contractor who amended the phasing of other works packages to reduce the impact on the overall programme as best as possible. • As explained in previous sections, a number of original metal structural beams and the metal column (on the eastern end) were uncovered during site investigations. They had not been fireproofed as part of the original refurbishment of the Globe View building. This needed to be rectified through fire safety works that were not originally included in the budget or programme. • Additional minor works to the western end entrance had to be undertaken. During the installation of ceiling light fittings over the western end entrance, it was uncovered that underneath the soffit, a lot of masonry had not been made good as part of the original refurbishment of the Globe View Building. These were rectified and had a minor impact on the project programme. • The ducting for the lighting had to be adjusted due to shallow depths below the paving. Instead, abseilers were needed to run ducts on the external wall of the building over the river, adding to costs.
<p>10. Assessment of project against Scope</p>	<p>The Covid pandemic and the withdrawal of some of the TfL funding allocation impacted the ability to deliver the full project scope ahead of Gateway 5.</p> <p>Officers worked hard with finance colleagues to identify alternative sources of funding that were suitable for the project. The project</p>

	<p>was de-scoped to fit within the revised agreed budget of £750,782 through an issues report in May 2020 which confirmed the new project funding strategy including the new S106 funding sources. Whilst descope, it was ensured that the main project aspirations, objectives and anticipated benefits would not be adversely affected. Full re-paving and art work elements were removed from the project scope. Instead, paving repairs and level adjustments were undertaken.</p> <p>The Police Architecture Liaison advised officers during the design development to include public art as they advised it would further enhance the feeling of safety within the covered walkway based on good practice and past experience. Project officers identified external partners to develop and secure funds separately to deliver public art at Globe View Walkway as a stand-alone external project. The art project is progressing well, and it is anticipated that the art panels will be installed in Summer 2024.</p>
<p>11.Risks and issues</p>	<p>Several risks occurred and lead to programme delays and costs increases as set out below.</p> <ul style="list-style-type: none"> • Metal work sub-contractor/supply-chain issues and delays Unfortunately, it was not possible to switch to another sub-contractor as only one company responded to the Request For Quotation. Undertaking the procurement process again to change the contractor so far into the programme would also have led to similar if not greater delays. • Greater extent of fireproofing works than originally anticipated During demolition works, additional steel lintels in the ceiling were uncovered that were part of the original Globe View building refurbishment. These had to be repaired and fireproofed. An historic cast iron column was discovered behind brick work. The design team decided to restore it and make it into a feature which required fireproofing. • Higher lighting costs The lighting ducting and installation works costs were higher than estimated at Gateway 5. Most of the ducting and cabling for the southern wall lighting were installed via the outside of the Globe View building requiring abseiling/working at heights which was more expensive than traditional in-ground ducting works.

	<p>Costed Risk Provision</p> <p>The Costed Risk Provision of £72,279 was fully utilised to mitigate the issues that occurred and are detailed above. Please refer to the costed Risk Register (Appendix 2):</p> <ul style="list-style-type: none"> • R2 – Programme delay and works cost increase – this risk has occurred (additional £20K) • R3 – Materials cost increases – this risk has occurred (including additional fireproofing works) (additional £10K) • R9 – Additional Fire safety consultant fees and staff costs (additional £13,500) • R10 – Additional lighting costs – this risk has occurred (additional £15,500) • R1 – Project not delivered to programme (additional £8,279) • R5 – Legal Agreement delayed additional staff time to prepare the agreement and negotiate with freeholder (additional £5,000) <p>Budget adjustment for additional costs beyond CRP</p> <p>It was necessary to seek further funds above those agreed at Gateway 5. Additional works costs of approximately £29,000 were approved by Chief Officer and the Head of finance (being less than 10% of the total project cost). These were funded from S106 receipts from sources that were already funding the project, in particular 20 Fenchurch Street (08/01061/FULMAJ).</p>
<p>12. Transition to BAU</p>	<p>The project team engaged with the City’s Cleansing and Highways divisions to ensure the design would be easily maintainable. Before the walkway was formally reopened to the public, the project team liaised and met on site with representatives of the City’s Cleansing, Highways, Homelessness teams as well as the City Police and it was agreed that the new walkway at Globe View would be monitored regularly for the first few months following its opening. Since the re-opening in March 2023, there has been no cleansing issues reported nor incidences of ASB and rough sleeping.</p> <p>The lighting control system, a key feature of the improvements was handed over to the City’s Highways team so that they can connect these new lighting units to the lighting central control system.</p>

Value Review

<p>13. Budget</p>	<table border="1" data-bbox="491 264 1366 342"> <tr> <td><i>Estimated Outturn Cost (G3)</i></td> <td>Estimated cost range: £750k-£1.5m</td> </tr> </table> <table border="1" data-bbox="512 416 1390 757"> <thead> <tr> <th></th> <th><i>Approved Budget (G5)</i></th> <th><i>Final Outturn Cost</i></th> </tr> </thead> <tbody> <tr> <td><i>Fees</i></td> <td>£161,545</td> <td>£161,545</td> </tr> <tr> <td><i>Staff Costs</i></td> <td>£203,786</td> <td>£197,765</td> </tr> <tr> <td><i>Works</i></td> <td>£385,450</td> <td>£385,540</td> </tr> <tr> <td><i>Total</i></td> <td>£750,782</td> <td>£744,760</td> </tr> <tr> <td><i>Costed Risk Provision</i></td> <td>£72,279</td> <td>£72,279</td> </tr> <tr> <td><i>Grand Total</i></td> <td>£823,061</td> <td>£817,039</td> </tr> </tbody> </table> <p>Final Accounts for the project will be finalised within a few months upon approval of the Gateway 6 report by committees. The final outturn cost will be updated to include any staff costs not yet processed.</p>	<i>Estimated Outturn Cost (G3)</i>	Estimated cost range: £750k-£1.5m		<i>Approved Budget (G5)</i>	<i>Final Outturn Cost</i>	<i>Fees</i>	£161,545	£161,545	<i>Staff Costs</i>	£203,786	£197,765	<i>Works</i>	£385,450	£385,540	<i>Total</i>	£750,782	£744,760	<i>Costed Risk Provision</i>	£72,279	£72,279	<i>Grand Total</i>	£823,061	£817,039
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<p>14. Investment</p>	<p><i>Not applicable</i></p>																							
<p>15. Assessment of project against SMART objectives</p>	<p>This project's initiation pre-dates the Gateway Process. The first gateway report was Gateway 3 in 2012 (prior to the project being put on hold) and did not include SMART Objectives.</p> <p>The Gateway 5 report stated the following success criteria:</p> <ul style="list-style-type: none"> • Continuous, accessible walkway (delivery of the City's strategic objective to complete the City's fully accessible Thames Path). • Enhanced feeling of safety through design that minimises blind spots and opportunities for rough sleeping and anti-social behaviour. • Improved look and feel through maximising natural light into the space, a new lighting scheme and public art. <p>The project has successfully delivered a fully accessible section of walkway at Globe View. Together with the delivery of the accessible section of walkway of the Queensbridge House Hotel, the whole of the City's Thames Path is complete and fully accessible.</p> <p>Since its formal opening in March 2023, the walkway is well used by visitors, workers and residents, daytime and night-time alike. No incidents of rough sleeping or anti-social behaviour have been reported since the opening which demonstrates that the project has delivered its aim of creating an environment where pedestrians feel safe through its design approach. The maximisation of natural light</p>																							

	achieved by the minimising abutments and the widening of the central opening (viewing platform), has contributed to enhancing the feeling of safety but also created an opportunity for visitors to dwell and take in the riverside views.
16. Key benefits realised	<p>As this project pre-dates the gateway process, there was no baseline established at Gateway 2 to measure the scheme against.</p> <p>Assessing the project upon completion, officers believed it achieved the following benefits:</p> <ul style="list-style-type: none"> • Completion of the fully accessible City's Thames Path, a key objective of the City's Local Plan and departmental priority. • Globe View Walkway feels safe at all times and is well used by workers, visitors and residents. • Improved footfall to benefit local retail – the successful reopening of the walkway has been welcomed by local businesses. • Creating an interest: visitors stop and take in the views in at the newly created viewing platform. • Health and wellbeing: the completion of this section of the Thames Path has provided a continuous walkway rather than taking people onto Upper Thames St, one of the most polluted streets in the City. The riverside is also a well-known route for joggers who have benefited from not being diverted onto Upper Thames Street for that section.

Lessons Learned and Recommendations

17. Positive reflections	<ul style="list-style-type: none"> • A good working relationship was established with the Freeholders agent. • Extensive surveys and investigations informed the design development leading to minimisation of design changes, which helped keep design costs down. • The appointed architect also managed the CDM consultant, and this process allowed for greater efficiencies. • Involving and working closely with the lighting supplier helped design a lighting scheme that could connect with the City's Highway Lighting CMS System. • The use of LED light units minimises future maintenance costs and are more energy efficient than the original lighting. • The original bricks were salvaged during demolition and re-used during the works. Not only is this more environmentally friendly but it helped maintain the historic character within the space.
18. Improvement reflections	Due to the project taking place on private land (the walkway was declared as City Walkway after the works were completed in March 2023), an in-house highways engineer

	<p>was not allocated to the project. However the project would have benefitted from this expertise to oversee the lead-up to and the construction on site, particularly considering it would become City Walkway.</p> <p>Some delays were down to dependencies between works packages where delay on the metal work made the team lose its window on the lighting installation. An in-house Construction Manager may have been able to better coordinate suppliers and programming of works as opposed to an externally appointed construction manager.</p> <p>The City's Highways Manager support the Project Team with advice and support as and when needed, which helped overcome issues and minimised additional delays to the programme.</p> <p>One of the critical factors that caused significant delivery programme delays was down to sub-contractor and supply chain issues, particularly the metalworker (as mentioned earlier). The metalworker delays were not foreseeable; however, the lessons have been learnt.</p> <p>The project was paused several times. First to wait for works to start at Queensbridge House, a second time when demolition works stopped at Queensbridge house and a third time when TfL withdrew its funding. In retrospect, the legal agreement which was a lengthy process could have been started sooner even if all design information was not finalised.</p> <p>Similarly, once the option of internal walkway alterations was chosen, structural surveys/site investigations and design development could have been carried out even when the design was paused. This would have shortened the design to delivery period and ensured the project at Globe View being completed ahead of Queensbridge House Hotel's section of walkway opening.</p>
<p>19. Sharing best practice</p>	<p>Sharing of the project lessons was done at project team meetings. Working on private land is not something which is undertaken very often and so the lessons learned from this experience have been shared whilst recognising the more unique elements of this project.</p>
<p>20. AOB</p>	<p>When engaging with the City of London Police's Secure by Design Officers on the Globe View Walkway refurbishment project, they advised that public art would further help enhance pedestrians' feeling of safety.</p> <p>Although outside the scope of this project, officers engaged with external partners and Ward Members on how public art could be introduced into the walkway.</p>

	External partners successfully secured Neighbourhood CIL funding to develop a public art project for the northern wall of the covered walkway at Globe View. Officers are assisting and coordinating with partners to ensure their project fits in well with the wider aims of the Globe View walkway project. It is anticipated that the art panel will be installed in Summer 2024.
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Appendices

Appendix 1	Project Coversheet
Appendix 2	Design Options Appraisal
Appendix 3	Finance Tables
Appendix 4	Risk Register
Appendix 5	Before and after pictures
Appendix 6	Press coverage

Contact

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Appendix 1: Project Coversheet

UPI: 10793

Core Project Name: Globe View Walkway

Programme Affiliation (if applicable): Queenhithe and Vintry Programme

Project Manager: Leila Ben-Hassel

Definition of need: Completion and enhancement of the Thames Path

Key measures of success:

- Continuous, accessible walkway.
- Removal of hiding places and opportunities for anti-social behaviour and rough sleeping.
- Enhanced and well-lit to improve the feeling of safety.

Expected timeframe for the project delivery:

- Completion to tie in with completion of neighbouring walkway under the hotel to provide a continuous route (Autumn/Winter 2021). See also Section 2 below for details.

Are we on track for completing the project against the expected timeframe for project delivery? Y (subject to approval of issues report)

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:

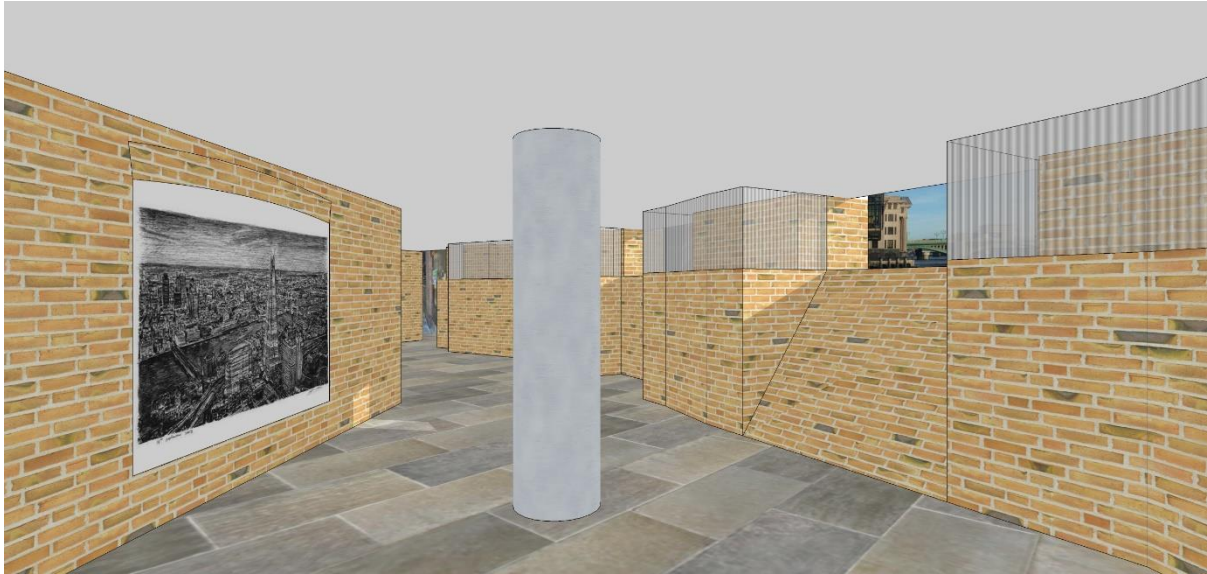
Project Stage / Gateway	Date	Comments
Project Initiation	October 2011	Initiated as part of the Riverside Walk enhancement strategy update report to explore initial options with a budget of £11,000 approved.
Gateway 3	October 2012	Option 1 was approved to be taken forward at an estimated cost of £750k-£1.5m. A budget of £50,000 was approved to develop the design and carry out a public consultation.
Public Consultation	November 2013	The consultation included enhancements to the internal walkway as well as a proposal for a section of external walkway to better align with the upcoming new hotel walkway.
Issues Report	May 2014	The results of the public consultation were reported. Members agreed to omit the section of external walkway (due to noise concerns from residents) and proceed with the development of the design for improvements to the internal walkway. £48,500 was approved to carry out design and consultation work.
Project put on hold	2014-2018	The project was put on hold due to the need to await the completion of the adjacent hotel development which was

		delayed due to legal and financial issues. This was primarily to avoid an isolated section of walkway being created and the resultant anti-social behaviour and safety concerns that would arise.
Queenhithe and Vintry Programme Report	December 2018	Project approved to be restarted due to the development of the adjacent hotel development being progressed to an appropriate stage. A budget of £65,000 was approved to reach the next gateway and undertake consultation.
Public Consultation	July 2019	Two design options for the internal walkway were consulted on
Queenhithe and Vintry Programme update report	December 2019	Design Option One was agreed to be taken forward to Gateway 4 by the Streets and Walkways Sub Committee
Gateway 4	March 2020	The revised estimated cost range of the project is £450K-£650K
Project put on hold	May 2020	TfL withdrew funding due to Covid-19 measures prioritisation
Issues report	October 2020	Substituting TfL funds with additional S106 funds to move project forwards.
Gateway 5	November 2021 (delegated to Chief Officer)	Authority to start work approved subject to the completion of the licence agreement with the Globe View Freeholders Company to carry out the works on private land. Revised total project budget of £750,782 (excluding risk) including an implementation budget of £385,392 (funded from various S106 allocations approved by Members at October 2020 committees) Costed Risk Provision of £72,279 approved (to be drawn down via delegation to Chief Officer in consultation with the Head of Finance).

Appendix 2: Options Appraisal

Outline options considered by Streets and Walkways Committee in December 2019 are set out below.

Option 1:



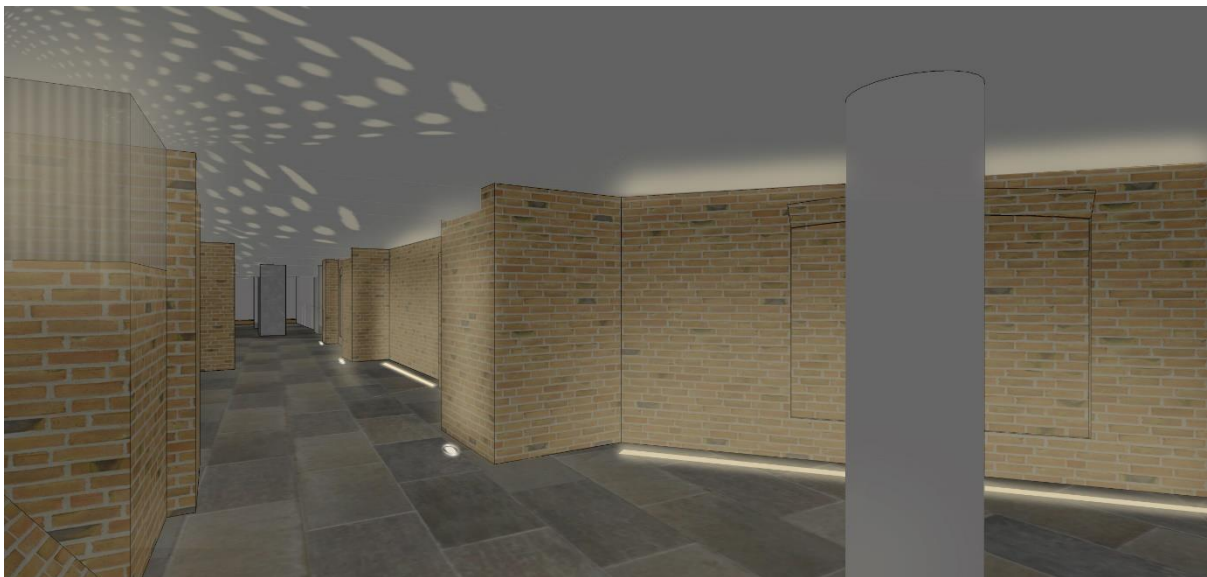
Day time view - Globe View walkway looking east towards Stew Lane



Night time view - Globe View walkway looking east towards Stew Lane



Day time view - Globe View walkway looking west towards Broken Wharf

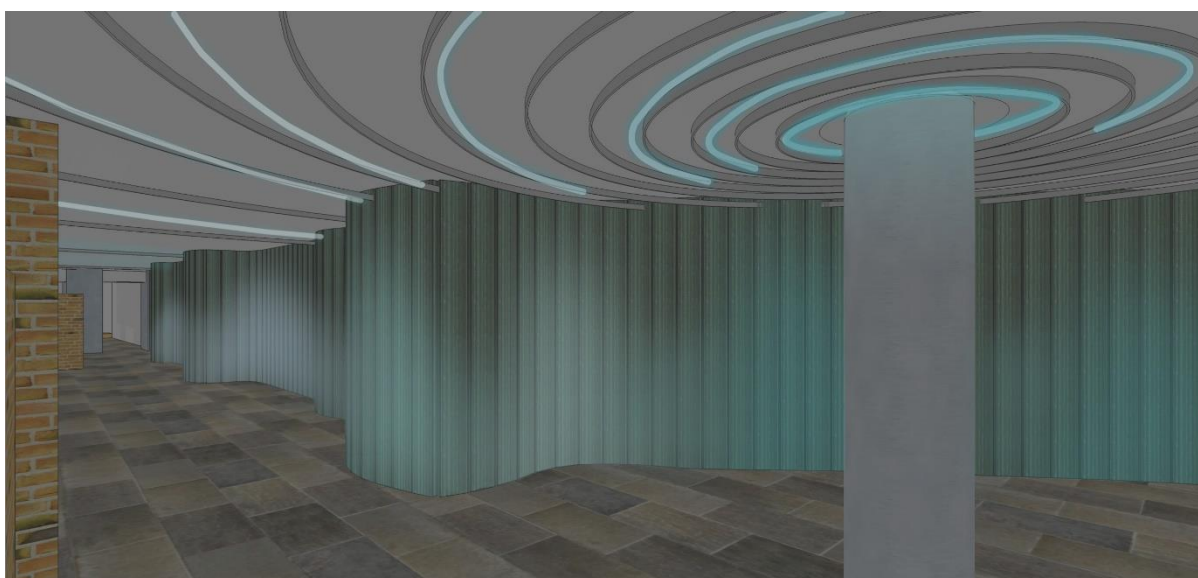


Night time view - Globe View walkway looking west towards Broken Wharf

Option 2:



Day time view - Globe View walkway looking west towards Broken Wharf



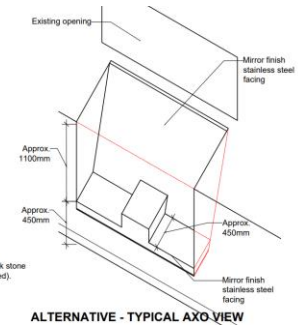
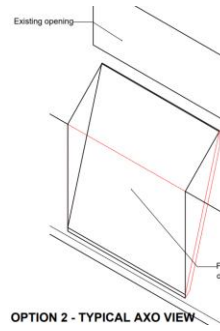
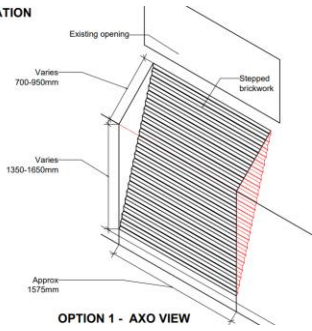
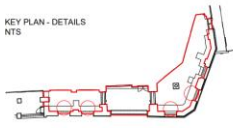
Night time view - Globe View walkway looking west towards Broken Wharf

Option 1 was preferred at public consultation stage (Summer 2019) and developed to detailed design stage. The design of option 1 focused on brick work alterations and minimisations to abutments and ledges on the southern wall and public art on the southern wall. As explained in the report, following the loss of TfL funding, the project was descoped to meet the reduced budget and the public art is now being undertaken by external partners.

Within that design approach several options were considered regarding the type of brick work alterations and materials. See below:

TYPICAL BRICKWORK BELOW OPENINGS - ELEVATION

KEY PLAN - DETAILS
NTS

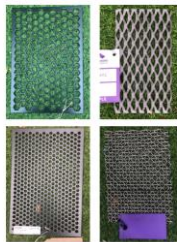


Metal mesh and screens - Lighting test



Selected pattern
Expanded Metal Co (image to left)
Ref - 4894 (MS)
- N8131 (Coreten)
- N8321 (Coreten)

Also tested (images to right)
Ref - Graepels - Hex
- EMC - Circle
- Multimesh - Small mesh
- St Anth (SS)



Mesh Finishes

Coreten (below 3-4 weeks exposure)



Alternatives (PPC/Satin Ano.)

-  Bronze 03 (Alumet - Baileys)
-  Old Copper02 (Alumet - Baileys)
-  PPC version of Coreten (Baileys)

rivingtonstreetstudio



Despite research of historic drawings of Globe View buildings and investigative works of the central brick column at the initial stages of the design development, an old metal joint was discovered during demolition works. Officers amended the design and decided to no longer proceed with the metal mesh surround to instead celebrate this historic feature by painting it in the City of London's heritage red found at Blackfriars Bridge and Holborn Viaduct.



Appendix 3: Finance Tables

Please find below the final project outturn costs:

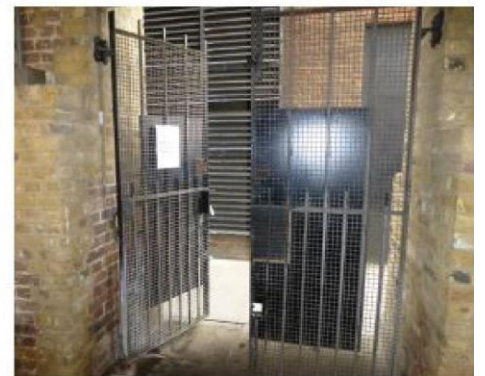
Table 1: Spend to Date			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
16800043 – RWE Globe View Walkway (SRP)			
PreEv P&T Fees	5,000	5,000	-
PreEv P&T Staff Costs	5,909	5,909	-
P&T Staff Costs	79,500	79,500	-
Consultant Fees	42,681	42,680	1
P&T Fees	21,257	21,257	0
Surveys	7,000	7,000	-
Total 16800043	161,347	161,346	1
16100043/1650043 – RWE Globe View Walkway (CAP)			
Staff Costs (P&T, Highways, Legal)	118,377	112,356	6,021
P&T Fees	85,608	85,608	0
Env Servs Works	385,450	385,450	0
Total 16100043	589,435	583,414	6,021
GRAND TOTAL	750,782	744,760	6,021
Cost Risk Provision	72,279	72,279	-

Appendix 4: Risk Register

See separate attachment (excel)

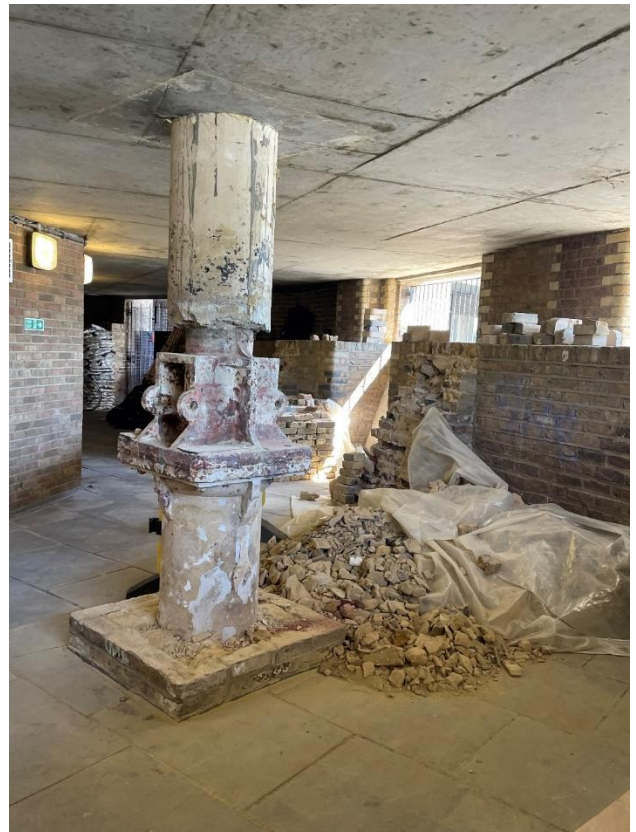
Appendix 5: Before and After pictures and press coverage

Before pictures:



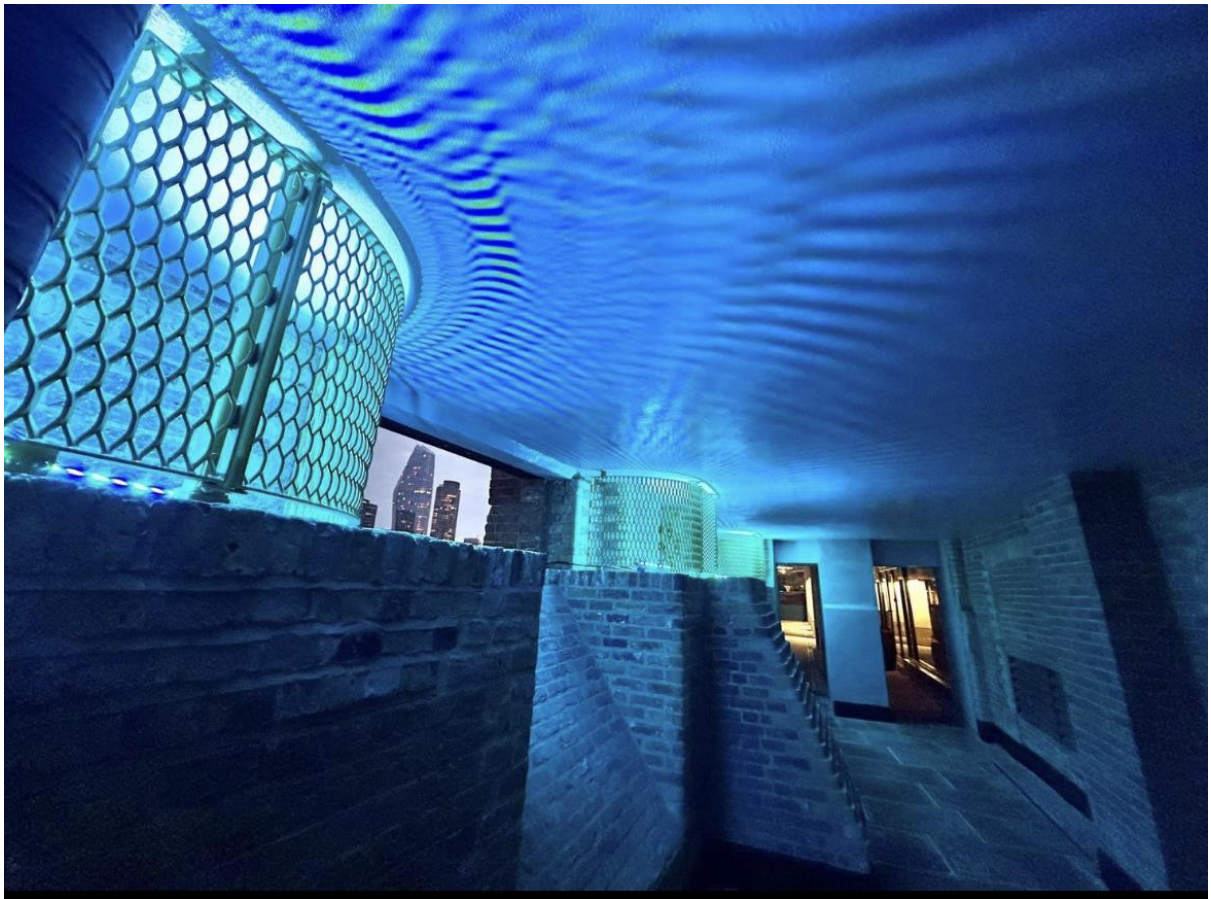
- 1 – Ledges
- 2 – Abutments

During construction:



After pictures:





Media:

- Ian Visits blogsite:

<https://www.ianvisits.co.uk/articles/sealed-off-thames-riverside-path-reopens-to-the-public-61438/>

- Londonist:

<https://londonist.com/london/news/a-new-bit-of-thames-path-you-can-now-walk-the-whole-north-bank-through-the-city>

- TimeOut

<https://www.timeout.com/london/news/part-of-the-thames-path-has-reopened-after-20-years-032323>

- City of London Website press release:

<https://www.cityoflondon.gov.uk/services/streets/traffic-schemes-and-proposals/globe-view-walkway-improvements>

- LinkedIn:

[Anolis](#)

[Anolis](#)

[Riney](#)

[Rivington Street Studio](#) (video)

[City of London](#)

[City of London](#)

[FPOV](#)

City of London: Projects Procedure Corporate Risks Register

Project Name: Globeview Walkway		PM's overall risk rating: Medium	CRP requested this gateway: £ 72,279	Average unmitigated risk: 3.0	Open Risks: 1
Unique project identifier: 1073		Total estimated cost (exc risk): £ 650,000	Total CRP used to date: £ 72,279	Average mitigated risk score: 0.0	Closed Risks: 10

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	6	(3) Reputation	Project not delivered to programme	The Corporation's Chief Commoner is the project's member sponsor. His term is ending April 2022. The project needs to be completed by mid-April. Delays have been incurred following 3 months of internal process/administrative issue. Officers have reviewed and produced a feasible programme albeit very tight	Likely	Serious	8	£0.00	Y - for mitigation costs	B - Fairly Confident	Early procurement of packages that have long lead-in times. Additional staff resources to work on the design development to ensure construction package is completed in time. Keep all stakeholders informed regularly on programme and progress.	£8,000.00	Possible	Serious	£8,279.00	6	£8,279.00	Staff costs (City Public Realm additional officer resources)	08/10/2021	DBE	Lella Ben-Hassel	17/03/2023	Risk has occurred. All funds required to mitigate (£8,279)	
R2	6	(3) Reputation	supply of materials and/or manufacturing of bespoke items delay overall project programme	Programme slippage due to delay in sourcing materials and/or manufacturing of bespoke items - this would make it impossible for the Chief Commoner to formally open the last section of walkway	Possible	Serious	6	£0.00	Y - for costed impact post-mitigation	B - Fairly Confident	maximise use of standard materials and early engagement of manufacturing company in the design development. If delay occurs with manufacturing or supply, officers will look at amending construction phasing plan and seek to increase either gangs on site & longer site working hours to minimise impact on the wider construction programme	£20,000.00	Possible	Serious	£20,000.00	6	£20,000.00	to cover possible additional prelims, additional gang on site, extended site working hours that may be required if a delay on supply/manufacturing occurs	08/10/2021	DBE	Lella Ben-Hassel	17/03/2023	Risk has occurred, funds required to mitigate (£20,000)	
R3	6	(2) Financial	materials costs increase	Costs of construction materials incl. steel are fluctuating due inflation and Brexit impact	Unlikely	Serious	4	£0.00	Y - for costed impact post-mitigation	B - Fairly Confident	officers will work closely with sub-contractors to "shop around" and ensure materials are purchased at the best price possible to fit the budget.	£10,000.00	Possible	Serious	£10,000.00	6	£10,000.00	to cover increase of costs materials should it occur beyond available works budget	08/10/2021	DBE	Lella Ben-Hassel	17/03/2023	Risk has occurred, funds required to mitigate (£10,000)	
R4	6	(10) Physical	costs increase due to access issues	access to the site is difficult - need for double handling costs has been estimated but once on site, that need may increase	Possible	Minor	3	£0.00	Y - for costed impact post-mitigation	B - Fairly Confident	work closely with main contractor to ensure the construction phasing plan is adapted to site constraints to minimise need for double handling	£0.00	Possible	Minor	£0.00	3	£0.00	cover potential additional double handle costs from Main Contractor	09/11/2021	DBE	Lella Ben-Hassel	29/04/2022	This has not materialised and the works are now advanced enough to close this risk. It is proposed to use the £12k to cover the cost of new risks below	
R5	6	(4) Contractual/Partnership	Legal agreement delayed or refused	Agreement delayed and risks of abortive costs in the event that the Freeholder Company refuse to sign agreement	Possible	Major	12	£0.00	Y - for costed impact post-mitigation	B - Fairly Confident	Officers will continue to work closely with Col Legal and with representatives of Freeholder Company	£0.00	Unlikely	Major	£5,000.00	8	£5,000.00	additional legal staff costs and P&A staff costs to resolve any delays with legal agreement	09/11/2021	DBE	Lella Ben-Hassel	29/04/2022	this risk has occurred. All funds required to mitigate (£5k)	
R6	6	(1) Compliance/Regulatory	Noise complaints	The site is below a residential bloc, complaints about construction noise may occur which may affect working hours on site and thus the programme	Likely	Minor	4	£0.00	Y - for costed impact post-mitigation	B - Fairly Confident	officers will engage early with residents and local occupiers on working hours and noisy working site construction to ensure the hours agreed to are adhered to by all gangs on site. If construction hours need to be shortened, more gangs will need to be allocated on site	£0.00	Possible	Minor	£10,000.00	3	£0.00	additional gang on site	09/11/2021	DBE	Lella Ben-Hassel	17/03/2023	Risk closed and funds moved to R2	
R7	6	(10) Physical	Programme delay due to site access obstructed by ongoing works in the vicinity	Programme delay due to site access affected by ongoing works in vicinity (S278 Highways works connected to the Queenbridge House hotel development)	Rare	Serious	2	£0.00	Y - for mitigation costs	B - Fairly Confident	officers and main contractor will coordinate Globe View Walkway construction phasing plan with Queenbridge House Hotel S278 Highways works.	£0.00	Unlikely	Serious	£0.00	4	£0.00	additional prelims if programme has to be extended or additional gangs on site of programme is delayed and programme needs to be caught up	08/11/2021	DBE	Lella Ben-Hassel	17/03/2023	Risk closed	
R8	6	(4) Contractual/Partnership	The Freeholder Company refuses declaration of Globe View Walkway as City Walkway	Abortive costs of having developed and delivered improvements to the walkway	Unlikely	Extreme	16	£0.00	N		There are Legal Covenants in Globe View leases about the public use of walkway - close relationships have been developed with the freeholder company - the declaration of city walkway will be coordinated with the legal agreement	£0.00			£0.00		£0.00					17/03/2023	Risk closed	
R9	6	(5) H&S/Wellbeing	Additional fire safety related requirements or fees	Additional costs and delays to programme	Likely	Serious	8	£0.00	Y - for mitigation costs	A - Very Confident	Additional fees for fire safety consultants and building control and associated staff costs to manage risk	£0.00	Unlikely	Serious	£13,500.00	4	£13,500.00	staff costs and fees	29/04/2022		Lella Ben-Hassel	29/04/2022	Risk occurred. Funds required to mitigate (Funds moved from R3 £10,000 and R4 £3,500). Risk closed 17/03/22	
R10	6	(8) Technology	Additional lighting design requirements to meet regulations and requirements	Additional costs and delays to programme	Likely	Serious	8	£0.00	Y - for mitigation costs	A - Very Confident	Additional fees for lighting consultants and install costs	£0.00	Unlikely	Serious	£15,500.00	4	£15,500.00	staff costs and fees and works	29/04/2022		Lella Ben-Hassel	17/03/2023	Risk occurred. Funds required to mitigate. Funds moved from R4 (8,500) . Additional £7,000 request for works cost increase	
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								

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Committee(s): Streets and Walkways Sub-Committee	Dated: 14 May 2024
Subject: Eastern City Cluster Phase 1 (landscaping)	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	Please see appendix
Does this proposal require extra revenue and/or capital spending?	
If so, how much?	
What is the source of Funding?	
Has this Funding Source been agreed with the Chamberlain’s Department?	
Report of: Town Clerk	For Decision

Summary

Appended to this report is a ‘ Pre-Gateway 5’ closure, which falls under Section 33 of the City Corporation’s Projects Procedure. Since the explanatory text was included on the template, there has been a change in governance; with decision making post-Corporate Projects Board transferring from the former Projects Sub Committee to the Grand Committee or Board. Gateway reports are submitted to the Streets and Walkways Sub-Committee.

Recommendation(s)

Members are asked to formally close the project in respect of the Eastern City Cluster Phase 1 (landscaping).

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Early Project Closure

Cancelled Projects Pre-G5

The Projects Procedure states a full outcome report is not required for projects closed prior to G5. Officers are advised to contact the Programme Office and Chamberlain's with a short narrative as to why the project should be closed. Projects Sub Committee have now granted delegated authority to the Chairman and Deputy Chairman to authorise early closures outside of the Committee cycle. Note the Chairman or the Service Committee can still request a full closure report should they wish.

Environment Department

Project Name:	Eastern City Cluster Phase 1 (landscaping works)
Project UPI (this is the PV ID):	10722
Approval Amount:	£1,877,723, total approved for design and construction of Phase One, as approved in July 2011. The budget setup in CBIS (project no.16100243) is £776,029.50; as this specifically referred to the first stage of work.
Spend to date:	£144,452
Amount Unspent:	£631,577.40 This funding was re-allocated to the City Cluster Programme, where several project and workstreams are currently underway.
Relevant CBIS Number(s):	16100243
When the project started:	December 2010, as part of a masterplan for the areas in the vicinity of 122 Leadenhall Street and 22 Bishopsgate (previous Pinnacle development). The construction of the scheme was due to start in 2014. The Pinnacle development was halted when the developer went into administration and then the public realm works were paused until further information was obtained regarding the future of the building. Subsequently a new planning application was submitted in 2016 for a new tower, 22 Bishopsgate, which had a significant change in the footprint, access requirements, and public realm and highway improvements. At this point the CC Phase 1 project was superseded by the S278 scope of the new development.
When project was closed:	The section 106 of 22 Bishopsgate was signed in June 2016. Following this a Gateway 1-2 report was submitted and approved in 2017 to initiate the design work of the public realm and highway works related to the building.

Why project was closed early:	The project was closed early due to it being superseded by another S278 project connected to the 22 Bishopsgate redevelopment.
Next steps:	None – the works have been completed by the 22 Bishopsgate S278 project.
Corporate Projects Board Review Date:	10 April 2024