

Committees: Corporate Projects Board <i>[for information]</i> Projects Sub-Committee <i>[for decision]</i> Streets and Walkways Sub-Committee <i>[for decision]</i> Port Health & Environmental Services <i>[for information]</i>	Dates: 28 June 2019 19 July 2019 22 July 2019 23 July 2019
Subject: Beech Street: Transport and Public Realm Improvements	Gateway 3 Complex
Unique Project Identifier: 10847	Issue Report
Report of: Director of the Built Environment Report Author: Aldo Strydom (City Transportation)	For Decision
<h1>PUBLIC</h1>	

1. Status update	<p>Project Description: The Project will address air quality issues in Beech Street by reducing or removing traffic. It also aims to deliver a vibrant street with high-quality public realm at the centre of Culture Mile.</p> <p>The purpose of this report is to:</p> <ul style="list-style-type: none"> • Seek Members' in principle endorsement of an interim scheme to be progressed to the next Gateway • Inform Members of work and findings to date <p>RAG Status: Amber</p> <p>Risk Status: Medium</p> <p>Total Estimated Cost of Project (excluding risk): £12M–£15M</p> <p>Change in Total Estimated Cost of Project (excluding risk): No change</p> <p>Spend to Date: £370,287</p> <p>Costed Risk Provision Utilised: 0</p> <p>Slippage: n/a</p>
2. Requested decisions	<p>Next Gateway: Gateway 4 Detailed Options Appraisal</p> <p>It is recommended that Members of the Streets and Walkways and Project Sub Committees:</p> <ol style="list-style-type: none"> 1. Approve Option 2 for Two-way Zero Emission Street as an interim scheme on Beech Street. <p>It is recommended that all Committees note:</p> <ol style="list-style-type: none"> 2. If an interim scheme is approved, that officers will proceed with further developing options and outline designs in a Gateway 4/5

	<p>report to be bought back to Committees in ~October 2019, with work also continuing on investigating all closure options for the longer-term scheme.</p> <p>3. Work and findings to date.</p>																																
<p>3. Budget</p>	<p>The project is funded through DBE Community Infrastructure Levy. There is no change to the previously approved budget which is set out below.</p> <table border="1" data-bbox="528 528 1386 1377"> <thead> <tr> <th>Item</th> <th>Reason</th> <th>Funds/ Source of Funding</th> <th>Cost (£)</th> </tr> </thead> <tbody> <tr> <td>PreEv P&T Staff Cost</td> <td>Staff costs</td> <td>CIL</td> <td>13,500</td> </tr> <tr> <td>PreEv Fees</td> <td>Surveys, consultancy fees, etc.</td> <td>CIL</td> <td>15,000</td> </tr> <tr> <td>Env Servs Staff Costs</td> <td>Staff costs</td> <td>CIL</td> <td>69,280</td> </tr> <tr> <td>DBE Structures Staff</td> <td>Staff costs</td> <td>CIL</td> <td>18,402</td> </tr> <tr> <td>P&T Staff Costs</td> <td>Staff costs</td> <td>CIL</td> <td>851,544</td> </tr> <tr> <td>Fees</td> <td>Surveys, consultancy fees, etc.</td> <td>CIL</td> <td>777,636</td> </tr> <tr> <td>Total</td> <td></td> <td></td> <td>1,745,362</td> </tr> </tbody> </table> <p>* It is likely that ~£91k of funding from the GLA for the previous Low Emissions Neighbourhood project will be made available to the Beech Street project and will be confirmed at next the Gateway Report.</p> <p>It is expected that the interim scheme will cost ~ £350k–£750k and that this can be accommodated within the current budget.</p> <p>Costed Risk Provision requested for this Gateway: 0</p>	Item	Reason	Funds/ Source of Funding	Cost (£)	PreEv P&T Staff Cost	Staff costs	CIL	13,500	PreEv Fees	Surveys, consultancy fees, etc.	CIL	15,000	Env Servs Staff Costs	Staff costs	CIL	69,280	DBE Structures Staff	Staff costs	CIL	18,402	P&T Staff Costs	Staff costs	CIL	851,544	Fees	Surveys, consultancy fees, etc.	CIL	777,636	Total			1,745,362
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<p>4. Issue description</p>	<p>1. A summary of the issues is captured below. More detail is contained in the ‘Progress to date and findings’ section presented in Appendix 2.</p> <p><u>Project objectives</u></p> <p>2. Members have previously expressed their desire to accelerate the scheme so that the project objectives can be realised quickly. Officers have focused efforts on identifying measures that will address the following project objectives:</p>																																

- A – Improve air quality by reducing NO₂ levels
- B – Improve the quality of the public realm to create streets and public spaces for people to securely admire and enjoy
- C – Improve pedestrian comfort levels

It is expected that any measures that address the above three objectives, will also address current safety concerns and thus also deliver project objective D (ensure buildings and public spaces are protected).

3. The Project is part of a programme of works that include the Podium Water Proofing project and the Barbican Refurbishment of Exhibition Halls 1 & 2. The Project will contribute to the successful outcomes of the refurbishment of the halls, as these are intended to have active frontages onto Beech Street.

Transport Strategy

4. It should be noted that Beech Street is designated as a *local access street*, as defined in Proposal 12 of the recently adopted Transport Strategy, and general through traffic should therefore be discouraged.
5. Proposal 29 of the Transport Strategy sets out the City's aim to create a local Zero Emission Zone (ZEZ) in the Barbican and Golden Lane estate and support the delivery of a Central London ZEZ in the next Mayoral term.
6. It is therefore intended to pursue ZEZ restrictions as an option for the project, in lieu of the Ultra-Low Emission Vehicle (ULEV) restrictions currently being investigated.
7. The mechanism for the delivery of the local ZEZ are the Healthy Streets Plans (Proposal 12 of the Transport Strategy), to assess how space is allocated between different users and uses of local streets. During the development of the Healthy Streets Plan for Barbican and Smithfield (which include the Barbican and Golden Lane estate area) an assessment of transport will be made across the area and any changes to the road network will be considered holistically.
8. The options for traffic restrictions on Beech Street as set out in this report align with the aspirations of introducing phased ZEZ restrictions, as described in the Transport Strategy. As this will be applied to one street and to avoid confusion, we have deemed this approach a Zero Emission street restricting traffic to zero emission capable vehicles.
9. This approach has the added advantage of allowing all compliant vehicles to access the street, including the zero emission 153 bus route and will therefore not disrupt this service.
10. Cameras and an enforcement regime to administer the Zero Emission street will be required. It should also be noted that additional resources, including additional staff, will be required on

an ongoing basis. However, it is expected that the cost of the additional resources will be met through enforcing the scheme.

TfL Engagement

11. Officers continue to engage with Transport for London (TfL) on achieving agreement for a directional and/or two-way traffic restriction on Beech Street. As part of the technical work to date and ongoing discussions, officers have identified opportunities to accelerate the project.
12. Initial investigations have concluded that there is a relatively small road network impact as a result of an eastbound closure, with an approximate 39% reduction in vehicles over current levels. However, the air quality improvements are similarly expected to be minimal.
13. A westbound or two-way closure is considered more challenging, due to the larger traffic flows and anticipated reassignment across the network, however the air quality benefits will be greater due to the corresponding reduction in vehicles travelling through Beech Street.

Interim scheme considerations

14. It should be noted that for any closure/restriction, unrestricted vehicle access will be required to the Barbican residents' car parks by non-compliant vehicles. Access to the Barbican Centre and Barbican Estate office from Beech Street will be available for compliant vehicles only. The Silk Street entrance to the Barbican Centre car park will still be available to on-compliant vehicles. The design will also allow for essential traffic such as emergency services to ensure these are not disadvantaged as part of the interim scheme.
15. The interim scheme will be delivered through means of an experimental traffic order and it is intended to establish and undertake a concerted communications strategy to provide clarity to motorists and the public as a whole, in order to minimise confusion in the run up to implementing an interim scheme.
16. Communications on the experimental traffic order will include engagement with Islington Council, TfL and other stakeholders such as the taxi trade, businesses, residents and the Barbican, as well as a publicity campaign to communicate the details and launch of the scheme.
17. Formal public consultation will take place during the first six months of the experimental traffic order, in line with the set statutory processes.
18. It is intended that the interim scheme be the first step (i.e. Phase 1) towards delivering the longer-term project.

5. Options

19. There are three options for Members to consider, as described below. A high-level assessment of the options against the project

	<p>objectives as well as other benefits and disbenefits have been undertaken and is presented, together with delivery costs, in Appendix 3. Officers recommend proceeding with Option 2 as the scheme which will deliver the greatest air quality benefits.</p> <p>20. It is intended to refine the chosen option and present the outcomes the next Gateway Report ~ October 2019. This report will include a full assessment of the road network and bus operation impacts together with detailed analyses of the costs, benefits and disbenefits.</p> <p><u>Option 1 – Eastbound restriction</u></p> <p>21. A range of eastbound restriction options exist, including no through traffic, buses only or Zero Emission street.</p> <p>Some benefits/disbenefits of this option include:</p> <ul style="list-style-type: none"> ▪ Small–medium improvements in air quality ▪ Scope for improvements to public realm and pedestrian enhancements under the ‘no through road’ scenario (i.e. if the bus was rerouted) <p><u>Option 2 – Two-way Zero Emission Street</u></p> <p>22. Members may consider that air quality benefits should be maximised and that a two-way Zero Emission Street should be progressed as an interim scheme.</p> <p>Some benefits/disbenefits of this option include:</p> <ul style="list-style-type: none"> ▪ Possible large improvements in air quality ▪ Limited improvements to public realm <p><u>Option 3 – “Do nothing” (progress long-term scheme only)</u></p> <p>23. Members may consider that an interim scheme is not desirable and that all efforts should be focused on developing options for the westbound closure or two-way closure.</p>
<p>6. Next steps</p>	<p>24. Should Option 1 or 2 be approved, the following tasks will be undertaken:</p> <ul style="list-style-type: none"> ▪ Finalisation of baseline report, incl. outcomes of street user perception surveys ▪ Continued engagement with Islington and TfL in ensuring the scheme will be successful ▪ Submission of TMAN application ▪ Detailed design and cost estimating, including public realm design ▪ Liaison with Department for Transport to agree appropriate signage (<i>if applicable</i>)

	<ul style="list-style-type: none"> ▪ Procurement of cameras and establishment of an enforcement regime (<i>if applicable</i>) ▪ Planning for engagement and publicity campaign, incl. meeting stakeholder groups ▪ Submission of Gateway 4/5 Report ▪ Engagement and communications ▪ Scheme implementation <p>25. In the event that Option 3 is approved, officers will progress options for the permanent scheme that deliver all of the project objectives and continue to engage with Islington and TfL during the process. This will be followed by a Gateway 4 report with a recommended option.</p>
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Appendices

Appendix 1	Project Coversheet
Appendix 2	Work to Date and Findings
Appendix 3	Interim Scheme Options Appraisal Matrix
Appendix 4	Risk Register

Contact

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