

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

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

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

	<p>anticipated that a 12 month delay will be incurred.</p> <ol style="list-style-type: none"> <li>9. TfL are responsible for delivering the pedestrian crossing associated with this scheme, which will be funded separately.</li> <li>10. Risks associated with this scheme include reputational risks to the City and TfL not delivering this scheme due to other priorities post-COVID.</li> <li>11. <i>Health Streets Minor Schemes</i> (RAG: Amber): The RDR schemes have been postponed as the schemes were fully funded by TfL LIP funding. It is unlikely that TfL funding (other than the COVID-19 related Streetspace programme) will be forthcoming this financial year, as a result programme delays of at least 12 months are expected.</li> <li>12. A small number of Healthy Streets minor schemes may be funded from other budgets, where appropriate.</li> </ol> <p><i>Major Projects and Programmes</i></p> <ol style="list-style-type: none"> <li>13. <i>Bank Junction and surrounding streets</i> (All Change at Bank)(RAG: Amber): Due to the uncertainty of future changes in traffic levels and movements, there is a risk that there may be an impact on traffic modelling requirements for this project. If the future traffic base is required to be updated prior to the TfL TMAN approvals, this may increase project costs and delay the programme.</li> <li>14. However, this is unknown at the time of writing and is raised as a risk to be aware of. As it stands, the project is on target for its Gateway 4 milestone in September/October 2020.</li> <li>15. A number of COVID-19 transport recovery schemes are located around Bank Junction. It is not known if the recovery schemes will be made permanent. If the recovery schemes are made permanent this is likely to impact the traffic modelling requirements. Overall programme delays are not known yet, but could add several months to the pre-Gateway 5 programme. Members will be updated through future project reports.</li> <li>16. <i>Bank On Safety</i> (RAG: Amber): Due to lockdown restrictions, Riney was required to leave the site in March, returning in early May. Despite a 6/7 week delay, it is expected construction work was completed the end of August, with minor snagging work to be completed in September.</li> <li>17. The delays to the programme have increased construction costs. This means it is unlikely that all benefits will be delivered, such as the coloured surfacing, within the allocated budget. This had always been an element that was subject to review at the end of construction to ensure that sufficient budget remained to</li> </ol>
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	<p>complete this.</p> <p>18. <i>Beech Street Transport and Public Realm</i> (RAG: Amber): The project has been impacted by the reduction in traffic volumes throughout Beech Street and the surrounding area as a result of COVID-19. This reduction has made it difficult to differentiate between the reduction in traffic and air pollution as a result of the scheme and those resulting from COVID-19.</p> <p>19. The traffic situation in the City remains fluid and difficult to forecast due to a number of unknown factors such as; the rate at which businesses reopen; the speed with which workers return; the decline in traffic due to reduced economic activity; and measures being implemented by the City and TfL to enable social distancing in central London.</p> <p>20. Given the scope of recent changes to the highway environment in the City, the City has considered it appropriate to keep the end date of the consultation period can be extended as appropriate to include at least six months of consultation alongside traffic conditions that the City reasonably considers to be the 'new normal'.</p> <p>21. Further, due to COVID-19 the period where contravening vehicles were sent information notices rather than a penalty charge notice was extended. Penalty Charge Notices have been issued from 27 July 2020.</p> <p>22. <i>Liverpool Street and Moorgate Crossrail Phase 1</i> (RAG Amber): The Liverpool Street and Moorgate Crossrail Phase 1 projects have experienced delays to the overall project programme. While works have recommenced, it is expected that the programme will now be completed in later summer 2021.</p> <p>23. <i>Liverpool Street and Moorgate Crossrail Phase 2</i> (RAG: Amber): The Liverpool Street and Moorgate Crossrail Phase 2 projects have experienced delays to the project programme and pedestrian modelling outputs. These delays are due to a decrease in TfL staffing availability from March onwards. It has recently been confirmed with TfL that the preliminary pedestrian modelling outputs will be available at the end of September 2020.</p> <p>24. A programme delay of 2 to 3 months is expected when a Gateway 4 will be submitted, now expected December/January 2021.</p> <p>25. <i>London Wall Place S278</i> (RAG: Amber): The scheme is largely complete, with the exception of the speed tables on London Wall. The on-street COVID-19 recovery schemes has made it difficult to deliver the speed tables as London Wall is a key movement route which cannot be closed for planned works. The Project Manager is</p>
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	<p>working closely with the Highways Team to determine when the speed tables can be delivered.</p> <p>26. <i>St Mary Axe Experimental Timed Closure</i> (RAG: Red): The St Mary Axe scheme is currently at a Gateway 4. However, the development of the Gateway 5 work has been paused due to the temporary COVID-19 transport recovery measures proposed for this street.</p> <p>27. At this stage, the experimental timed closure scheme may be replaced by the COVID-19 transport measures which has extended operational hours to that proposed in the original experiment. Subject to statutory process and consultation the COVID-19 recovery measure could be considered to be made permanent.</p> <p>28. Should the COVID-19 transport measures not be feasible for St Mary Axe on a permanent basis, work on the Gateway 5 would recommence. This is likely to mean that there will be a 6 to 9 month programme delay.</p> <p><i>Strategic Transport</i></p> <p>29. <i>City Cluster Area Programme and the City Cluster Zero Emission Zone</i> (RAG: Amber): The feasibility modelling for the City Cluster Vision proposals was put on hold as temporary COVID-19 transport recovery measures were implemented throughout the project area.</p> <p>30. The feasibility modelling will resume in September 2020 and the overall programme is experiencing a delay of 3 to 4 months.</p> <p>31. <i>Streets Accessibility Programme</i> (RAG: Amber): The Streets Accessibility programme has experienced programme delays of up to 12 months due to COVID-19 restrictions. The programme has experienced delays as it has not been possible to conduct field research during COVID-19. As a result, an alternative methodology in which to undertake research has been developed.</p> <p>32. This revised approach to the programme is expected to deliver a useful tool to best match overall programme objectives, taking into consideration COVID-19 restrictions.</p> <p>33. <i>Sustainable Servicing Programme</i> (RAG: Amber): This programme of works has been paused as TfL funding is now on hold. At the time of writing, it is unclear if funding will be available in the next (April 2021) financial year.</p> <p>34. <i>Lunchtime Streets</i> (RAG: Amber): Lunchtime Streets for 2020/2021 has been paused as TfL funding for the programme is now on hold and as COVID-19 restrictions means these types of events are currently not feasible. Alternative promotional activity may commence in Autumn at alternative Lunchtime Street locations if funding is obtained and if safe to do so.</p> <p>35. As Lunchtime Streets is an annual programme, funding</p>
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	<p>from TfL for 2021/2022 may be forthcoming and events can then be planned.</p> <p>36. <i>Cycle Parking for standard and dockless cycles</i> (RAG: Amber): The existing dockless cycle expansion programme of works has been put on hold as priorities were refocused to deliver additional temporary private and dockless cycle parking throughout the City as part of the COVID-19 transport recovery response. Some of this temporary parking may be made permanent and be formally incorporated into dockless expansion plans.</p> <p>37. Dockless cycle expansion planning was further impacted by central government accelerating rental e-scooter trials in the UK.</p> <p>38. From a financial perspective, dockless operators were previously unable to fund an expansion study that would identify additional dockless sites within the City. COVID-19 budgets are supporting temporary expansion activities. Operators have indicated that they are willing to support this initiative.</p> <p><i>RAG Green City Transportation Projects</i></p> <p>39. The remaining (18) of City Transportation projects are registered as Green.</p> <p>40. Impacts attributed to these projects include short-term programme delays. However, these projects are still expected to be completed this financial year.</p> <p>41. Only three projects registered as Green had any financial implications. Budgetary impacts were the result of staff working on COVID-19 transport recovery schemes. At this time, these three projects had sufficient budget to mitigate the financial impacts experienced because of impacts relating to COVID-19.</p>
<b>5. Next steps</b>	<p>1. Continue to monitor the impacts of COVID-19 on City Transportation projects, including impacts to project budget and programme and submit individual project issue reports as necessary.</p>

## **Appendices**

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

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