

Appendix 1

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Delivery Plan Projects							
Cycle route Quietway 11 Queen Street upgrade	NA	Cycle infrastructure upgrades partially completed. Update to be reported to Committee with remaining elements delivered on-street in autumn/winter 2020.	Y	Funding for some of this scheme diverted due to COVID-19. Awaiting decision from TfL about how much future funding will be available to finish implementing parts of the scheme if entire scheme cannot be finished.	N	Y (The programme will be delayed. The impact of COVID-19 on travel patterns / modes may have an effect on the type of measures implemented in future.)	R
St Mary Axe Experimental Timed Closure	NA	Currently has G3/4 approval, implementation in the summer subject to G5 approval	Y	Work on progressing to G5 and implementation has been paused due to temporary Covid measures being implemented on St Mary Axe	N	Y (a time delay of approximately 6 - 9 months)	R (the project could now be replaced by semi-permanent Covid measures that could lead to an experimental or permanent timed closure on the street)
Healthy Streets Minor Schemes	Scheme development/ implementation, including: Gresham St junction with Old	The works at Gresham Street/Old Jewry and Basinghall St are substantially complete,	Y	Healthy Streets Minor Schemes will need to be postponed until the	Y (there has been a financial impact as the project is 100% TfL funded)	Y (on pause - ongoing programme in 2021/22)	A

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	Jewry, Gresham Street junction with Wood Street and Bread Street, Old Broad Street, London Wall, Fenchurch Street, Philpot Street, Lime Street, Creechurch Ln, Leadenhall Street	should be complete in 2020 Works at Gresham Street/Wood Street and Creechurch Lane/Leadenhall/ St will be completed in 2020/21.		status of temporary Covid measures are decided. Funding was affected.			
Puddle Dock Pedestrian route	Safety and provision of new walking route (further scheme elements to be delivered by TfL on TLRN)	Highway works commenced early 2020, and should recommence in autumn 2020. TfL elements on the TLRN are in preliminary design and progressing slowly.	Y	Construction was suspended and now due to funding construction is on-hold	Y (There has been a financial impact, LIP funding FY20/21 has been frozen. The project is 100% LIP funded and therefore requires funds.)	Y (The programme has been impacted. Construction cannot resume without funding. If, the project resumes in the next financial year (Apr 2021) this will delay the project 12 months.)	A
Bank Junction and surrounding streets (Bank Junction Improvements Project: All Change at Bank)	Walking and public realm improvements – scheme development during plan period (to 2021/22).	£4m capital funding has been provisionally allocated for post G4 detailed design and construction, so the project financial range has been scaled back.	Y	Whilst adapting some work streams to meet the G4 target committee in October to keep to programme, there is an unknown impact on current traffic movements, and	Not known yet.	Possible, but still too early to know.	A

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				whether any of the COVID recovery schemes will remain as permanent. This may change the traffic modelling requirements which may cause a delay in the approvals process and may increase costs.			
Beech Street Transport and Public Realm Improvements/Barbican & Golden Lane Zero Emission Zone	Air quality and public realm enhancements (part of the wider Beech Street Transformation programme).	Phase 1 – Zero Emission Street experimental traffic order. Onsite. Consultation period extended, monitoring phase deferred due to COVID-19 impacting on traffic patterns.	Y	The experiment has been impacted by the reduction in traffic volumes as discussed in the main report.	Y (It has led to a procedural High Court Challenge which has had a significant implication for staff and legal costs.)	Y (The public consultation phase has been extended which has pushed back the decision making on whether to make the scheme permanent or not to its last moment in July 2021.)	A (due to current difficulty in quantifying the impacts of the experiment)
City Cluster Area Programme	Pedestrian Priority and Traffic Reduction: Healthy Streets Plan & Traffic Management Measures. Well-being and Climate Change Resilience:	Programme report being prepared for July committees. £3m secured, further capital bid required for later stages.	Y	Feasibility modelling for the Vision proposals was paused while temporary Covid measures were implemented.	N	Y (delay of approximately 3 - 4 months)	A

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	improvement of public spaces and introduction of greenery.			Modelling now being set to resume.			
City Cluster Zero Emission Zone	NA	Review of requirements based on traffic scenarios now anticipated (revised traffic modelling) - scoping work to be undertaken Q2/Q3 2020.	Y	Feasibility modelling for the Vision proposals was paused while temporary Covid measures were implemented. Modelling now being set to resume.	N	Y (a time delay of approximately 3 - 4 months)	A
Moorgate Crossrail Phase 1	Public realm around new Crossrail station.	Works have recommenced and are underway.	Y	Riney had to leave the construction site during the lockdown period.	N	Y (anticipated end date in later summer 2021)	A
Liverpool Street Crossrail Phase 1	Public realm around new Crossrail station.	Phase 1 – Under construction, fully funded by Crossrail in immediate area around station. Works have recommenced and are underway.	Y	Riney had to leave the construction site during the lockdown period.	N	Y (anticipated end date in later summer 2021)	A
Liverpool Street Crossrail Phase 2	Walking improvements to junction and surrounding public realm (in conjunction with Crossrail) and to	Phase 2.1 – S106 funded 'quick win' local area improvements to accommodate Crossrail	Y	Delays in getting the required Phase 2.1 pedestrian modelling underway with TfL whilst TfL deals with	N	Y (a time delay of 2-3 months although this has been 'absorbed' by the recently announced	A (given the Crossrail delays giving the project more time)

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	streets connecting Liverpool Street Station.	opening; currently in the design development stage Phase 2.2 - S106 & 278 funded long term potentially transformational changes to the Liverpool Street area.		its current issues and the City undertakes its Covid work.		Crossrail delays so the project now has more time to deliver its changes)	
Moorgate Crossrail Phase 2	Walking improvements to junction and surrounding public realm (in conjunction with Crossrail) and to streets connecting Moorgate Station.	Finsbury Circus western arm on hold due to ongoing settlement issues. Working with Crossrail Ltd. To address this.	Y	Delays in getting the required Phase 2 pedestrian modelling started with TfL Modelling Team, due to staff resourcing. Further delays as Moorgate corridor is apart of the Covid-19 recovery phase.	N	Delay of approximately 2-3 months. However, Crossrail has recently announced further delays to its Crossrail programme.	A (given the Crossrail delays giving the project more time)
Lunchtime Streets	City Cluster and Chancery Lane. Further streets to be identified and funding beyond plan period.	2020/21 programme activity to be reviewed September 2020.	Y	funding from TfL for the programme has been frozen for 2020/21 some alternative promotion activity may go ahead in late Autumn in alternative locations in the city if funding is released in	No budget available at time of writing.	Y (on pause - ongoing programme in 2021/22)	A (2020/21); G (2021/22)

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				September; this is an annual programme therefore next year should go ahead if funding is provided.			
Streets Accessibility Programme	City of London Street Accessibility Standard and Audit, and plan for delivery.	NA	Y	Delay to programme as paused due to Covid-19 restrictions.	Y	Y (delay of approximately 12 months to completion of report)	A
Accessibility minor works	Dropped kerbs and raised street entry treatment.	N/A	Y	Comes under RDR schemes will need to be postponed until the status of temporary Covid measures are decided. Funding was affected.	Y (there has been a financial impact as the project is 100% TfL funded)	Y (on pause - ongoing programme in 2021/22)	A
Cycle Parking	Implementation of additional space for standard and dockless cycles.	New installations completed and further areas for dockless cycle companies to fund.	Y	Priorities were refocused to deliver additional temporary private and dockless cycle parking around the City. The development of rental e-scooter trials in response to central Government accelerating their	Y (operators were unable to pay for expansion study during COVID. This cannot be met within existing budget. Operators have been asked again in Aug 20 to contribute)	Y (dockless expansion plans delayed until Summer/Autumn 2020)	A

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				trial timeline also impacted overall dockless priorities and timeframes.			
Sustainable Servicing Programme	Policy and guidance working with TfL.	Work to commence in 2020 awaiting TfL decision.	Y	Y (delay to programme as paused due to Covid-19 restrictions)	N	Y (delay of approximately 6 months whilst work was put on hold)	A
City Cycle Network Phase 1	Route 1: CS1 to Monument via Bank (subject to funding confirmation from TfL)	Outline Design Plan (existing conditions) completed. Route Development Plan expected (preliminary design) to be completed in June 2020. G3 to be reported in Sept 20	Y	Progress on the feasibility study is on hold.	Y (there has been a financial impact as the project is 100% TfL funded)	Y (The programme has been impacted. 12 Month delay.)	A
	Route 2: Aldgate to Blackfriars via Bank (including improvements at Mansion House junction with TfL)		Y	Progress on the feasibility study is on hold.	Y (there has been a financial impact as the project is 100% TfL funded)	Y (The programme has been impacted. 12 Month delay.)	A
							A
							A
Bus priority	Within Heathy Streets minor schemes; and TfL bus priority schemes, at: Ludgate Hill, Holborn, London Wall, Cannon Street.	Commenced consultation in year 1, and work progressing into 2020/21.	Y	One of the measures not implemented due to staff diverted to COVID-19 works.	Y (budget available)	Y (Programme delayed, but no major impact as this will be implemented later. Work is already underway to get	G

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						the process underway for implementation.)	
Legible London	Pedestrian signing scheme.	Project nearing completion at street level with Barbican highwalk still to be programmed. Completion expected by end of 20/21.	Y	Programme delays.	N	Y (delays to completion)	G
City Wide 15 mph speed limit	Schemed development, implementation and education programme.	Case for consideration by DfT in progress to submit mid 2020.	Y	The report has faced minor delays being prepared due to other competing COVID-19 priorities.	N	N	G
Smithfield Area Public Realm and Transport Measures	Barbican & Smithfield - Healthy Streets Plan scheme development and transport study. Implementation of public realm and transport measures improvements to support Culture Mile and Museum relocation.	The Smithfield HSP will be delivered by the Public Realm Project, driven by the Smithfield Markets consolidation programme and the development of the Museum of London. Concept design for public realm work expected in autumn 2020.	N	-	-	N	G
Fleet Street and Courts Area	Healthy Streets Plan traffic management study and improvement required for Fleet Street	Very early stages of project development.	Y	Delays as cannot undertake baseline data collection due to changes in travel	N	N	G

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	between Chancery Lane and Ludgate Circus (scheme development only, implementation beyond Delivery Plan period – 2025-2040).			patterns (i.e. home working, etc.).			
Road Danger Reduction Campaigns	Behaviour change and community engagement, (including working with City of London Police).	NA	Y	Funding from TfL for the programme has been frozen for 2020/21 ; a programme is being drafted with CoLP and RDR team for a limited programme for the remainder of the 2020/21 year - taking a focus on new/greater impacts as a result of Covid-19 ; this is an annual programme therefore next year should go ahead if funding is provided.	Y (some impact but still operating a series of campaigns with officer/CoLP time)	N	G

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Last mile delivery hubs	Two 'last mile' logistics hubs in underutilised City Corporation assets by 2022. A further three hubs by 2025.	An invitation to bid for 2000sqft at London Wall car park was released in late February with a deadline of early May. Work to progress September 2020.	Y	Delay to programme as paused due to Covid-19 restrictions.	N	Y (delay of approximately 6 months to bringing the last mile logistics hubs online and operational)	G
Disabled parking bays	Adjustment for space requirements.	Further to consult and complete 2020/21.	Y	Site visit required, access to Guildhall required to produce street notices and produce consultation, site visits required to place notices. In the process of getting permission to go to the Guildhall.	Y	N	G
Shared Use Review	Walking and cycling - Policy and design guide.	Initial identification of sites completed. Approach and criteria being developed, and review will be completed in 2020/21.	Y	Priorities were refocussed to work on measures aimed at dealing with the COVID-19 emergency.	N (this is funded from the Local Risk budget so can be met later this year or next year if not completed this year)	Y (postponed, but should resume later this year)	G

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EV Infrastructure Action Plan	Assessed demand for infrastructure completed with a number of actions during 2020/21 to assist with delivering sufficient new charging capacity; including innovative projects.	Completed recommendations reported to March 2020 committees. Actions to deliver new infrastructure to be taken forward during 2020.	Y	Officer time to take forward actions has been constrained due to work on Covid-19 priorities, will resume in September.	Y	Y (delay of approximately 6 months to all tasks being progressed)	G
Future Transport Programme	NA	Programme being developed and our approach has been refined.	Y	FSCP expanded to include rental e-scooter trials.	N	N	G
Zero Emission Waste Collection	Procurement of waste collection service with Zero Emission Vehicles.	Awaiting delivery of seven 18 Tonne fully electric refuse collection waste vehicles. Delivery planned for April 2020.	Y	6 month delay in programme.	N	Y (6 month delay)	G
Consolidation of Deliveries	Consolidation of Deliveries at CoL sites.	Ongoing use of the CEVA consolidation service for Guildhall.	N	-	N	-	G
City Cycle Network Phase 1 St Paul's Gyratory removal	Route 3: Duke's Place to St Paul's Gyratory	Projects not commenced. Further capital funding bid required – currently on hold due to fundamental review	N	-	N	-	NA
	Route 4: Bank to Holborn		N	-	N	-	N/A
	Traffic management measures removal of St Paul's gyratory		N/A	-	N/A	-	N/A

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	system and Museum of London roundabout.	and future of Centre for Music.					
Sustainable logistics centre	Co-location major suppliers including, waste collection, courier services, (feasibility and scheme development; implementation to follow in 2030).	N/A	N/A	-	N/A	-	N/A
Cycle infrastructure	Advance stop line (ASL) capacity increases various junctions.	Capacity increases at 13 locations have been delivered.	N	Project completed.	N	N	N/A
Additional City Transportation Projects							
Bank On Safety	To improve safety and reduce casualties at Bank Junction ahead of the delivery of the longer-term project (All Change at Bank).	Construction on the temporary pedestrian and cycle enhancements started in January 2020 and was due to complete by end of July.	Y	Riney had to leave site in March because of the lockdown. They resumed the 11 May and we had lost approximately 6 weeks of the programme. New working practices also had to be accommodated once back on site.	Y (we think it is going to be very close, but essentially we will not be able to deliver the additional benefits planned such as the coloured surfacing at the gateways and pedestrian crossings which had been	Y (despite a 6/7 week loss of working time we are due to complete the work by the end of August. With fewer pedestrians in the area, Riney were able to complete the paving work more quickly but some of these benefits have been lost in trying to get	A (until it is finished there is still a risk that we could overspend in completing the main work)

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					described in the G4/5 report and remain within the budget)	the third party contractors set up on site)	
London Wall Place S278	S278 highway and public realm improvements around the new developments on London Wall.	Project is substantially complete apart from the speed tables on London Wall. There are a number of engineering and road network issues that need to be overcome before this can be delivered which will be difficult in the current situation (Beech Street, Covid diversions, etc). An issue report is likely so that the City can return an amount of the developer funding whilst retaining a sufficient amount to cover the installation of the speed tables when it's possible.	Y	The Covid measures being deployed on-street have made it more difficult to deliver the speed tables on London Wall.	N	Y (TBC - determining an available slot on the road network to deliver the speed tables was difficult before Covid.)	A
Crossrail Farringdon East Urban Integration	Public realm around new Crossrail station.	Progressing well with completion expected by autumn 2020.	Y	Programme delays.	N	Y (delays to completion)	G

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London Development S278 (Phase 2) & Fleet Buildings & Plumtree Court – Highway Improvements	S106 & S278 highway and public realm improvements around the new Goldman Sachs HQ.	G6 report written and going through consultation. Final RSA-related tasks are being delivered on-street.	Y	Delays in ordering and procuring the final RSA-related tasks	N	Y (an approximate delay of 2-3 months in delivering the final elements and completing the G6)	G (the final tasks are minor and the highways are fully open. The client is satisfied with the reasoning behind the delays)
Aldgate SRP – Highway Changes and Public Realm	Removal of the old gyratory in Aldgate and the creation of a new public square & café.	Two final tasks remain - some carriageway resurfacing and discharging the Historic England Scheduled Monument Consent. The resurfacing is planned to take place in August 2020 and a lighting system has been designed to discharge the Historic England consent. The eventual G6 report will request permission to fully implement the lighting system.	Y	Delays in progressing the lighting system design due to other priorities although this is now substantially complete subject to site testing.	N	Y (an approximate delay of 2-3 months in delivering the final elements and completing the G6)	G (the final tasks are minor and the highways are fully open)
Security programme location H	S278 works to accommodate new development and HVM.	Detailed designs being prepared.	N	-	N	-	G

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100 Bishopsgate S278	S278 highway and public realm improvement around new development.	Final resurfacing works to be completed next week.	Y	Yes but positive - resurfacing work has been completed during lighter traffic levels so earlier and with less impact on the network.	N	N	G
Crown Place S278	S278 works to accommodate new development.	Detailed designs being prepared.	N	-	N	-	G
35 Vine Street	S278 works to accommodate new development.	Detailed designs being prepared.	N	-	N	-	G
1-2 Broadgate	S278 works to accommodate new development	Still at concept design stage.	N/A	-	N/A	-	N/A