

Committees: Streets & Walkways Sub-Committee (<i>for decision</i>) Projects & Procurement Sub-Committee (<i>for information</i>)	Dates: 30 January 2024 12 February 2024
Subject: St. Paul's Gyratory Transformation Project – Phase 1 Unique Project Identifier: 113377	Gateway 4C: Detailed Design (Complex)
Report of: Interim Executive Director Environment Report Author: George Wright, Transport and Public Realm, City Operations	For Decision
<h1 style="margin: 0;">PUBLIC</h1>	

<p>1. Status update</p>	<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 awaiting the outcome of the Museum of London/Bastion House redevelopment which has recently submitted a planning application. This report relates to Phase 1 only.</p> <p>Project progress: This a Gateway 4C report that:</p> <ul style="list-style-type: none"> • summarises the results of the recent public consultation; • details proposed modifications to the highway design following an assessment of consultation feedback; • seeks Member approval for the project team to progress the recommended highway design option to detailed design stage; • provides an update on progress with the RIBA stage 3 developed design for the new public space. <p>1.3 Positive progress has been made since the Gateway 4 report in May 2023, where Members approved highway design options 1 and 1A and a concept design for the new space on King Edward Street to be taken to public consultation.</p>
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	<p>1.4 The public consultation ran from 18 August to 2 October 2023 and was open to all. There were over 5000 visitors to the consultation portal and 492 people provided responses.</p> <ul style="list-style-type: none"> • 86% of consultation participants expressed a positive view of the overall proposals. • 80% expressed a positive view of the proposed changes to walking. • 75% expressed a positive view of the proposed changes to cycling. • 65% indicated that the concept design for the new public space met their expectations. • Greyfriars Square was the most popular suggestion for the name of the new public space. • Highway design option 1A (Appendix 4) received the highest level of positive support. <p>1.5 The only proposal to receive more negative responses than positive was the proposed changes to vehicle routes, with 47% of consultation participants expressing a negative view. More detailed information on the consultation results and feedback can be found in section 4 of this report and in Appendices 5, 6, 7 and 8.</p> <p>RAG Status: Green (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)</p> <p>Change in Total Estimated Cost of Project (excluding risk): No change.</p> <p>Spend to Date: £1,304,945</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 commencing detailed design of the traffic and highway elements of Option 1A that include: the introduction of two-way working on Newgate Street, part of St. Martin’s Le Grand and Montague Street; the reversal of traffic flow on Angel Street; and the closure of the southern section of King Edward Street to enable the creation of the new public space.

2. Authorise officers to progress the statutory consultation on the necessary Traffic Management Orders related to the highway option 1A ahead of Gateway 5.
3. Delegate authority to the Interim Executive Director Environment, in consultation with the Chairman of Streets & Walkways, to make changes to highway option 1A that arise during the detailed design stage.
4. Note that the design for the new public space is currently being progressed to a RIBA Stage 3 (incorporating changes arising from the public consultation feedback) and the final proposal will be presented to Members for approval in an Update Report in May.
5. Agree that up to 116m² of space be reserved for either play or exercise equipment or retained as planting/seating within the new square; noting that the introduction of play or exercise equipment will result in up to a 10.6% reduction of planting (66m²), up to a 12.5% reduction in seating (20 linear metre) and up to a 1.8% reduction in footway (50m²) and reduced permeability (see Appendix 10 for more information). A final recommendation on the use of this space for either play, exercise or planting (along with any proposed equipment to be introduced) will be made in the Update Report.
6. Note that Greyfriars Square was the most popular name for the new space in the public consultation and that officers will progress the statutory process for re-naming a street pursuant to existing delegations.
7. Approve an additional budget of £2,116,630 from the agreed capital allocation (OSPR) to reach Gateway 5.
8. Note the total project budget of £5,344,622 (excluding risk) to reach Gateway 5.
9. Note the total estimated cost range of the project at £15-17 million.
10. Delegate authority to the Interim Executive Director Environment, in consultation with the Chamberlain, to make any further adjustments (above existing authority within the project procedures) between elements of the budget.

Next Steps:

- January-June 24: Construction design package for highway layout finalised, informing detailed construction works estimate.
- May 24: Update Report to Members on RIBA Stage 3 developed design for the new public space.
- May 24: Transport for London approve TMAN submission.

	<ul style="list-style-type: none"> • June-August 24: Statutory consultation on Traffic Management Orders. • Summer 24: Advance utility works. • October 24 – Gateway 5 Authority to Start Work. • 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="529 768 1390 1088"> <thead> <tr> <th>Item</th> <th>Reason</th> <th>Funds/ Source of Funding</th> <th>Cost (£)</th> </tr> </thead> <tbody> <tr> <td>Utility works</td> <td>Advance utility works</td> <td>OSPR</td> <td>£2,116,630</td> </tr> <tr> <td>Total</td> <td></td> <td></td> <td>£2,116,630</td> </tr> </tbody> </table> <p>3.2 Extensive utility diversion works are required at the Newgate Street/St. Martin’s Le Grand/Cheapside junction. An initial estimate from Openreach for these works is £2.12 million. Detailed costings are now being prepared by Openreach and this will provide a more robust estimate which will be reported to Members in due course. These utility works need to be undertaken prior to Gateway 5 approval in order the meet the proposed construction start date of Spring 2025.</p> <p>3.3 Costed Risk Provision requested for this Gateway: £280,00 (as detailed in the Risk Register – Appendix 2 and already approved at Gateway 4).</p>	Item	Reason	Funds/ Source of Funding	Cost (£)	Utility works	Advance utility works	OSPR	£2,116,630	Total			£2,116,630
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<p>4. Design summary</p>	<p><u>Introduction</u></p> <p>4.1 In May 2023, Members approved taking design Options 1 and 1A to public consultation. Option 1:</p> <ul style="list-style-type: none"> • Introduces two-way working on Newgate Street and St Martin’s Le Grand to its junction with Angel Street; • Closes the southern section of King Edward Street and the Newgate Street slip road to all vehicles to enable the creation of a new public space; 												

- Introduces comprehensive improvements for people walking and cycling including better crossing facilities and protected cycle lanes where space permits.

Option 1A is the same as Option 1 except it proposes the introduction of two-way working on Montague Street.

Public consultation

4.2 A consultation portal, created by Commonplace, was the principal way for people to view details of the project proposals and provide their feedback. Nine drop-in sessions were held within the project area, giving people the opportunity to meet the project team, seek information and discuss the project in more detail. Two workshop sessions were facilitated by Transport for All; one with members of the City of London Access Group (CoLAG); and one with external stakeholder groups, representing a range of disabilities and older people.

4.3 The consultation was promoted via the project's comprehensive email lists, leaflet delivery to over 3500 properties in and around the project area, and through various social media channels. Two information towers were erected within the project area for the duration of the consultation.

4.4 There were over 5000 visitors to the consultation portal and 492 people provided responses. The consultation portal was segmented into six project themes where people were invited to give their feedback. Respondents could respond to all or just some of the themes. The public space theme received the most responses; changes to waiting and loading the least. A summary of the results is given below (with fuller details contained in Appendices 5, 6 and 7).

Walking proposals (128 respondents)

4.5 80% of consultation participants (103 respondents) expressed a positive view of the proposed changes to walking, whilst 13% expressed a negative view and 6% were neutral. Of those respondents who stated they are affected by the proposals, the vast majority (81%) viewed them positively. The walking proposals were particularly appealing to visitors (86%) and commuters (83%).

Cycling proposals (212 respondents)

4.6 75% of consultation participants (158 respondents) expressed a positive view of the proposed changes to cycle facilities, whilst 16% expressed a negative view and 10% were neutral. Positive views were expressed by a majority in all age groups and proved to be particularly appealing to people who already cycle – with 88% expressing a positive view.

Vehicle route proposals (98 respondents)

4.7 43% of consultation participants (42 respondents) expressed a positive view of the proposed changes to vehicle routes, whilst 47% expressed a negative view and 10% were neutral. Of those respondents who stated they are affected by the proposals more than half (54%) viewed them negatively; the majority of whom lived or worked in the area. People cycling were the most positive of the proposed changes with 69% viewing them positively. The lowest level of positivity was among taxi/private hire drivers (13% positive and 75% negative).

4.8 Participants were given details of the proposed changes that would be introduced under options 1 and 1A.

- 10% supported option 1 only
- 24% supported option 1A only
- 24% supported either option
- 35% did not support either option
- 8% did not know

4.9 Option 1A therefore received the highest level of support with 48% of respondents either supporting the option directly or supporting it as part of supporting either option.

Bus proposals (101 respondents)

4.10 49% of consultation participants (49 respondents) expressed a positive view on the proposed changes to bus routes and bus stops, whilst 27% expressed a negative view and 25% were neutral. 51% of those affected by the bus route proposals viewed them positively and 36% of those affected viewed them negatively.

Waiting and loading proposals (42 respondents)

4.11 55% of consultation participants (23 respondents) expressed a positive view on the proposed changes to waiting and loading, whilst 21% expressed a negative view and 24% were neutral. 58% of those affected by the waiting and loading proposals were most likely to view them positively and 33% of those affected viewed them negatively.

New public space (248 respondents)

4.12 Details of the concept design for the new public space were presented on the consultation platform and respondents were invited to answer several questions on various elements of the proposals.

4.13 65% of consultation participants (161 respondents) indicated that the concept design of the new public space met their expectations, whilst 21% said it did not and 15% were not sure. Respondents were asked what else they would like to see in the space and were given four options to select:

- 44% requested larger areas of greenery (109 responses)
- 25% requested more seating (62 responses)
- 13% requested artwork/exhibitions (31 responses)
- 7% requested more space for community events (16 responses)

4.14 Respondents could also add other suggestions in a free text box and the main responses were children's play (18 responses), sports/fitness equipment (16 responses),

4.15 The consultation asked respondents if they would regularly use free, outdoor fitness equipment if it was available in the new public space. 31% of consultation participants (78 respondents) said they would use fitness equipment, whilst 46% (115 respondents) said they would not and 22% (56) were not sure.

4.16 Respondents were given four suggested names for the new public square and asked to select their preference:

- 43% (124 respondents) selected Greyfriars Square
- 21% (60) selected Newgate Square
- 19% (54) selected Queen Elizabeth Square
- 8% (22) selected King Edward Square
- 10% selected none of the suggested/no preference

Support for the overall proposals (159 respondents)

4.17 86% of consultation participants (137 respondents) expressed support for the overall proposals for St. Paul's Gyrotory Transformation Project, with most fully supporting them. 12% opposed the proposals.

4.18 There was a high level of support across all age groups and among visitors (96% fully or partially supporting), commuters (93%), residents (93%) and workers (78%). There was high support among those who currently walk around the area (91% fully or partially supporting), those who currently cycle around the area (99%) and those currently travelling by bus (89%). Taxi/private hire drivers expressed the lowest level of support (46%).

Written submissions

4.19 A number of stakeholders sent written submissions which can be viewed in full at Appendix 6. These are summarised below:

4.20 Bart's Hospital: "Very supportive of the vision and ambition for the area with a clear focus on public realm

improvements whilst improving pedestrian/cycling amenities and safety.”

Supported highway option 1A and removal of bus stand on King Edward St. In longer term, would like all through traffic to use St. Martin’s Le Grand which would assist their aspiration for King Edward Street to become a Healthy Hospital Street.

4.20 London Cycling Campaign & City of London Cycling Campaign: “In general, the proposed changes are welcome and...will have a positive impact for people walking, wheeling and cycling.”

A concern was raised that the bi-directional track on St. Martin’s Le Grand may be “confusing”. LCC also “disagree with the decision to ban cycling in the new public space.” They support making King Edward Street (north) access only.

4.21 London Living Streets: “Strongly support” the new public space (and) believe it should include a children’s playground and exercise facilities for adults.

4.22 St. Paul’s Cathedral: “Welcome the spirit, aims and objectives of the proposals, which have the potential to reinvigorate the public realm in the close setting of the cathedral.”

Raised concern about the reduction in on-street coach parking and would like to see improved wayfinding.

4.23 Licensed Taxi Drivers Association: “Broadly supportive of the proposed plans as we can see the benefits and recognise that they will deliver significant improvements to the overall look and feel of the area.”

Feedback from access groups

4.24 Transport for All facilitated consultation sessions with CoLAG and external stakeholder groups, representing people who have a range of disabilities and/or are older people. The key issues raised are summarised below and the full feedback reports are included as Appendix 7.

4.25 CoLAG: Six members of CoLAG attended the session. Key issues raised were:

- Concerns about the bus stop with the cycle bypass and the risk of pedestrian/cyclist conflict.
- Request for more seating in the new public space which should be accessible.

4.26 External stakeholders: Seven people from groups representing various disabled and older people provided feedback on the proposals. Key issues raised were:

- The layout for cyclists at the New Change/St. Martin's Le Grand junction could be confusing and needs to be clearly signposted
- Concerns about the bus stop with the cycle bypass and the risk of pedestrian/cyclist conflict.

Assessment of consultation feedback on highway design

4.27 Overall, there was a good level of support for the highway design proposals. There were however some elements where concerns or issues were raised by consultees. The principal ones are summarised below, with more detail in Appendix 8.

4.28 Changes to cycle routes

The proposed changes were supported by 75% respondents. However, some issues were raised, notably:

Issue: Safety concerns about the absence of a cycle lane for cyclists travelling westbound from Cheapside/New Change to Newgate Street.

Response: A revised design that introduces a westbound cycle lane has been developed (see below and appendix 9 for more details).

Issue: People cycling through the St. Martin's Le Grand, Cheapside, Newgate Street, New Change junction may find the layout confusing.

Response: Appropriate signage (and potentially additional road markings) will be used to ensure cyclists are given clear information on how to access the various the cycle route options at this junction.

4.29 Changes to vehicle routes

The only area to receive more negative (47%) support than positive (43%) was the changes to vehicles routes. There were three dominant issues raised:

Issue: The proposed changes do not go far enough and should be more ambitious.

Issue: The proposed changes will lead to congestion and make travelling more difficult

Response: The proposals need to balance the needs of all road users. They have been designed to deliver improvements for people who walk and cycle, whilst minimising the impact on vehicle - particularly bus - journey times. Indeed, some vehicle routes (such as eastbound between Newgate Street and New

Change/Cheapside) will be shorter. The proposals represent a balanced approach that is expected to secure the approval of TfL.

Issue: There is no need for any changes at all.

Response: The streets within the project area currently comprise a 1970's highway gyratory with motor traffic dominating the area to detriment of other road users. The proposals will deliver key objectives of the City's Transport and Climate Action Strategies.

4.30 Changes to bus routes

The proposed changes to bus routes were supported by 49% of respondents and two issues were dominant:

Issue: Safety concerns due to the need to cross the cycle path to access the bus stop on St. Martin's Le Grand.

Response: The bus stop bypass design has been discussed with potential users, particularly groups representing those with a visual, mobility or cognitive impairment who may be put at a disadvantage by having to cross a cycle track to access a bus stop. The feedback received has been valuable in informing of the final design. For example, TfL have been asked to assess whether traffic signals would be appropriate at this location.

Issue: Concern regarding the removal of the bus stop on Montague Street.

Response: The project proposes to change the current bus stand on King Edward Street to a bus stop to better serve the main entrance to Bart's hospital. This proposal is supported by the hospital.

To help reduce the blue light journey times to the hospital, two-way working will be introduced for vehicles on Montague Street. The current bus stop on Montague Street would be in the way of this proposal and cannot therefore be retained as it would lead to congestion.

Proposed changes to the highway design

4.31 The assessment of the consultation feedback has confirmed the highway layout to be progressed to detailed design and led to the following being recommended for further development:

4.32 Option 1A: It is proposed that highway Option 1A is progressed to detailed design. This will involve the introduction of two-way working for traffic on Montague Street from the rotunda roundabout to Little Britain.

Two-way working on Montague Street is supported by Bart's Hospital as it provides a shorter vehicular route for both

ambulances and service vehicles accessing the hospital from Aldersgate Street and London Wall. Most of these vehicles currently use Little Britain south to access the hospital and several local residents have expressed support for Option 1A as it is expected to result in less through traffic on the street.

4.33 Introduction of double yellow lines on part of Little Britain (south): The proposal to convert the single yellow line on the south side of Little Britain (adjacent to Postman's Park) to double yellow line will not be progressed. This is because Option 1A is expected to reduce the number of vehicles using Little Britain south, particularly the larger vehicles servicing Bart's Hospital. Single yellow lines also permit parking on Sundays for people visiting St. Botolph's Aldersgate.

4.34 Gresham Street: Officers are exploring potential design interventions to improve the environment for people crossing Gresham Street at its junction with St. Martin's Le Grand. A formal crossing facility has been ruled out due to impact on the southbound cycle lane and general traffic flows on St. Martin's Le Grand. The proposals are expected to involve tightening the junction radii and modifying the gradient of the ramp leading to the raised table to slow vehicle turning into Gresham Street.

4.35 St. Martin's Le Grand, Cheapside, Newgate Street, New Change junction layout:

The original proposal for this junction has been reviewed and a proposal has been developed to improve cycle safety. The revisions include:

- The introduction of a westbound, mandatory cycle lane on Cheapside with an advanced stop line and early release
- Increased stacking capacity for cyclists travelling southbound from St. Martin's Le Grand to Newgate Street

However, the introduction of these cycle improvements requires the removal of one of the proposed pedestrian crossings on Cheapside and this will result in a longer journey for some people who walk. Appendix 9 contains plans and further information on the original and revised proposals.

An assessment of the benefits and disbenefits of each proposal is underway and its conclusions and recommendations are expected in March 2024. It is proposed that based on this information any changes to the design proposal will be approved under delegated authority by the Interim Executive Director Environment, in consultation with the Chairman of Streets & Walkways, unless it was deemed to be a fundamental change

to the scheme. This is to reduce delay to the programme as the next available committee would not be until mid-May.

Development of public space design

4.36 Following an analysis of the feedback received on the concept design during the public consultation, LDA Design were re-appointed to progress the RIBA stage 3 developed design.

4.37 The design's development is being overseen by a steering group comprising representatives from Historic England, Cheapside and Culture Mile BIDs, St. Paul's Cathedral, 81 Newgate Street and HSBC, with input and support from officers in City Gardens, Cleansing, Transport & Public Realm, Highways, Environmental Resilience, Sports and Planning.

4.38 LDA have been 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. Based on this the developed design shows 620m² of new planting areas and 420m² of existing planting in Christchurch Greyfriars. The design also includes the reuse of the Thames to Eternity granite blocks to create a central feature in the new space, the "Alee Bridge Walk", that should encourage informal play along its 45 metre length.

4.39 Exercise and play scenarios testing

A challenge faced by the design team is the competing land use demands within a finite space. For example, there have been requests for dedicated play and/or exercise facilities. Both these features would require more space than simply the installed equipment as they need to accommodate safety zones. There is also the challenge of finding a suitable location that does not impact on Christchurch Greyfriars (a Scheduled Ancient Monument and Grade 1 Listed Building) or 81 Newgate Street (the new headquarters of HSBC), does not affect pedestrian desire lines or the space's ability to host occasional public events.

4.40 LDA have undertaken an exercise to assess where these facilities could be introduced and the potential alternations to land use if they were (see Appendix 10 for more details). The assessment has identified one potential location to the north of the London Underground ventilation shaft on Newgate Street. LDA have tested four potential scenarios in this location which show the following changes to the current design:

4.41 Formal proprietary play equipment area: A loss of between 55 and 66m² of planting, between 16 and 20 linear metres of seating and, for scenario 2, a loss of 50m² of footway and general permeability.

4.42 Formal proprietary kinetic exercise equipment area: A loss of between 50 and 60m² of planting, between 20 and 24 linear metres of seating and, for scenario 4, a loss of 45m² of footway and general permeability.

4.43 In order to progress the developed Stage 3 design, Members are now asked to approve one of the three following options to be further developed. All options would retain the Alee Bridge Walk play feature.

Option 1: No formal play or exercise equipment. Retain the current design that seeks to maximises the amount of greenery and seating and permeability through the space for people walking and wheeling.

Option 2: Allocate up to 55m² in the location shown in Appendix 10 for formal play or exercise equipment, with the final decision on whether to incorporate play or exercise equipment to be taken in the Update Report scheduled for May 2024.

Option 3 (Recommended): Allocate up to 116m² in the location shown in Appendix 10 for formal play or exercise equipment, with the final decision on whether to incorporate play or exercise equipment in the Update Report scheduled for May 2024.

Next steps

4.44 Should Members approve highway option 1A, work will commence on the detailed designs. It should be noted that whilst the highway design is largely fixed in terms of principles, there may be minor design modifications as officers finalise the detailed layout with Transport for London, prior to the formal TMAN submission. In addition, any changes to the Newgate/Cheapside/St. Martin's Le Grand/New Change junction will require TfL audit approval where potential issues are identified and will need resolution.

4.45 Option 1A proposes a reduction of on-street coach parking within the project area. Surveys undertaken in March and July 2023 showed that whilst on-street coach parking provision across the City was operating close to capacity, there was surplus space in the Tower Hill coach park. The Transport Strategy team have been tasked with assessing the future demand for coach parking across the Square Mile on the basis that the on-street provision within the project area would be two spaces on Angel Street.

	<p>4.46 Work with utility companies will be progressed as extensive advance utility works are required, notably at the pedestrian island opposite St. Paul’s underground station which will be removed under option 1A.</p> <p>4.47 The stage 3 developed design for the public space is expected to be finalised in March and will be presented to Members for approval at the Committee Meeting in May 2024.</p>
<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 and cycling • Create quality public spaces • Create a safer environment for all • Meet the access needs of residents and businesses.
<p>6. Risks</p>	<p>The key risks associated with taking the recommended option forward to Gateway 5:</p> <ul style="list-style-type: none"> • <i>The impacts on bus journey times mean that the proposed option does not receive the required level of support and approval from TfL; crucially the TMAN formal approval which is required to proceed with the scheme to construction. The roads impacted are largely part of the strategic road network so it is essential that TfL support the proposals. Officers have continued a positive and constructive dialogue with TfL Buses during the development stages of the scheme to ensure all mitigation measures to reduce impacts on bus journey times have been investigated.</i> • <i>A challenge on procedural grounds or an inability to resolve objections to a Traffic Order may result in additional legal costs, as well as delays to the overall programme. A costed risk provision of £60,000 is included should additional legal costs be incurred.</i> • <i>The development of Hostile Vehicle Mitigation (HVM) measures for the new public space remains at the optioneering stage so the cost estimate in the overall budget remains a provisional sum and may be revised. A more robust cost estimate based on the agreed HVM option will be included in the Gateway 5 report.</i> • <i>Changes to coach parking arrangements may result in objections from the coach industry and key stakeholders such as St Paul’s Cathedral. Most of the local coach parking provision in the project area has been unavailable since February 2022 due to redevelopment of 81 Newgate Street, whilst the closure of the Museum of London should reduce overall demand. Surveys undertaken in March and July 2023 showed that whilst on-street coach parking provision was operating close to capacity, there was surplus space in the Tower Hill coach park. The Transport Strategy team will now conduct an assessment on the future of on and off-street</i>

	<p>coach parking across the Square Mile, taking into the account the reduction of on-street provision within the project area.</p> <ul style="list-style-type: none"> • <i>The preferred option may negatively impact certain groups of people, particularly some disabled people, and cannot be further mitigated.</i> The preferred option was presented to CoLAG members and various groups representing disabled and elderly people during the recent consultation exercise. The feedback received has been assessed and mitigation measures explored, particularly in relation to concerns expressed about the bus stop bypass on St. Martin's Le Grand. • <i>Specific technical challenges associated with this project include the location of utility infrastructure, the London Underground and the City's piped subway structures, which are situated under parts of Newgate Street, King Edward Street and St Martin's Le Grand.</i> Dialogue is on-going with the City Structures team, London Underground and utility companies. This will continue as the preferred option is progressed to design and minimise any associated risk with these assets. Costed risk allocation: £170,000. • <i>Several elements of the project are still at a concept design stage. As design development progresses there may be issues that are more technically challenging than first envisaged. As a result, the project may require additional staff resources.</i> A costed risk allocation of £50,000 has been included within the budget to reach Gateway 5. • <i>Delays to the construction programme due to the developer of 81 Newgate Street 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 the fit-out contractor when appointed. A regular dialogue and close coordination should minimise the risk of unforeseen delays. <p>Further information is available in the Risk Register (Appendix 2).</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> <p style="padding-left: 40px;">(a) the desirability of securing and maintaining reasonable access to premises</p>

	<p>(b) the effect of amenities of any locality</p> <p>(bb) national air quality strategy</p> <p>(c) public service vehicles</p> <p>(d) any other relevant matters</p> <p>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).</p> <p>Regard has also to be had to the relevant statutory guidance.</p> <p>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:</p> <ul style="list-style-type: none"> - 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. <p>7.4 An interim Equalities Analysis was undertaken in May 2023 and should option 1A be approved a full Equalities Analysis will be undertaken.</p>
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Appendices

Appendix 1	Project Coversheet
Appendix 2	Risk Register
Appendix 3	Financial information
Appendix 4	Plan of highway option 1A
Appendix 5	Public consultation report
Appendix 6	Stakeholder consultation responses
Appendix 7	Transport for All workshop summaries
Appendix 8	Design team responses to consultation feedback

Appendix 9	Newgate St/St. Martin's Le Grand/Cheapside junction design review options
Appendix 10	Fitness & play equipment spatial requirements assessment

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