

Committees: Streets and Walkways Sub-Committee - for Decision Projects and Procurement Sub-Committee – for Information	Dates: 19 March 2024 15 April 2024
Subject: Fenchurch Street Area Healthy Streets Plan Unique Project Identifier: <i>PV ID confirmed post CPB via PMO.</i>	Gateway 2: Project Proposal Regular
Report of: Interim Executive Director, Environment Report Author: Stephen Oliver, Policy and Projects, City Operations	For Decision
<h1>PUBLIC</h1>	

Recommendations

1. Next steps and requested decisions	Project Description: The Fenchurch Street Area Healthy Streets Plan will provide a framework for improvements to streets and public realm in the area. The proposals will reflect the aspirations of stakeholders, including the Eastern City Business Improvement District group (the EC BID), and the Aldgate Connect BID and opportunities arising from development. Developing the plan will include testing the feasibility of any proposals which may include traffic management changes if necessary. The final Plan will include a series of proposed projects and a programme for implementation. Subsequently funding bids will be submitted for projects, which once initiated will be subject to additional consultation and approvals as detailed proposals are developed. The Fenchurch Street Area Healthy Streets Plan is funded through Section 106 funds. Next Gateway: Gateway 3/4 - Options Appraisal (Regular) Next Steps: <ul style="list-style-type: none"> • Establish the scope and parameters of the plan. • Liaise with the EC Bid and Aldgate Connect BID on objectives and priorities for improvements in the area.
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- Engage with ward members, local residents and businesses to consider objectives of the Transport Strategy including pedestrian priority, the comfort and safety for people walking, wheeling and cycling and maximising opportunities to improve the public realm.
- Appointment of a transport consultancy to provide baseline traffic and pedestrian surveys and provide technical advice on the detail and scope of the traffic/pedestrian modelling required to inform the Healthy Streets Plan for the Gateway 3/4 report to meet Transport for London’s modelling requirements.
- Develop concept options for the Gateway 3/4 report, which would be seeking permission to go to public consultation on the draft plan and proposals.

Requested Decisions:

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

2. Resource requirements to reach next Gateway

Item	Reason	Funds/ Source of Funding	Cost (£)
P&T Staff Time	Project Management, stakeholder engagement and area analysis.	S.106	60,000
Fees	Initial data collection and engagement.	S.106	40,000
Total			100,000

The staff costs are consistent of the time required to set up the project and other project management requirements. The staff costs include time for a Project Manager and for staff supervision. This equates to approximately two and a half days of project management time per week over a 10-month period.

Costed Risk Provision requested for this Gateway: None requested.

<p>3. Governance arrangements</p>	<p>Service Committee: Streets and Walkways Sub-Committee</p> <p>Senior Responsible Officer: Bruce McVean, Assistant Director Policy and Projects.</p> <p>Project Board: The already established City Cluster Programme Board will guide the development of the Healthy Streets Plan.</p>
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Project Summary

<p>4. Context</p>	<p>4.1. The Fenchurch Street Area Healthy Streets Plan was originally within the scope of the City Cluster Healthy Streets Plan and was approved to be initiated on the 14 June 2019 as the 'City Cluster and Fenchurch Street Healthy Streets Plan'. However, in December 2019 the Streets and Walkways Sub-Committee agreed to split the work into 2 phases to create two more practical and manageable areas of work. The first phase for the City Cluster was completed and adopted by committees in July 2021. This report now recommends bringing forward the second phase to establish the Fenchurch Street Area Healthy Street Plan.</p> <p>4.2. The Fenchurch Street Area Healthy Streets Plan comprises the area between, Fenchurch Street / Aldgate to the north, and the A3211 Lower Thames Street (managed by TfL) to the south, Gracechurch Street (managed by TfL) to the west and Minories to the east. The project boundary is set out in Appendix 3. Fenchurch Street itself has had a significant amount of development completed and more is under construction, and in the pipeline.</p> <p>4.3. The project area also includes the streets of Eastcheap and Great Tower Street which bisects the area. There are a series of Local Access streets within the area that have existing traffic management orders that restrict turning movements and/or restrict motor vehicles to one direction of travel. The area also includes the railway terminus of Fenchurch Street Station, and the Monument Underground station (part of the Bank station complex).</p> <p>4.4. Members should also note that the EC BID are developing their own Public Realm Strategy which will include much of the Fenchurch Street Area Healthy Streets Plan area. As with the work in the Fleet Street area Healthy Street Plan, City officers intend to work closely with the EC BID and their consultants on their work to ensure the outputs</p>
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	<p>between the two documents are aligned and to maximise data and resource sharing.</p> <p>4.5. The Fenchurch Street Area Healthy Streets Plan is a key deliverable of the City’s Transport Strategy and further supports the Climate Action Strategy in developing spaces that are climate resilient. The Healthy Streets Plan also aligns with the ambitions for the area, as set out in the draft City Plan 2040 and will support the ambitions of delivering Destination City for the future.</p>
<p>5. Brief description of project</p>	<p>5.1. The Healthy Streets Plan will identify and develop proposals for future projects to build upon the existing traffic management in the area and outline further changes to enable the priority, comfort and safety of people walking, wheeling and cycling. It will also identify proposals to create high quality public realm. It will build upon and complement the improvements being delivered from the City Cluster Vision Healthy Streets Plan. Projects identified in the plan will be subject to further engagement and consultation.</p> <p>The preparation of the Healthy Streets Plan will include the following:</p> <ul style="list-style-type: none"> • A comprehensive data collection exercise to identify the scope and parameters of the project and inform a base line understanding of opportunities and issues in the study area. • The appointment of a transport consultancy to provide comprehensive baseline traffic and pedestrian surveys and the technical advice on the traffic/pedestrian modelling for the G3/4 report and to meet Transport for London’s modelling requirements. • Developing a draft plan and proposals for public consultation. <p>5.2. The Fenchurch Street Area Healthy Streets Plan provides the opportunity to work closely with the EC BID and the Aldgate Connect BID to ensure that their goals and opportunities are considered within our plan and encourage further positive partnership working in the future.</p>
<p>6. Consequences if project not approved</p>	<p>6.1. The Fenchurch Street area has seen significant change with new developments and associated public realm improvements to date and further change is proposed. Further delays to the development of the Healthy Streets Plan will result in a missed opportunity to provide a holistic overview of the required additional space for the increase in people walking, wheeling, cycling and using public transport in this area, and consider the ongoing requirements for vehicular access. It would also miss the opportunity of aligning ongoing developments in the area to</p>

	successfully deliver the required street changes as part of their S278 and S106 delivery.
7. SMART project objectives	<p>7.1. The draft HSP will set out an integrated approach to improving the public realm and managing traffic to support delivery of the following Transport Strategy outcomes:</p> <ul style="list-style-type: none"> • 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.
8. Key benefits	<p>8.1. An area-based approach to identify traffic management measures allows for a holistic overview of the required network changes, including coordination with other area-based projects and local freight and servicing requirements.</p> <p>8.2. The Healthy Streets Plan will identify an initial delivery plan of projects and temporary changes that can be undertaken to restrict traffic on streets, prior to full implementation of the proposals that will provide medium and long-term infrastructure changes.</p> <p>8.3. The Healthy Streets Plans will further provide an opportunity to work with the BIDs and with local stakeholders to develop a framework of projects.</p>
9. Project category	4a. Fully reimbursable
10. Project priority	B. Advisable
11. Notable exclusions	None

Options Appraisal

12. Overview of options	1. Healthy Streets Plan developed in full.
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	<p>This option allows the Healthy Streets Plan to be completed in full and will encompass all aspects of a Healthy Streets Plan. The Healthy Streets Plan allows all potential scenarios to be tested collectively, as well as identify any required changes to the highway network. This is a cost-effective approach with best value for money to ensure transformational change can be delivered. This is the preferred option.</p> <p>2. Light-touch Health Streets Plan approach.</p> <p>This option presents a light-touch approach in developing the Healthy Streets Plan. Under this option, the Healthy Streets Plan will focus on developing key aspects, such as traffic modelling, and existing projects identified in the Transport Strategy but may miss opportunities for a more holistic approach particularly projects that are identified through engagement with stakeholders.</p> <p>3. Do nothing scenario.</p> <p>This option would result in a Healthy Streets Plan not being undertaken and opportunities to improve the comfort and safety of people walking and cycling and improvements to the public realm may be missed as part of ongoing development proposals.</p>
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Project Planning

<p>13. Delivery period and key dates</p>	<p>Overall project: March 2024 – December 2025</p> <p>This is the longest anticipated timescale to develop the Healthy Streets Plan.</p> <p>Key dates: Key dates for the project/development of the plan, up to Gateway 5 include the following:</p> <ul style="list-style-type: none"> • Gateway 1/2 – March 2024 • Review of existing projects and developments in the area, area analysis and traffic and pedestrian data collection - April to August 2024 • Initial stakeholder engagement – September - November 2024 • Gateway 3/4 – December 2024 • More detailed traffic and pedestrian modelling –January 2025 – May 2025 • Development of full draft Healthy Streets Plan– January – July 2025 • In depth stakeholder consultation (presenting Healthy Streets Plan scenarios) – July - September 2025 • Healthy Streets Plan finalisation – September to November 2025 • Gateway 5 – December 2025
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<p>14. Risk implications</p>	<p>Overall project risk: Low</p> <p>Risks associated with the development of the plan include:</p> <p>R2 - Proposals identified are not supported by key stakeholders.</p> <p>R4 - Funding is not secured for the delivery of projects.</p> <p>R6 - Public Consultation responses do not support the proposed changes.</p> <p>Further information available within the Risk Register (Appendix 2)</p>
<p>15. Stakeholders and consultees</p>	<p>The key stakeholders and consultees consist of the following:</p> <ul style="list-style-type: none"> • Transport for London • Business and occupiers within the area • Local Ward Members (Candlewick, Bridge, Billingsgate, Tower and Aldgate) • City of London Access Group • EC BID and Aldgate Connect BID • Residents • Places of worship • The Monument and other visitor destinations <p>Engagement timeframes are outlined within the Healthy Streets Plan programme (Appendix 4).</p>

Resource Implications

<p>16. Total estimated cost</p>	<p>Likely cost range (excluding risk): £200,000-£240,000</p>								
<p>17. Funding strategy</p>	<p>All funding fully guaranteed</p>								
<table border="1"> <thead> <tr> <th data-bbox="531 1518 1161 1570">Funds/Sources of Funding</th> <th data-bbox="1161 1518 1353 1570">Cost (£)</th> </tr> </thead> <tbody> <tr> <td data-bbox="531 1570 1161 1621">Section 106 - 20 Fenchurch Street</td> <td data-bbox="1161 1570 1353 1621">£240,000</td> </tr> <tr> <td data-bbox="531 1621 1161 1673">Total</td> <td data-bbox="1161 1621 1353 1673">£240,000</td> </tr> </tbody> </table>		Funds/Sources of Funding	Cost (£)	Section 106 - 20 Fenchurch Street	£240,000	Total	£240,000	<p>The report to the Streets and Walkways Sub-Committee of the 26th September 2023 identified the Fenchurch Street Healthy Streets Plan as one of the City Cluster High Priority projects. It was agreed to allocate £240,000 of S106 to its development.</p>	
Funds/Sources of Funding	Cost (£)								
Section 106 - 20 Fenchurch Street	£240,000								
Total	£240,000								
<p>18. Investment appraisal</p>	<p>Not applicable.</p>								

19. Procurement strategy/route to market	19.1. Traffic and pedestrian surveys will be undertaken by an external traffic survey company. This will be procured via the Transport and public realm framework contract.
20. Legal implications	<p>20.1. In exercising its traffic management functions, the City has statutory duties to secure the expeditious, safe and convenient movement of traffic (Section 122 Road Traffic Regulation Act 1984) and the efficient use of the road network, avoiding congestion and disruption (Section 16 Traffic Management Act 2004).</p> <p>20.2. Traffic modelling will ensure efficient and convenient vehicular movements can be appropriately managed when delivering the Healthy Streets Plan proposals.</p> <p>20.3. Public sector duty for ensuring the Equalities Act principles is considered within the Healthy Streets Plan proposals.</p>
21. Corporate property implications	None noted.
22. Traffic implications	<p>22.1. The preparation of the Healthy Streets Plan itself will cause no traffic implications.</p> <p>22.2. The traffic modelling component of the Healthy Streets Plan will test a number of options for the proposals and will identify any traffic displacement throughout the wider network.</p> <p>22.3. The appointed traffic modelling consultant will assist in the early engagement with Transport for London on their modelling requirements to understand the impact on the wider network and the Strategic Road Network.</p>
23. Sustainability and energy implications	23.1. The overall outcome of the Healthy Streets Plan will enable the prioritisation of people walking, wheeling, cycling and using public transport.
24. IS implications	None
25. Equality Impact Assessment	25.1. An equality impact assessment will be undertaken.
26. Data Protection Impact Assessment	26.1. A data impact assessment will be undertaken in relation to the procurement of any engagement tool or relevant data collection.

Appendices

Appendix 1	Project Briefing
Appendix 2	Risk Register

Appendix 3	Fenchurch Street Area Plan Area
Appendix 4	Healthy Street Plan areas.

Contact

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