

<p><b>Committees:</b>  Streets &amp; Walkways Sub Committee <i>[for decision]</i>  Projects and Procurement Sub Committee <i>[for information]</i></p>	<p><b>Dates:</b>  19 March 2024  15 April 2024</p>
<p><b>Subject:</b>  Pedestrian Priority Streets Programme – Phase 1 (<i>King William Street Transformation and Programme Updates</i>)</p> <p><b>Unique Project Identifier:</b> 12269</p>	<p><b>Gateway 5:  Authority to start work  Complex</b></p>
<p><b>Report of:</b>  Interim Executive Director Environment</p> <p><b>Report Author:</b>  Daniel Laybourn – Policy and Projects, City Operations</p>	<p><b>For Information</b></p>
<h1>PUBLIC</h1>	

<p><b>1. Status Update</b></p>	<p><b>Background:</b></p> <p>A three-year programme implementing pedestrian priority schemes across the Square Mile to enhance comfort, safety and accessibility for people walking, helping to deliver the objectives of the Transport Strategy and Climate Action Strategy.</p> <p>Phase 1 of the programme features on-street measures at six distinct locations:</p> <ul style="list-style-type: none"> <li>• Old Jewry</li> <li>• King Street</li> <li>• King William Street</li> <li>• Cheapside (east of Bread Street)</li> <li>• Threadneedle Street / Old Broad Street</li> <li>• Chancery Lane</li> </ul> <p>In February and May 2023, Members approved permanent traffic orders on Old Jewry, King Street, King William Street, Threadneedle Street/ Old Broad Street and Cheapside. The traffic experiment on Chancery Lane continues and is due to report back to committee in May 2024 on whether to make it permanent.</p>
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Construction on King Street was recently completed, coming in approximately £117k under budget. Design work continues on the Cheapside and Old Broad Street/ Threadneedle Street schemes. Finally, it was agreed to pause work on Old Jewry at the January 2024 Streets & Walkways Sub Committee whilst further consideration is given to implement a further experiment to open the street to southbound traffic. This is covered by a separate report to this meeting of the Streets & Walkways Sub Committee.

**This report:**

This report is to:

- Seek authority to implement the King William Street Transformation scheme (the main content of this report);
- Update the budgets accordingly for construction on King William Street and the continued development of the programme's other schemes; and
- Provide an update on the programme.

**RAG Status:** Green (Green at last report to Committee)

**Risk Status:** Medium (Medium at last report to committee)

**Requested Budget Increase from Previous:** Additional £3,572,261 requested to increase the overall budget to £5,756,690 (excluding costed risk and maintenance), funded by the approved funding sources listed below.

**Total Estimated Cost of Programme:** ~£8.36M

**Funding Source:** All funding sources confirmed, and broken down as follows:

- £6m from Climate Action Strategy funding (OSPR)
- £0.158m Section 106 funding.
- £2m funding from OSPR for King William Street
- £202,500 from the Cool Streets & Greening Programme for trees on King William Street (already approved)

**Spend to Date:** £1,829,780 as of 20<sup>th</sup> February 2024.

**Costed Risk Provision Utilised:** £56k. No further drawdowns since the last report.

## 2. Requested decisions

**Next Gateway:** *Gateway 5: Authority to Start Work (for Chancery Lane Experimental Traffic Order only) – May 2024*

### **Next Steps:**

Following approval of this report and subject to receiving final approval under the Traffic Management Act (TMAN) from Transport for London (TfL), the next steps for King William Street are to complete the detailed construction planning, continue the stakeholder engagement process and then commence construction in Summer 2024, lasting approximately 18 months.

### **Requested Decisions:**

Members of the Streets and Walkways Sub-committee are asked to approve:

1. The final highway and public realm design for King William Street (shown in **Appendices 2, 3 and 4**) which widens the pavements on both sides of the street, allows for the planting of a number of street trees, provision of some seating and reconstruction of the carriageway;
2. Approve the requested overall budget of £5,756,690 (an increase of £3,572,261, excluding costed risk and maintenance, funded by previously approved funding) to implement the King William Street Transformation and continue work on the rest of the programme;
3. The Costed Risk Register in **Appendix 5** and the requested increase of the Costed Risk Provision from £417,200 to £518,000 (an increase of £100,800) for the entire programme, and that the Executive Director Environment is delegated to authorise the drawdown of funds from this register;
4. The commuted maintenance budget of £87,000 for the trees on King William Street. This is to be funded by the Cool Streets & Greening Programme funding which is included in this overall budget; and
5. That the Corporate Programme Management Office, in consultation with the Chairman of the Streets & Walkways Sub Committee and Chief Officer as necessary, is to decide whether any project issues or decisions that falls within the remit of paragraph 45 of the 'City of London Project Procedure – Oct 2023' (Changes to Projects: General), as prescribed in **Appendix 6** of this report, is to be delegated to Chief Officer or escalated to committee(s).

### 3. Budget

Item	Reason	Funds/ Source of Funding	Cost (£)
Environmental Services (Highways) Staff costs	Design development, surveys, utility liaison.	Climate Action Strategy (OSPR) and S106 funds	£176,000
Planning and Transportation (P&T) Staff costs	Project Management, communications	Climate Action Strategy (OSPR) and S106 funds	£120,000
City Gardens Staff Costs	Project Management of the King William Street Trees only.	Cool Streets & Greening Programme	£3,900
Fees	Surveys, assessments, design, TfL and Utility fees, Traffic orders	Climate Action Strategy (OSPR) and S106 funds	£218,000
Works	Construction costs	Climate Action Strategy (OSPR) and S106 funds	£2,942,761
City Garden Works	Installation costs for the trees on King William Street only.	Cool Streets & Greening Programme	£111,600
<b>Sub-total</b>			<b>£3,572,261</b>
Risk	Further details can be found in <b>Appendix 5 – Risk Register</b>		£518,000
City Gardens Maintenance	Maintenance costs for the trees on King William Street only.		£87,000
<b>Total</b>			<b>£4,177,261</b>

The table above summarises the estimated budget required to continue the programme, develop designs at the remaining locations and the budget to construct King William Street. It represents project management and communication staff

	<p>spending on average 3 days a week and a Highways Engineer working full time on the programme for the next 18 months.</p> <p>The fees budget includes costs for work by external suppliers such as statutory undertakers' design tasks, highway surveys, temporary &amp; permanent traffic orders and advertising costs for their statutory requirements etc.</p> <p>More detailed financial information showing the split between the various projects within the programme is shown in <b>Appendix 7</b>. Cheapside, and Old Broad Street/ Threadneedle Street will be the subjects of their own Gateway 5 reports for their public realm enhancements in due course. Old Jewry is also on this agenda regarding the request to look at implementing an alternative experiment to allow traffic southbound.</p> <p><b>Costed Risk Provision requested for this Gateway: £518,000</b> (as detailed in the Risk Register – <b>Appendix 5</b>)</p>
<p><b>4. Design summary</b></p>	<p><b><u>King William Street Transformation</u></b></p> <p>The detailed design proposals for King William Street are detailed in Appendices 2, 3 and 4. Subject to Members approval, King William Street will be transformed through pavement widening and tree planting to create a much more pleasant and greened street, with much more space for people walking and wheeling. The improvements delivered at Bank junction will effectively be extended all the way to Monument junction.</p> <p>The southern end of King William Street has been developed in conjunction with Transport for London (TfL) in preparation for the future improvements at Monument Junction so that the two schemes can be integrated.</p> <p><b><u>Highway &amp; Public Realm Design</u></b></p> <p>In more detail, the scheme consists of:</p> <ul style="list-style-type: none"> <li>• <b>Widened pavements on both sides of the street</b> – all pavements will be widened by at least 1.5m. This results in a pedestrian comfort level score of 'A' throughout the street, even with pedestrian flow uplifts of 20% and 50% above existing levels applied.</li> <li>• <b>Narrowed and renewed carriageway</b> –The carriageway will be narrowed, reconstructed and reprofiled. To accommodate the widened pavements, the carriageway will be narrowed to 6.4m. This complies with the relevant highways design guidance in relation to lane widths for buses and cycles using the same traffic lane. The</li> </ul>

reconstructed carriageway will be smoother meaning that in particular people cycling and using public transport will experience a smoother ride, reducing the need to avoid defects and improving the general road safety of the street.

- **Side street entry treatments to prioritise people walking and wheeling** - all side street entrances along King William Street will be rebuilt, and raised to pavement level if they are not already. This will provide a continuous and smooth surface for people walking and wheeling, improving the inclusivity and accessibility of the street. At the Lombard Street junction, the pavement widening and the raising of the pavement across the junction will make it more comfortable for users. The wider pavements here will also help the experience of the vast number of people exiting the nearby London Underground (LU) entrance.
- **Raised carriageway tables across King William Street at Lombard Street & St Swithin's Lane and Nicholas Lane north** - to compliment the step-free LU access points, these locations will have raised carriageway tables made from hot-rolled Asphalt (HRA). This means that the carriageway will be raised to pavement level to make crossing the street easier and improve accessible routes into the wider City.
- **Planting of 15+ Trees** – Following in-depth survey and engineering work, trees are to be planted at numerous locations on both sides of the street. This is to be funded by the Cool Streets & Greening programme. As Members are aware, finding space for street trees is difficult due to the concentration of underlying utilities in the City. This project has developed a refined approach to allow for a greater yield of trees, but it comes with some risk. Please see section 7 for further details of these risks.

Whilst all reasonable efforts have been made to confirm the viability of the proposed tree planting locations, it is possible that things may be uncovered during construction which prevent trees being planted in all locations. Also, it was not possible to undertake trial holes at a handful of locations due to traffic management issues. Trial holes at these locations will need to be undertaken and viability assessed during construction. Finally, TfL's Oversight Development between Abchurch Lane and Nicholas Lane means the six proposed trees outside will have to wait until the development is complete which could take a number of years. Please see section 6 for more details.

- **Improved drainage system** – Currently, the entirety of King William Street’s carriageway is drained by only 4 gullies. The street’s drainage system will be upgraded to provide a more resilient and contemporary highways drainage system.
- **Two purpose-built inset loading bays** – At the north-eastern and the south-western points of the street, loading bays will be introduced which sit within the pavement rather than the carriageway, like those on Cheapside and Aldgate High Street. Timed restrictions would be in place during the peak pedestrian flow periods of 7-10am, 12-2pm and 4-7pm Monday-Friday. This means that the loading bays would revert to being used as pavement during these times.
- **Improved crossing on the approach to Monument** – The design moves the current crossing point further north so that a dropped kerb on both sides of the street is possible. These proposals will improve the current layout for people crossing this part of the street in the short to medium term with a shorter crossing distance and dropped kerbs whilst the redesign of the whole of Monument Junction by TfL is undertaken. A green pedestrian phase will be possible within the new TfL design. Officers have worked with TfL to design King William Street to complement the improvements at Monument junction and reduce any abortive work on the City’s road network. TfL intend to undertake public consultation on their designs for the junction later in the year.
- **Seating and general accessibility improvements** – Use of the CoLSAT tool has led to numerous design refinements to improve accessibility and comfort of people such as the raised tables and side entry treatments that provide pavement level surfaces to aid the ease of people crossing the street. Elsewhere, tactile paving which guides visually impaired people to crossing points is to be provided at all required locations. Seating will be installed at key locations along the street to provide the opportunity for people to stop and rest if they need. The exact locations will be agreed as the civils works near completion.

Current traffic access restrictions on King William Street, which restricts traffic between 7am-7pm Monday- Friday to buses, and vehicles loading & accessing off-street premises, will remain unchanged.

### **Equalities Impact Assessment, Healthy Streets and CoLSAT Results**

An independent Equalities Impact Assessment (EqIA) has been undertaken by an external consultant on the proposed detailed design. This and responses to it can be seen in **Appendix 8**. All identified issues have been responded to and none have required any design changes as they are already accommodated within the scheme design. Other comments, related to the construction of the scheme, are these are already standard practice for the City's term contractor.

A Healthy Street design check score is shown in **Appendix 9**. This tool assesses the baseline score for the street and helps to measure improvements, in particular for people walking and cycling, with a proposed design. The overall score improves from 21 to 63 (out of 100).

The CoLSAT assessment has been undertaken and the summary results are listed in table 1 on the next page and included in full in **Appendix 10**. It indicates a significant improvement over the current environment with the elimination of all '0' scores (which indicate a street is inaccessible to people with particular impairments) and a halving the number of '1' scores (which indicates that a street is very challenging for people with particular impairments, and they may choose not to undertake the journey). Where '1' scores have increased, this is due to the increased use of tactile paving which can present difficulties for some users, but the overall benefit is considered to outweigh this. In some instances, it is not possible to improve on some of the lower scores such as proximity of bus stops, blue badge parking and accessible toilets due to the scope limitations of the project, but overall, the scheme does significantly improve the accessibility characteristics of the street.



Table 1 - CoLSAT Summary Results Table				
	Total 0 scores* – severe accessibility issue		Total 1 scores**- significant accessibility issues	
	Before	After	Before	After
Electric Wheelchair user	3		1	
Manual Wheelchair user	2		1	
Mobility Scooter user	2			
Walking Aid user			2	
Person with a walking impairment			7	9
Long cane user	5		1	2
Guide Dog user			4	1
Residual Sight user			5	
Deaf or Hearing impairment			6	3
Acquired neurological impairment			3	
Autism/Sensory-processing diversity			3	
Developmental Impairment	5		11	5
<b>Total</b>	<b>17</b>	<b>0</b>	<b>44</b>	<b>21</b>

\* This score means most people in this segment would be excluded by the street characteristic in the selected configuration.

\*\* This score means some people in this segment may be able to negotiate the street characteristic in the selected configuration, but it would significantly deplete their levels of confidence and energy, and they would be likely to give up on the journey if they had to negotiate it more than once or twice.

## **Wider Programme Update**

### **Cheapside**

The experimental traffic order to allow taxis through the traffic restriction east of Bread Street continues and will end by May 2025. A committee report will be submitted by Officers with their recommendation on whether to make it permanent or not before it expires. In parallel with this, public realm improvements are in the design stage in conjunction with other local nearby schemes to ensure a consistent look and feel across them all.

### **Chancery Lane**

The experimental traffic order which started in February 2023 will expire in August 2024. A committee report is to be submitted in May 2024 with the Officers' recommendation on whether to make it permanent. Generally, the experiment is operating as predicted, with good compliance and an overall reduction in traffic volumes.

	<p><u>Old Jewry</u> A separate report covering the potential opening of Old Jewry in a southbound direction is on the agenda for this meeting of the Streets &amp; Walkways Sub Committee.</p> <p><u>Old Broad Street/ Threadneedle Street</u> Officers are currently exploring the options for both streets. There are also several private developments planned along Old Broad Street which also need to be accommodated within this programme’s design. Any large-scale improvements are likely to take place in 2026 at the earliest, once King William Street is substantially complete.</p> <p><u>King Street</u> The scheme is substantially complete and has done so underbudget by approx. £117,000. The underspend is a result of various value engineering exercises by the City’s Engineers throughout construction, such as a drainage redesign, minimising of the carriageway breakout and revisions to the traffic management.</p>
<p><b>5. Delivery team</b></p>	<p>The Delivery team remains unchanged from the previous report and includes:</p> <ul style="list-style-type: none"> <li>• Project management by the Transport and Public Realm Projects team in Policy and Projects.</li> <li>• Construction Engineering/Design and Construction Supervision to be managed by the Highways team.</li> <li>• Contractor – FM Conway under the highways term contract.</li> </ul>
<p><b>6. Programme and key dates</b></p>	<p>Subject to the on-going construction planning, committee approval and budgetary updates being activated, the following is a summary of the 18-month programme for the work on King William Street:</p> <ul style="list-style-type: none"> <li>• Late March 2024 – orders placed with contractors and 12-week lead-in time begins. Required temporary traffic orders and work permits sought.</li> <li>• June/ July 2024 – Construction work to start on site, most likely at the southern end of the scheme.</li> <li>• Early 2025 – Construction would move to the central section of the street.</li> <li>• Mid 2025 – Construction work moves to the northern end of the street, integrating with Bank Junction.</li> <li>• Late 2025/ early 2026 – Construction completion.</li> </ul> <p>Tree planting is expected to take place towards the end of the construction period. However, as construction progresses, officers will assess whether some trees can be planted earlier</p>

to coincide with optimum planting weather conditions in the completed sections.

### **Construction phasing and traffic management**

When constructing the scheme, traffic will only be permitted to travel northbound on King William Street to enable a safe working area for the City's contractors and maintain access to Lombard Street. Southbound traffic, including buses and people cycling, will be diverted. Due to the duration of the construction works, planning with TfL commenced in February 2024 for the long-term bus diversions. It is not possible to maintain a safe contraflow southbound cycle lane and so a diversion for people cycling will be necessary.

There will be a need for short duration full road and side road closures. This will be required when resurfacing the carriageway or working across junctions. Officers will therefore undertake communications via letter and visits to the affected buildings & businesses nearer the time of these closures once the dates are confirmed so that stakeholders can make alternative arrangements. Access into properties will be maintained as best as possible throughout the construction programme, as well as an accessible route for people walking and wheeling along the street.

It has been determined that it will not be possible to fully construct the scheme outside the Oversight Development site at 10 King William Street due to the planned construction activity there. As part of this scheme's construction, the drainage changes, permanent kerb line and tree planting infrastructure will be installed with a temporary footway surface behind. Once the development has completed, the footway would be renewed, and trees planted.

### **Stakeholder Engagement**

Engagement on King William Street begun with local stakeholders in February 2023 via a mail-out, asking whether there were any construction activities planned in 2024 which officers needed to accommodate in their construction planning. Subject to this committee approval, Engagement activities will increase with further direct mail-outs (physical and electronic), social media posts, Ward and BID (Business Improvement District) newsletters and site meetings as necessary.

Local Ward Member briefings were held at the end of February 2024, prior to this report being finalised. Before this, there have been meetings with Ward Members on King William Street during its development, where Members expressed their desire for more greening and trees.

## 7. Risk & Legal

### Risk

The overall risk level of this programme remains at a medium level due to the complexity of the different concurrent workstreams involved. The amended Costed Risk Register which covers King William Street and the rest of the programme that is being submitted for approval can be seen in **Appendix 5**. This has been updated to reflect the completion of the work on King Street, the proposed works on King William Street and the continuation of work on the rest of the programme.

### Tree Planting in proximity to third-party Utility Apparatus

There is an opportunity to create a much-improved street environment and plant many Street Trees in this redesign. However, the proposed tree planting requires the trees to be placed closer to some third-party utility apparatus than the owner's guidance on this matter would prefer. If Officers were to follow the guidance on distances required, there would only be a single tree on the street. It is considered that not planting along King William Street would be a missed opportunity that would not easily be rectified later on and so an alternative solution to standard practices has been investigated.

To overcome these issues, Officers, including the City Gardens Manager and the Assistant Directors of Highways and Policy & Projects departments, have held internal design workshops to solve these problems. Furthermore, discussions were had with the City's legal teams. The conclusion was that measures such as root deflector barriers and avoiding planting near bends and joins in certain pipes, respond to the owners' concerns. Those affected have been informed of these proposals and, to date, no substantive responses have been received despite Officers being in on-going contact with them on other parts of the scheme, not related to the proposed trees.

However, it is possible that more-formal responses could come once construction on King William Street starts which would need to be considered. It is important to note that statutory undertakers do not have the right to stop to these proposals being implemented, especially as their concerns have been noted and mitigated in what officers believe to be a reasonable manner.

### Legal

There are no further direct legal implications resulting from this report's proposals. Consequential implications are included in this report where applicable, with some specific aspects listed over page:

	<p><u>Traffic Implications</u>  In exercising its traffic authority functions, the City is under a duty to “<i>secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)</i>” as far as practicable (S.122 Road Traffic Regulation Act 1984). Temporary and revised permanent traffic orders will be required for King William Street, and regard will be had to this duty in making them. The scheme proposals will slightly alter the current on-street waiting &amp; loading bay positions for vehicles and will deliver improvements for people walking, wheeling and cycling. Vehicular access to off-street premises will remain unchanged.</p> <p><u>Equalities</u>  As a Public Authority, the City must have due regard to equality considerations when exercising its functions (section 149 Equality Act 2010). Therefore, an independent Equalities Impact Assessment (EqIA) has been undertaken as detailed earlier in this report and included in <b>Appendix 8</b>.</p>
<p><b>8. Success criteria</b></p>	<p>The programme wide success criteria set out below was established at the initiation of the programme:</p> <ol style="list-style-type: none"> <li>1. Number of kilometres of new pedestrian priority streets and total length of pedestrian priority streets (Climate Action Strategy and Transport Strategy targets)</li> <li>2. Length of street with pedestrian comfort level of A+, length of street with pedestrian comfort level of at least B+ (Climate Action Strategy and Transport Strategy targets)</li> <li>3. Percentage of people rating the experience of walking in the City as pleasant (Transport Strategy target and measured through the City Streets Survey)</li> </ol> <p>The proposed scheme on King William Street would:</p> <ul style="list-style-type: none"> <li>• Add approx. 250m of new pedestrian prioritisation to the Square Mile by virtue of the wider more comfortable footways and reduced carriageway;</li> <li>• Pedestrian Comfort Levels achieving an average of ‘A’ scores;</li> <li>• Improved informal crossing facilities; and</li> <li>• At least 15+ trees and provision of new seating for people to be able to stop and rest if they need to.</li> </ul> <p>The King William Street project, including the already-approved traffic restrictions, contributes to the Transport Strategy proposals to:</p> <ul style="list-style-type: none"> <li>• Prioritise the needs of people walking, make streets more accessible and deliver world-class public realm;</li> </ul>

	<ul style="list-style-type: none"> <li>• Make the most efficient and effective use of street space by significantly reducing motor traffic, including the number of delivery and servicing vehicles in the Square Mile;</li> <li>• Eliminate death and serious injuries from our streets through measures to deliver safer streets and reduce speeds; and</li> <li>• Enable more people to choose to cycle by making conditions for cycling in the Square Mile safer and more pleasant.</li> </ul>
<b>9. Progress reporting</b>	<p>Officers will report via monthly Project Vision updates. A report to committee on Chancery Lane’s Experimental Traffic Order is due in May 2024. Programme wide update reports will follow and will include progress of the King William Street project.</p> <p>Should it be required, issues requiring further decisions by Members will be brought back as an Issue Report. Any delegated decisions taken will be reported back to Committee.</p>

### **Appendices**

<b>Appendix 1</b>	Project Coversheet
<b>Appendix 2</b>	Scheme Design
<b>Appendix 3</b>	Scheme Visualisations – circulated on request
<b>Appendix 4</b>	Scheme Technical Drawing – circulated on request
<b>Appendix 5</b>	Risk Register
<b>Appendix 6</b>	Paragraph 45 from Project Procedures
<b>Appendix 7</b>	Financial Information
<b>Appendix 8</b>	Equalities Impact Assessment – circulated on request
<b>Appendix 9</b>	Healthy Streets
<b>Appendix 10</b>	CoLSAT Assessments

### **Contact**

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