

Committees:	Dates:	
Streets and Walkways Sub-Committee Project Sub-Committee	17 October 2017 08 November 2017	
Subject: Lime Street and Cullum street area project	Gateway 6 Progress Report Regular	Public
Report of: Director of the Built Environment Report Author: Maria Herrera, City Public Realm		For Decision

Summary

Dashboard

Project Status: Green

Total Estimated Implementation Cost – Lime Street: £526,331 (Including works, staff costs and fees)

Total Estimated Project cost: £824,929 (Lime Street area project, Lime Street Traffic Management Experiment and Cullum Street)

Spend to Date: £273,566 (Lime Street area project, Lime Street Traffic Management Experiment and Cullum Street)

Overall Project Risk: Low

Relevant background reports: Gateway 5- Authority to Start work was approved in May 2012 by Streets and Walkways and Projects Sub-Committee. This report requested approval to: 1) implement public realm enhancement works in Cullum Street, 2) preparation of an experimental traffic closure in Lime Street and 3) implementation of public realm enhancement works in Lime Street, only after the experiment has been concluded.

Last Gateway approved: Gateway 6 – update on the outcome of the traffic experiment and requested approval to make the traffic management order permanent. Approved by Streets and Walkways and Projects Sub-Committee.

Summary of report: Experimental traffic changes were introduced in June 2015 to restrict vehicles from accessing Lime Street between 8:00am and 6:00pm, Monday to Friday. The experiment took place over a period of 12 months in accordance with statutory requirements. Subsequently, officers commissioned a post-implementation monitoring report to evaluate the impacts of the traffic closure in order to assess its long term viability. The monitoring report recommended that the order be made permanent. Therefore, the Gateway 6 report requested approval to proceed with the traffic management order and it was made permanent in December 2016. Associated public realm improvements approved at Gateway 5 (2012) were to be developed to construction design stage for future implementation.

Progress to date:

In accordance with the recommendations approved by Members in the Gateway 5 report submitted in 2012, and the Gateway 6 submitted in November 2016, officers have developed the design which has been informed by the outcome of the traffic experiment.

The revised design for Lime Street will create a safer and more accessible environment which supports and prioritizes pedestrian movement along this key

route. The revised design proposes extending the length of the raised carriageway area in order to deliver an improved pedestrian environment whilst maintaining the functionality of the street.

It is proposed to pave the raised carriageway with granite setts (2 colour mix, mid grey and dark grey) to improve the appearance of the street and enhance the setting of the conservation area (Leadenhall Market). These high quality finishes will be consistent with existing street enhancements along Lime Street, matching the paving material in front of 51 Lime Street and Lloyd's of London.

Additional physical measures which ensure compliance with the traffic changes are also proposed to be introduced on Lime Street. Recent on-site monitoring shows that vehicles continue to drive through Lime Street during restricted hours which are Monday to Friday from 8:00 am to 6:00 pm. Therefore, it is proposed that removable bollards are installed on Lime Street near the junction with Lime Street passage (see appendix 1) to better manage this situation. The bollards are proposed to be managed on a daily basis by staff from Leadenhall Market for a period of three years. Thereafter, the area will be monitored and reviewed in line with the emerging Eastern City Cluster Area Enhancement Strategy and the Eastern Cluster Security project, to determine whether additional physical measures are required for this location. All associated maintenance and management costs are proposed to be covered by the project budget.

Proposed way forward:

Following stakeholder feedback and outcome of the traffic experiment, officers have now finalised the detailed design of the public realm enhancements and are currently developing the construction phase to be completed by November 2017. The final design has identified the need for additional resources and it is proposed to fund the additional budget required from the section 106 contribution connected to 20 Fenchurch Street, which is specific in geography and purpose.

Recommendations:

It is recommended that Members of the Streets & Walkways Sub-Committee:

1. Approve the revised design for Lime Street as shown in Appendix 1;
2. Approve authority to start work following completion of the construction information at a total project cost of £526,331 as set out in appendix 2.

It is recommended that Members of Streets & Walkways Sub-Committee and Projects Sub-Committee

3. Approve the revised total project sum of £824,929 (inclusive of Lime Street area project, Lime Street Traffic Management Experiment and Cullum Street);
4. Approve the additional funding required of £248,323 and that it be met from the underspend of the completed Cullum Street (£63,926) and Lime Street Traffic Experiment (£3,532) projects and £180,865 from the Section 106 contribution connected to 20 Fenchurch Street (specific in purpose and geography).

Main Report

<p>1. Reporting period</p>	<p>November 2016 – September 2017</p>
<p>2. Progress to date</p>	<p>Background:</p> <p>A project was initiated in May 2012 to consider public realm improvements in Lime Street and Cullum Street, in order to address the need to accommodate large number of pedestrians in the area.</p> <p>Cullum Street enhancement scheme was the first phase of the project and was successfully completed in 2013. This project pedestrianized Cullum Street and created a public space at the junction with Lime Street.</p> <p>The next phase of the Lime Street area project was to introduce experimental traffic changes to restrict vehicle movement through Lime Street during peak periods 8:00am-6:00pm, Monday to Friday. The aim of the experiment was to monitor its effectiveness in increasing safety for pedestrians whilst maintaining the functionality of the area. The traffic experiment was coordinated with the traffic closure required to accommodate the redevelopment at No.21 Lime Street, which is now completed.</p> <p>Progress to date:</p> <ol style="list-style-type: none"> 1. The traffic experiment proved to be successful and supported by local stakeholders and businesses. Consultation with key stakeholders and developers undertaken in March - July 2017 demonstrated the need to provide pedestrian priority areas and improve the quality the public realm in this part of the City. 2. The Traffic Management Order was made permanent in December and associated signs were installed. The motor vehicle restriction is Monday to Friday between 8:00am - 6:00pm, see Appendix 1. 3. Since the permanent traffic closure has been in place, compliance with the access restriction times has been inconsistent as some vehicles are still driving through Lime Street between 8:00am - 6:00pm, Monday to Friday. 3. Officers have therefore developed a strategy in association with Leadenhall market and the City Surveyors to install two removable bollards on Lime Street (Lime Street Passage side) which will stop vehicles from driving through (appendix 1). The on-going management costs are proposed to be covered by the project budget as detailed in appendix 2. As a first step, the bollards will be monitored for a period of 3 years, when an assessment will be carried out in order to determine whether additional safety measures are required.

4. The scope of the project has been adjusted to maximise the beneficial impacts of the traffic closure. It is now proposed to increase the extent of the raised carriageway from Lime Street Passage to Leadenhall Place. This approach will ensure the pedestrian environment is more accessible, safer and of a higher quality, in line with previous public realm enhancements and the vicinity and the importance of historic character of the area. Lime Street is located within the Leadenhall Market Conservation Area, which includes several listed buildings including Lloyd's of London (Grade I), 27 Lime Street and 37-39 Lime Street (Grade II).

The proposed adjustments to the scheme will respond to the increasing need to give priority to pedestrians, as a result of the additional number of visitors and office workers projected to use the area by 2026. Lime Street has been identified as one of the main pedestrian north-south connections within the Eastern Cluster (Space Syntax – pedestrian modeling) and one that will have to sustain a flow of more than 2000 pedestrians (per hour) during morning and lunchtime peak hours.

In addition, the proposed enhancements to Lime Street respond to the objectives identified in the Eastern City Cluster area enhancement strategy, which is currently under development and due to be published in the summer of 2018.

5. Design changes

The design approved in the Gateway 5 committee submitted in 2012, has been reevaluated in order to ensure that it delivers the desired outcomes and capitalizes upon the full benefits of the timed closure. The original scheme proposed a level surface treatment only at the junction with Cullum Street. However, following recent feedback from local stakeholders (spring 2017) and an assessment of the street environment in the area, it is proposed to increase the length of the raised table in order to cover a greater extent of Lime Street, from the junction with Leadenhall Place to the junction with Lime Street Passage (see appendix 1).

The revised public realm changes to Lime Street involve the following elements:

- An extended raised carriageway treatment, to be paved in granite setts (2 colour mix, dark grey & mid grey), from the junction with Leadenhall Place to the junction with Lime Street Passage, in line with the City Public Realm Technical Manual.
- The introduction of removable bollards on Lime Street (Lime Street Passage end) to ensure compliance with

the timed closure. It is proposed that the bollards are managed during daytime hours (Monday to Friday) by staff at Leadenhall Market.

- Footways along Lime Street to be paved in York stone in order to upgrade the existing paving material which is mastic asphalt.
- Installation of street signage as required ensuring compliance with the traffic management order.

Should the revised design and funding be approved as detailed in appendix 2, the construction package will be finalised and local stakeholders will be notified ahead of implementation (February 2018).

Summary of proposed adjustments to the design:

Original scheme – 2012 As approved at Gateway 5	Proposed design adjustments – 2017
Raised table paved with mastic asphalt proposed at the pedestrian crossing between Lime Street and Cullum Street.	Raised carriageway treatment extended and paved in granite setts (dark grey/mid grey) from Leadenhall Place to Lime Street Passage.
Improvements to Leadenhall Place were considered to be implemented if funding from the contingency budget was not required.	Physical improvements to Leadenhall Place are not included due to funding constraints.
Footways paved with Yorkstone	Remains unchanged
A traffic gate was initially considered for Lime Street (Lime Street Passage end) to ensure compliance of the motor vehicle restrictions.	Installation and management of removable bollards at the southern end of Lime Street.
Loading bay on Lime street, near junction with Fenchurch Street.	A safety assessment was undertaken which advised for this loading bay to be removed from the scheme as it presented a safety concern

	with vehicles potentially reversing on Fenchurch street.
	<p>6. The additional cost as detailed in appendix 2, reflects the revised figures as per this year's rates. The initial cost estimate was produced in 2012, since then both staff and works costs have increased due to inflation and other associated indirect costs.</p>
<p>3. Next steps</p>	<ol style="list-style-type: none"> 1. Obtain approval to progress the work and implement the scheme. 2. Complete the construction package and finalise the implementation programme. The noisy working hours will be discussed and agreed with the Environmental Health team in order to ensure the delivery of works is carried out in the most efficient manner to avoid disruption to local businesses. 3. Produce a comprehensive communication strategy to inform local stakeholders, Ward Members and other key occupiers of the upcoming works through the distribution of a regular E-bulletin. 4. Implementation: February 2018- June 2018 5. Issue regular E-bulletins and regular updates to project's web page.

Appendices

Appendix 1	Lime Street project area plan
Appendix 2	Finance tables

Background papers:

- Gateway 5 Authority to Start - approved in May 2012 by Streets and Walkways and Projects Sub-Committee
- Gateway 6 Update report on the outcome of the traffic experiment – November 2016, approved by Streets and Walkways and Projects Sub-Committee.

Contact

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