



Planning and Transportation Committee

Date: THURSDAY, 14 MAY 2020
Time: 1.45 pm
Venue: VIRTUAL PUBLIC MEETING (ACCESSIBLE REMOTELY)
[HTTPS://YOUTU.BE/4CEY-RORZ_0](https://youtu.be/4CEY-RORZ_0)

4. **SITE BOUNDED BY FENCHURCH STREET, MARK LANE, DUNSTER COURT AND MINCING LANE - LONDON, EC3M 3JY**
Report of the Interim Chief Planning Officer & Development Director – Addendum to Report.

For Decision
(Pages 1 - 6)

8. **CITY STREETS: TRANSPORTATION RESPONSE TO SUPPORT COVID-19 RECOVERY**
Report of the Director of the Built Environment.

For Decision
(Pages 7 - 28)

Items received too late for circulation in conjunction with the Agenda.

John Barradell
Town Clerk and Chief Executive

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Agenda Item 4

Planning and Transportation Committee – 14th May 2020

Addendum to Agenda Item 4 – 50 Fenchurch Street (19/01307/FULEIA)

Amendments to the Summary

Paragraph 5 on page 4 should read:

In relation to other designated and non-designated heritage assets, it is considered that the proposed development would not harm their significance or setting (other than the harm to archaeology referred to at paragraphs 228-237).

Amendments to Report

Paragraph 31 should read:

The church tower and Lambe's Chapel have not been the subject of any planning decisions. However, the Allhallows Staining Church Act 2010 removed restrictive covenants and allowed the removal of human remains subject to certain provisions. The provisions of the planning acts continued to apply.

Paragraph 38 should read:

The scheme provides:

- 88,064 sqm of office floorspace,
- 839 sqm of retail
- 4789 sqm of livery hall
- 1283 sqm of publicly accessible roof terrace
- 432 sqm of winter garden
- 214 sqm associated with the Lambe's Chapel crypt and ground floor public lobby

Paragraph 112 should read:

The proposed retail floorspace comprises 217 sq m of retail A1, A2 and A3 at ground level, 72 sq m of retail A1, A2 and A3 at ground floor mezzanine, 217sqm of A1, A3 and A4 retail at level 10 and 333 sq m of A1,A3 and A4 at Level 11.

Paragraph 131 should read:

The ground floor of the podium building provides Class A uses and the entrance to the public roof garden and Crypts exhibition facing eastwards onto the public square with the entrance to the Clothworkers Hall on the north east corner and the Fenchurch Street frontage dominated by the office reception.

Paragraph 141 should read:

The Tower and remains of the Church have very high significance due to their date, historical, archaeological, aesthetic and communal value. There is an historic association with The Clothworkers Company who bought the Tower and Churchyard in the 1870's on condition that the land was not built on and that the Tower was kept in good order. A

subsequent agreement between the Clothworkers Company and the Church revoked this requirement and the Churchyard can now be built on. The Tower is constructed of coursed ragstone rubble and flint. There may have been an earlier church on the site as there are surviving burials which pre-date the construction of the Tower. Assessment and archaeological evaluation carried out have shown that the Tower is of mid-14th century date and later alterations were carried out in the 15th, 16th and 18th centuries. The upper levels were restored in the late 19th Century when the body of the church was demolished, and conservation work was carried out in the 1980's. Lambes' Chapel Crypt was moved to the site of the churches' south aisle in the 1870's.

Paragraphs 272-275 should be replaced with

The Energy Statement shows that this development has been designed to achieve a carbon reduction of 27% compared to a Building Regulations compliant building. This has been achieved through extensive amounts of vertical greening to reduce solar heat gain, a closed cavity façade system to maximise daylight and limit solar gain, and efficient lighting, heating and cooling plant. Draft New London Plan policy SI 2:C requires all major development to be net zero carbon. The shortfall must be offset through a carbon offsetting contribution secured through the S106 agreement. The wording of this policy states that this will come into effect on final publication of this Plan.

The current London Plan seeks to achieve a 35% reduction in carbon emissions. If this cannot be achieved onsite a carbon offset payment would be required. This would be in the region of £148,403.

It should be noted that this new net zero-carbon requirement for commercial buildings will come into effect on final publication (i.e. adoption) of the London Plan. The date of publication is currently uncertain due to a recent intervention by the Secretary of State but is expected to be within the next few months. As such the application should be assessed the policies of the current London Plan. Given that the scheme is currently designed to achieve a 27% reduction in carbon emissions a condition is recommended requiring a detailed assessment of further opportunities to reduce on-site carbon dioxide emissions.

Paragraph 288 should read:

It is proposed that three 1.15MW boilers are installed. The Efflux velocities for the boiler flues used in the assessment are 3.1 and 5.5 m/s, which is significantly below the City's requirement for a minimum efflux velocity of 15m/s for appliances that are larger than 1MW. It is considered that the proposed boilers would have no detrimental impact on air quality.

Paragraph 296 should read:

From 1 April 2019 Mayoral CIL 2 (MCIL2) supersedes the Mayor of London's CIL and associated section 106 planning obligations charging schedule. This change removes the Mayor's planning obligations for Crossrail contributions. Therefore, the Mayor will be collecting funding for Crossrail 1 and Crossrail 2 under the provisions of the Community Infrastructure Levy regulations 2010 (as amended). CIL contributions and City of London Planning obligations are set out below:

MCIL2

Liability in accordance with the Mayor of London's policies	Contribution	Forwarded to the Mayor	City's charge for administration and monitoring
MCIL2 payable	<u>£13,642,416</u>	<u>£13,096,719</u>	<u>£545,697</u>

City CIL and S106 Planning Obligations

Liability in accordance with the City of London's policies	Contribution	Available for allocation	Retained for administration and monitoring
City CIL	<u>£5,723,325</u>	<u>£5,437,159</u>	<u>£286,166</u>
City Planning Obligation Affordable Housing	<u>£1,526,220</u>	<u>£1,510,958</u>	£15,262
City Planning Obligation Local, Training, Skills and Job Brokerage	<u>£228,933</u>	<u>£226,644</u>	£2,289
Section 278 Design and Evaluation	£100,000	£100,000	-
Security S106 Design and Evaluation	£50,000	£50,000	-
City Planning Obligation Monitoring Charge	£4,500	-	£4,500
Total liability in accordance with the City of London's policies	<u>£7,632,978</u>	<u>£7,324,761</u>	<u>£308,217</u>

Amendments to Conditions

Condition 19 should read:

Before any construction works hereby permitted are begun a detailed assessment of further opportunities to reduce on-site carbon dioxide emissions shall be submitted to and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

REASON: To minimise carbon emissions and provide a sustainable development in accordance with the following policy of the Local Plan: DM15.1, DM15.3. These details are required prior to construction work commencing in order that any changes to satisfy this

condition are incorporated into the development before the design is too advanced to make changes.

Condition 48 should read:

A clear unobstructed headroom of 5m must be maintained for the life of the buildings in the refuse skip collection area and a clear unobstructed headroom of 4.25m must be provided and maintained in all other areas (including access ways) to be used for loading and unloading.

REASON: To ensure satisfactory servicing facilities in accordance with the following policy of the Local Plan: DM16.5.

Condition 56 should read:

The development shall provide:

- 88,064 sq.m of office floorspace (Class B1);
- 289 sq.m of retail floorspace (Class A1/A2/A3 at ground floor and ground floor mezzanine);
- 550 sq.m of retail floorspace (Class A1/A3/A4 at levels 10 and 11);
- 4,789 sq.m of floorspace associated with the Clothworkers' Hall (sui generis);
- 1,283 sq.m of publicly accessible roof garden (sui generis);
- 430 sq.m of publicly accessible winter garden (sui generis); and
- 214 sq.m of floorspace associated with the Lambe's Chapel Crypt (sui generis).

REASON: To ensure the development is carried out in accordance with the approved plans.

Condition 57 should read:

The development shall not be carried out other than in accordance with the following approved drawings and particulars or as approved under conditions of this planning permission: dwg nos. EPA-HIS-05-1-047 Rev P00, EPA-HIS-05-1-048 Rev P00, EPA-HIS-05-1-049 Rev P00, EPA-HIS-05-1-070 Rev P00, EPA-HIS-05-2-050 Rev P00, EPA-HIS-05-2-051 Rev P00, EPA-HIS-05-2-052 Rev P00, EPA-HIS-05-2-053 Rev P00, EPA-HIS-05-2-070 Rev P00, EPA-HIS-05-3-070 Rev P00, EPA-HIS-05-3-071 Rev P00, EPA-HIS-05-1-348 Rev P00, EPA-HIS-05-1-349 Rev P00, EPA-HIS-05-1-370 Rev P00, EPA-HIS-05-1-351 Rev P00, EPA-HIS-05-3-370 Rev P01, EPA-HIS-05-3-371 Rev P01, EPA-HIS-05-1-448 Rev P00, EPA-HIS-05-1-449 Rev P00, EPA-HIS-05-1-470 Rev P00, EPA-HIS-05-2-451 Rev P00, EPA-HIS-05-2-453 Rev P00, EPA-HIS-05-2-070 Rev P00, EPA-HIS-05-3-470 Rev P01, EPA-HIS-05-3-471 Rev P01, EPA-HIS-05-1-001 Rev P00, EPA-HIS-05-1-095 Rev P01, EPA-HIS-05-1-096 Rev P00, EPA-HIS-05-1-097 Rev P00, EPA-HIS-05-1-098 Rev P01, EPA-HIS-05-1-099 Rev P01, EPA-HIS-05-1-100 Rev P01, EPA-HIS-05-1-101 Rev P01, EPA-HIS-05-1-102 Rev P01, EPA-HIS-05-1-103 Rev P00, EPA-HIS-05-1-109 Rev P00, EPA-HIS-05-1-110 Rev P02, EPA-HIS-05-1-111 Rev P01, EPA-HIS-05-1-112 Rev P00, EPA-HIS-05-1-114 Rev P00, EPA-HIS-05-1-121 Rev P00, EPA-HIS-05-1-122 Rev P00, EPA-HIS-05-1-123 Rev P00, EPA-HIS-05-1-125 Rev P00, EPA-HIS-05-1-130 Rev P00, EPA-HIS-05-1-131 Rev P00, EPA-HIS-05-1-132 Rev P00, EPA-HIS-05-1-133 Rev P00, EPA-HIS-05-1-134 Rev P00, EPA-HIS-05-1-135 Rev P00, EPA-HIS-05-1-136 Rev P00, EPA-HIS-05-1-137 Rev P00, EPA-HIS-05-1-200 Rev P00, EPA-HIS-05-2-100 Rev P01, EPA-HIS-05-2-101 Rev P01, EPA-HIS-05-2-102 Rev P00, EPA-HIS-05-2-103 Rev P01, EPA-HIS-05-2-110 Rev P01, EPA-HIS-05-2-113 Rev P00, EPA-HIS-05-2-120 Rev P01, EPA-HIS-05-2-121 Rev P01, EPA-HIS-05-2-122 Rev P00, EPA-HIS-05-2-123 Rev

P00, EPA-HIS-05-2-200 Rev P00, EPA-HIS-05-3-100 Rev P00, EPA-HIS-05-3-101 Rev P01, EPA-HIS-05-3-110 Rev P00, EPA-HIS-05-3-111 Rev P00, EPA-HIS-05-5-110 Rev P00, EPA-HIS-05-5-113 Rev P00, EPA-HIS-05-5-130 Rev P00, EPA-HIS-05-5-131 Rev P00, EPA-HIS-05-5-132 Rev P00, EPA-HIS-05-5-140 Rev P00, EPA-HIS-05-5-141 Rev P00, EPA-HIS-05-5-142 Rev P00, EPA-HIS-05-5-011 Rev P00, EPA-HIS-05-1-301 Rev P00, EPA-HIS-05-1-298 Rev P00, EPA-HIS-05-1-200 Rev P01, EPA-HIS-05-1-311 Rev P00, EPA-HIS-05-1-401 Rev P00, EPA-HIS-05-1-399 Rev P01, EPA-HIS-05-1-437 Rev P00, EPA-HIS-05-2-200 Rev P00, EPA-HIS-05-3-410 Rev P00, and EPA-HIS-05-3-411 Rev P00.

REASON: To ensure that the development of this site is in compliance with details and particulars which have been approved by the Local Planning Authority.

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Committee(s): Planning & Transportation Committee Resource Allocation Sub Committee	Date(s): 14/05/2020 27/05/2020
Subject: City Streets: Transportation response to support Covid-19 recovery	Public
Report of: Director of the Department of the Built Environment	For Decision
Report author: Leah Coburn, Major Projects & Programmes Group Manager Bruce McVean, Acting Assistant Director – City Transportation	

Summary

In response to the Covid-19 pandemic the government introduced lockdown restrictions on 23 March. On 10 May the Prime Minister outlined steps for a staged easing of lockdown restrictions. Requirements for people to work from home if they can and to practice social distancing remain in place.

While most people who work in the Square Mile can work from home it is likely that people will begin travelling to work over the coming weeks.

Any meaningful return to the workplace will need to be primarily by walking, cycling and public transport. Public transport demand will need to be managed to support social distancing. Space for car parking is extremely limited and an increase in the number of people using cars, taxis and private hire vehicles to commute is likely to lead to congestion, as well as increased air pollution and road danger.

On many of the Square Mile's streets pavements are too narrow to maintain safe social distancing. In some streets it is likely that existing arrangements will be a danger to the public.

The City Corporation's transport response will focus on achieving two main aims:

- Residents, workers and visitors are safe and feel comfortable travelling into and within the Square Mile, particularly when travelling on foot, by bike and on public transport.
- City businesses are supported in their Covid-19 recovery and the City remains an attractive location for business.

There are two proposed programmes of activity to deliver these aims:

- On street change to provide additional space for people walking and cycling. These will first be installed using signs, lines and barriers to allow for easy adaptation if required.

- Measures to support businesses, manage travel demand and encourage travel on foot, by cycle and on public transport.

On street measures will include:

- Timed closures to motor vehicles (24/7 or 7am – 7pm, where necessary allowing limited access to premises for essential vehicles)
- Reallocation of carriageway to space for walking, queueing and cycling and providing priority for buses
- Point closures or other changes in operation (e.g. switching to one-way)

The proposed first phase of delivery covers:

- Cannon Street between Queen Victoria Street and Monument junction
- Cheapside and Poultry
- Old Jewry and Coleman Street
- Lombard Street
- Leadenhall Street and St Mary Axe
- Threadneedle Street and Old Broad Street

These streets have been selected on the basis of pedestrian flows, pavement width, cycling demand and connections to destinations, retail and transport hubs. Subject to Member approval and agreement with TfL we expect to be able to begin delivery in the week beginning 25 May. This will ensure necessary change to streets can be delivered in advance of a significant return of workers to the Square Mile.

Recommendation(s)

Members are asked to:

1. Approve the aims and objectives of the transportation response to Covid-19 recovery.
2. Agree:
 - a. The proposed Tier 1-3 approach to on-street interventions (Paragraphs 36- 40)
 - b. The staged approach to delivery of on-street interventions (Paragraph 41)
 - c. The proposed supporting measures (Paragraph 51)
3. Agree the proposed first phase of Tier 1 streets (Paragraph 48) and agree to delegate approval for design, for making of Orders and Notices and related procedures and for implementation and operation to the Director of the Built Environment in consultation with the Chair and Deputy Chairman of Planning & Transportation and the Chairman and Deputy Chairman of the Streets & Walkways Sub Committee.

Main Report

Background

1. In response to the Covid-19 pandemic the Government introduced lockdown restrictions on 23 March. These included a requirement for people to work from home where possible. Government guidance on social distancing advises ensuring people stay at least a 2m distance from other people when outside.
2. Lockdown restrictions have resulted in a significant reduction in traffic across London and public transport use is well below normal levels.
3. On 10 May the Prime Minister outlined steps for a staged easing of lockdown restrictions. This included encouraging people to return to their workplace if they cannot work from home.
4. Further guidance, including advice on travel, was published on 11 May. Current advice is for those who must travel to avoid using public transport as much as possible, and to walk, cycle or drive instead.
5. The Government recognises that it is important that many more people can easily travel around by walking and cycling. Funding will be available to support local authorities to widen pavements, create pop-up cycle lanes, and close some streets in cities to traffic (apart from buses). The level of funding available for London local authorities and Transport for London (TfL) is not clear.
6. Government have issued new statutory guidance on reallocating space to walking and cycling and closures to general traffic on 9 May. To date no special powers have been provided to enable delivery, but the guidance refers to existing powers. New regulatory traffic signs to support social distancing have been specified.
7. Guidance has also been issued regarding procedural and advertising requirements for Traffic Orders.
8. The Mayor of London has launched a 'Streetspace' programme to support the rapid transformation of London's streets to accommodate increased levels of walking and cycling as lockdown is eased. The measures outlined in this report are aligned with the Streetspace approach and we are actively engaging with TfL.
9. Social distancing requirements remain in place. It is assumed that a requirement to maintain social distancing will continue until at least the end of 2020.
10. Travel restrictions and social distancing requirements may be reinstated, in part or in full, at short notice if infection rates rise.
11. Despite the latest Government announcements, there is still a lack of clarity on how and when staff from City businesses will return to the Square Mile. While most people who work in the Square Mile can work from home it is likely that we will begin to see more people travelling to work over the coming weeks.

12. The requirement for some people to work from home where possible will probably continue even as other restrictions are being relaxed. It will be several months before commuting levels return to pre lockdown levels and it is likely there will be changes to working patterns, including higher levels of working from home and more flexible working hours spreading the travel peaks.
13. In order to maintain social distancing and manage travel demand, there will be a medium-term need/desire to limit the number of people working in offices on any given day. Most people who work in the City will be able to continue to work from home as required.
14. In the short to medium-term there is likely to be some reluctance to travel on public transport and public transport capacity will need to be managed to support social distancing. Some people will choose cycling as an alternative, others may choose to use their own car or motorcycle or to travel by taxi or private hire vehicle.
15. Any return to work, beyond a very small number of business-critical staff, will require the use of public transport. Approximately 73% of commuter journeys to the City are longer than 10km (2011 Census) and cannot be considered as potentially switchable to walking or cycling, except for the final stages of the journey. There are less than 3,500 spaces in City and NCP car parks (including the Barbican Centre) and 623 car parking spaces on-street. On-street parking is limited to four-hour stays.
16. Even a small increase in the number of people using cars, taxis and private hire vehicles to commute is likely to lead to an unacceptable level of congestion on central London's street network, as well as increased air pollution and road danger.
17. On many of the Square Mile's streets pavements are too narrow to maintain safe social distancing, even if only a small proportion of the City's workforce initially returns to work. In some streets it is likely that existing arrangements will be a danger to the public. People will also have a lower tolerance for crowding on pavements and at crossings. This will result in more people walking in the carriageway or crossing informally. This will be exacerbated by queues outside shops, food outlets and offices.
18. People will want space to safely spend time outdoors during their lunch hour, particularly if the return to work begins during the summer and early autumn. After a relatively long lockdown period there may be an increased desire to engage in activities in the public realm.
19. City residents, workers and visitors are likely to expect some of the improvements that have occurred as a result of the very low levels of traffic during lockdown to become permanent – this includes improved air quality, reduced traffic noise, safer cycling and the ability to cross streets more easily.
20. The economic impacts of Covid-19 may lead to a global recession and this might limit the extent to which traffic levels return to previous levels. At the time of the 2008 recession motor traffic in the Square Mile reduced by approximately 16.5% between 7am and 7pm. There was no subsequent 'rebound' in motor traffic volumes as the economy recovered.

Proposed aims and objectives

Aims

21. The City Corporation's transport response will focus on achieving two main aims:
 - a. Residents, workers and visitors are safe and feel comfortable travelling into and within the Square Mile, particularly when travelling on foot, by cycle and on public transport.
 - b. City businesses are supported in their Covid-19 recovery and the City remains an attractive location for business.
22. We will also aim to ensure that the experience of walking, cycling and spending time on the City's streets post Covid-19 is better than what came before; recognising that the unprecedented challenges and disruption caused by Covid-19 require delivery of some elements of the Transport Strategy quicker than originally planned.

Short-term objectives

23. Ensure Covid-19 recovery is primarily based on walking, cycling and the managed use of public transport, seek to minimise the use of private vehicles, private hire vehicles and taxis for travel to and within the Square Mile.
24. Provide people with the space they need to comfortably and safely maintain social distancing while walking and spending time on the City's streets.
25. Enable more people to feel safe and comfortable when cycling and provide the space needed to accommodate the increase in cycling levels.
26. Support City businesses by providing them with the information they need to plan for the safe return of their staff and to help manage demand on public transport.
27. As far as possible ensure any recovery projects and initiatives are aligned with the Transport Strategy.
28. Deliver change as quickly and efficiently as possible and in ways that are flexible and can adapt to changing circumstances.
29. Minimise disruption while recognising some potential negative impacts, e.g. potentially longer motor vehicle journeys to access or service properties and businesses.

Medium-term objectives

30. Explore opportunities to give additional pace to Transport Strategy policies including to increase space and priority for people walking and enable more people to choose to cycle.
31. Secure a sustained reduction in the number of people killed and injured while travelling on the City's streets.

32. Secure a sustained reduction in motor traffic. Ensure that any short-term increase in car, taxi and private hire vehicle use is reversed as conditions return to normal.
33. Secure sustained reductions in emissions and noise from motor vehicles.
34. Assist City businesses in adapting to the 'new normal' and secure change in business activities to support delivery of the Transport Strategy.

Projects and initiatives

35. There are two proposed programmes of activity:
 - a. On street change to provide additional space for people walking and cycling.
 - b. Measures to support businesses, manage travel demand and encourage travel on foot, by cycle and on public transport.

On-street interventions

36. Streets will be classified as one of three tiers, indicating the level of intervention required. These tiers reflect the City of London Street Hierarchy (Appendix 1). An indicative map of Tier 1, 2 and 3 streets is provided in Appendix 2
 - a. Tier 1 streets: City access and local access streets which link public transport hubs and key destinations; streets within key centres and principal shopping centres; streets that connect with strategic movement corridors through London (both existing, e.g. cycleways, and temporary cycling and public transport priority routes planned by TfL and neighbouring boroughs). In these streets current traffic arrangements would prejudice public safety due to the challenges of maintaining social distancing in accordance with government guidance.
 - b. Tier 2 streets: Local access streets with lower footfall that could benefit from reduced through traffic to improve safety and comfort, but otherwise require minimal localised intervention.
 - c. Tier 3 streets: City and London access streets that require little or no intervention or measures to reduce use by motor vehicles.
37. Tier 1 streets will be prioritised for change. Proposed changes to these streets are:
 - Timed closures to motor vehicles (24/7 or 7am – 7pm, where necessary allowing limited access to premises for essential vehicles)
 - Reallocation of carriageway to space for walking, queueing and cycling and providing priority for buses
 - Point closures or other changes in operation (e.g. switching to one-way)
38. These changes could be delivered separately or in combination.
39. Tier 2 streets will require little or no reallocation of space but might require point closures or other changes in operation (e.g. switching to one-way) to

reduce through traffic. Some reallocation of space may be required where pavement widths are below 2-3 metres or in places where queuing may occur. Some timed access restrictions may also be introduced. The extent of change on Tier 2 streets will be scalable to match demand, available resource and political and stakeholder appetite.

40. Tier 3 streets are unlikely to require any significant change to layout or operation. Some reallocation of space may be required where pavement widths are below 2-3 metres, in places where queuing may occur or where space needs to be provided for people cycling.
41. Across all streets, changes will be delivered in stages:
 - a. Stage 1: Change will first be delivered using line markings, signage and barriers.
 - b. Stage 2: Subject to available resource, replace barriers with light infrastructure (e.g. wands or bollards) and incorporate greening and, if appropriate, seating, potentially delivered in conjunction with BIDs and Business Partnerships.
 - c. Stage 3: Review opportunities to make changes permanent based on monitoring, feedback and consultation.
42. During Stages 1 and 2 the operation of streets will be kept under review. Data will be collected alongside feedback from users and businesses and residents. This will be used to determine if modifications need to be made or to inform the design of future phases.
43. Access restrictions and the design of reallocated space will as far as possible be consistent with government guidance, the approach taken in neighbouring boroughs and by TfL. This will help to avoid confusion and encourage compliance.
44. There will be ongoing dialogue with TfL to link into provision of public transport to ensure that capacity is matched on-street.
45. Vehicle access for servicing and people with accessibility requirements will need to be maintained in some way for all restricted streets. We will keep access requirements under review.
46. In addition to the measures set out above it is proposed to:
 - Continue to work with TfL to review signal timings and maximise the number of crossings with a maximum 60 second wait time. A number of junctions have already been adjusted to ensure additional green time for pedestrians is provided.
 - Begin engagement and enforcement of the A-Board policy agreed at 31 March Committee and work with Licensing to ensure tables and chairs do not restrict the space available for people walking to socially distance.
 - Identify opportunities to provide space for seating and tables and chairs by reallocating carriageway, particularly on streets with food outlets.
 - Set an advisory 15mph speed limit.

- Temporarily reallocate on-street parking bays to cycle parking and dockless cycle hire, using additional dockless cycle parking capacity to allow more operators to have bikes in the Square Mile (as agreed by the Planning & Transportation Committee on 12 December).
- Review on-street loading and pickup / drop off arrangements.
- Accelerate delivery of existing projects that are on site to take advantage of reduced traffic conditions. Reduce the duration of works by allowing extended and night-time working where possible within existing budgets

47. Further details on progress and implications of these workstreams will be detailed in the next report to Committees.

Phase 1

48. The proposed first phase of delivery is summarised in Table 1. An annotated plan and further details are provided in Appendix 3. These streets have been selected on the basis of pedestrian flows, pavement width, cycling demand and connections to destinations, retail and transport hubs.

Location	Proposed changes
Cannon Street between Queen Victoria Street and Monument junction	Introduce one-way working eastbound (with contra-flow cycling). Reallocate remaining carriageway to space for walking. Review loading arrangements. Westbound buses diverted via King William Street and Queen Victoria Street.
Cheapside and Poultry	Closure of Cheapside to through traffic (except cycles), this effectively retains the closure already in place for the gas works. Retain existing bus diversion via New Change and Cannon Street. Reallocate carriageway to space for walking and identify opportunities for seating areas. Bank on Safety restrictions remain in place.
Old Jewry and Coleman Street	Old Jewry: Signed informal pedestrian priority. Review parking, waiting and loading and reallocate carriageway to space for walking as required. Retain and improve cycle contraflow. Coleman Street: Introduce 7am – 7pm no access except to off-street premises and for cycles. Retain and improve cycle contraflow.
Lombard Street	Introduce 7am – 7pm no access except to off-street premises and for cycles. Retain and improve cycle contraflow.

Leadenhall Street and St Mary Axe	<p>Leadenhall: 24/7 no through route except for buses and cycles only. Reallocate carriageway to space for walking. Review loading arrangements.</p> <p>St Mary Axe: 7am – 7pm closure except for access to off-street premises and for cycles. Signed informal pedestrian priority on St Mary Axe. Reallocate carriageway and motorcycle parking to space for walking as required. Retain and improve cycle contraflow.</p>
Threadneedle Street and Old Broad Street	<p>Threadneedle Street between Bank junction & Bartholomew Lane: Introduce one way working (westbound) with cycle contraflow. Reallocate carriageway space to walking. Bank on Safety restrictions remain in place.</p> <p>Threadneedle Street between Bartholomew Lane and Old Broad Street: Retain two way working. Reallocate carriageway to space for walking.</p> <p>Threadneedle Street between Old Broad Street and Bishopsgate: Introduce one way working (westbound) with cycle contraflow. Reallocate carriageway to space to walking. Divert buses via Cornhill and Bishopsgate</p> <p>Old Broad Street (north): Introduce a 7am – 7pm no access (except buses and cycles) or loading. Reallocate carriageway space for walking as required.</p> <p>Old Broad Street (south): Introduce one way working (northbound) with contra flow cycling. Vehicular access will be available from Threadneedle Street east. Reallocate carriageway to space for walking as required. Review loading arrangements. Divert buses via Wormwood Street, Bishopsgate & Cornhill.</p>

Table 1: Summary of Phase 1

49. Subject to Member approval and agreement with TfL we expect to be able to begin delivery in the week beginning 25 May (further details on next steps are provided in paragraphs 80 - 81).
50. During Phase 1 we will also work with TfL to explore options for Bishopsgate, Gracechurch Street, Monument junction and London Bridge.

Supporting measures

51. Proposed measures to support businesses, manage travel demand and encourage travel on foot, by cycle and on public transport include:

- Working with TfL to provide clear communication to City businesses to help them plan for the return of their workforces and to support travel demand management.
- Markings, signage and campaigns to facilitate queueing, promote social distancing and encourage safe and considerate behaviour by all street users.
- Supporting City of London Police engagement and enforcement to tackle speeding and dangerous driving and riding.
- Campaigns to improve awareness of cycling routes to and from the Square Mile, highlight cycle hire options and promote cycle training and other support for residents and workers.
- Business engagement to encourage retiming of deliveries, use of cargo cycles and consolidation. Issue guidance documents for all City businesses to support essential freight and servicing activity outside peak hours and, where appropriate, overnight.
- Encouraging night-time deliveries, where appropriate, and monitor complaints.
- Returning to normal operation of on-street parking and car parks as soon as possible, with no reduction in charges (except if there is an ongoing requirement for some key workers).
- Supporting local retail and food outlets by working with BIDs and business partnerships to encourage activation during lunchtimes (e.g. Lunchtime Streets) and evenings (subject to government guidance). Work with the Mayor of London and TfL to deliver Car Free Day if it is safe and appropriate for this to go ahead in September.

Communication and engagement

52. Given timeframes, extensive consultation on on-street changes will not be possible and is not required for Temporary Traffic Orders.
53. The City Corporation will follow applicable statutory requirements in accordance with current Department for Transport guidance (released 21 April 2020) regarding statutory consultation for Traffic Orders and Experimental Traffic Orders.
54. The City Corporation are coordinating with TfL on approaching the Department for Transport to request greater flexibility in delivering social distancing measures.
55. Subject to the measures being first authorised, we will utilise our existing established communication channels to ensure the widest level of awareness for any changes to City streets. This will include using CPAT, CPA and BIDs/partnerships to ensure our business community is engaged, and via

resident groups. Depending on what 'lockdown' restrictions are in place letter drops will be provided to affected residents and businesses. This is unlikely to be in place for the Tier 1, Phase 1 works.

56. Press and social media campaigns will also help to ensure that people who travel through the City are notified.

57. Once the changes are implemented on street, we will seek feedback from residents, businesses and street users.

Corporate and strategic implications

58. The transportation response to Covid-19 recovery supports the delivery of the following Corporate Plan outcomes:

- People are safe and feel safe (1)
- We are digitally and physically well-connected and responsive (9)
- Our spaces are secure, resilient and well-maintained (12)

59. As far as possible we will ensure any recovery projects and initiatives are aligned with the Transport Strategy. In the longer term the projects and initiatives delivered as part of the response to Covid-19 recovery may enable delivery of some elements of the Transport Strategy quicker than originally planned.

Financial implications

60. Costs are being finalised and will depend on the level of interventions at each location and the length of time for which the interventions need to be in place. The costs of delivery relate to on-street changes and associated communication costs, staff costs and data collection, monitoring and gathering feedback.

61. Detailed costs will be provided at each stage of decision making. The proposed first phase of delivery will cost approximately £100K.

62. We are in advanced discussions with TfL regarding funding and expect to be able to fund the projects and initiatives outlined above from funding provided by the Department for Transport (via TfL). If this is not available, then we will seek funding from other TfL funding streams or a bid to the Covid-19 Contingency Fund could be made. We expect confirmation of funding from TfL within the next few days.

63. The next report will set out costs incurred to date, include a formal request for a project budget (with a costed risk provision) and confirmation of the funding source.

Legal Implications

64. The City Corporation has the power to use Temporary Traffic Orders to temporarily restrict traffic (for up to 18 months) because of the likelihood of danger to the public.
65. In exercising its traffic authority powers the City Corporation must:
- Meet public notice requirements (and, where applicable, consultation requirements).
 - Secure the expeditious, convenient and safe movement of vehicular, pedestrian and other traffic on its road network (having regard to the desirability of maintaining access to premises; effects on amenities and the importance of facilitating public service vehicles) and facilitate the expeditious movement of traffic on road networks for which other authorities are responsible.
 - Be satisfied interference with enjoyment of property is justified and strikes a fair balance between the public interest and private rights.
66. In carrying out its network management functions the City Corporation must have regard to statutory network management guidance, including the guidance in response to Covid-19 issued on 9 May.
67. The highway authority may vary the relative widths of carriageway and footway without need for a traffic order (unless parking or loading bays need to be suspended).

Safety and Security

68. Providing more space for walking will reduce the likelihood of infection and will reduce the danger of people stepping into the carriageway in order to maintain social distancing. If required on-street projects will be subject to road safety audits.
69. Proportionate security measures may be required on some streets if crowded spaces are being created. The need for crowded space provision will be kept under review with ongoing dialogue between City Corporation security advisors and the City of London Police.
70. City Transportation will work with the police to ensure a suitable process is in place to determine when and where additional measures may be needed.
71. This work will be coordinated through the DBE Public Realm Security Board and Senior Security Board when required.

Public sector equality duty

72. A test of relevance will be undertaken to determine if any of the proposals will negatively impact on any groups with protected characteristics. An Equalities Assessment will subsequently be undertaken to determine the proportionality of these impacts and to identify mitigations. The outcome of this analysis will be taken into account in the delegated decision. Known impacts on people requiring vehicular access for mobility reasons are considered in Paragraph 77 below.

73. Engagement with the City of London Access Group will also be undertaken to ensure that the proposals to do not disproportionately impact on people with protected characteristics.

Evaluation, risk and issues

74. Journey times for motor vehicles: Some journeys will be longer as a result of the changes outlined above, and some streets will be busier, potentially resulting in delays to motor vehicles.
75. Deliveries and servicing: Servicing and loading arrangements will be considered as part of the design process, however in most cases it will not be possible to engage with businesses in advance. Some businesses may be reluctant or find it difficult to make the necessary changes to their servicing activities. We will provide support to businesses to assist with retiming deliveries and encourage the use of consolidation and non-motorised delivery vehicles. Private car users will be encouraged to use car parks to enable commercial and servicing vehicles to use the on-street short stay parking.
76. Resident's access: Access for residents will need to be maintained but may require changes to access routes and marshalling of some peak time restrictions.
77. Initial evaluation of the proposals in Table 1 has identified the issues set out at Paragraphs 74 – 76 above. It is acknowledged that there will be some inconvenience to vehicular traffic (including taxis and servicing), to vehicular access to residential premises and vehicular access for persons dependent on motor vehicles for mobility reasons. However, this is considered to be justified having regard to the public benefits of ensuring safe and convenient pedestrian passage (including for wheelchair users) and protecting public health by enabling social distancing. It should be noted that the measures will be introduced on a temporary basis, kept under review, and that in designing measures officers will seek to minimise or mitigate inconvenience to other highway users. Evaluations of proposals will be carried out in designing the proposed measures and exercising the authorities delegated to officers (including assessments of adverse impacts and measures to reduce or remove them). The proposals outlined in this report are considered consistent with the statutory network management guidance on Covid-19 published on 9 May.
78. Third party approvals: Neighbouring authorities and TfL will need to approve of changes that may have an impact on their networks. TfL have indicated that there may be a relaxation of constraints around bus routes and network impacts to support delivery. A significant proportion of TfL staff have been furloughed and this may have an impact on the ability to deliver anything which requires significant staff resource.
79. Resourcing of materials: TfL and boroughs are also delivering temporary changes to their streets and this may result in delays in supply chains and reduced ability to source materials.

Next steps

80. Next steps are in part dependent on coordination with TfL and neighbouring boroughs where proposed interventions connect with the surrounding street network.

81. Proposed timeframe:

- Week beginning 11 May:
 - Report to the Planning & Transportation Committee for approval
 - Some early stakeholder engagement with residents and businesses (subject to approval being received)
- Week beginning 25 May:
 - Report to Resource Allocation Sub-Committee for approval
 - Further communication / engagement with residents and businesses (subject to approval being received)
 - Begin implementation of Phase 1 (subject to approval being received)
- Week beginning 1 June:
 - Report to the Planning & Transportation Committee for Tier 1, Phase 2 works
 - Communication / engagement with residents and businesses (subject to approval being received)
- Week beginning 8 June:
 - Begin implementation for Phase 2 (subject to approval being received)

Conclusion

82. As lockdown restrictions are eased it will be essential to provide additional space on the City's streets to people walking and cycling. This will enable City residents, workers and visitors to maintain safe social distances and will reduce road danger.

83. Proposals are being developed, and can be delivered, at pace and will be adaptable to changing circumstances. This will ensure necessary temporary change to streets can be delivered in advance of a significant return of workers to the Square Mile.

Appendices

- Appendix 1: City of London Street Hierarchy
- Appendix 2: Indicative map of Tier 1,2 and 3 streets
- Appendix 3: Proposed first phase of delivery – further details

Background Papers

- City of London Transport Strategy
<https://www.cityoflondon.gov.uk/services/transport-and-streets/Documents/city-of-london-transport-strategy.pdf>

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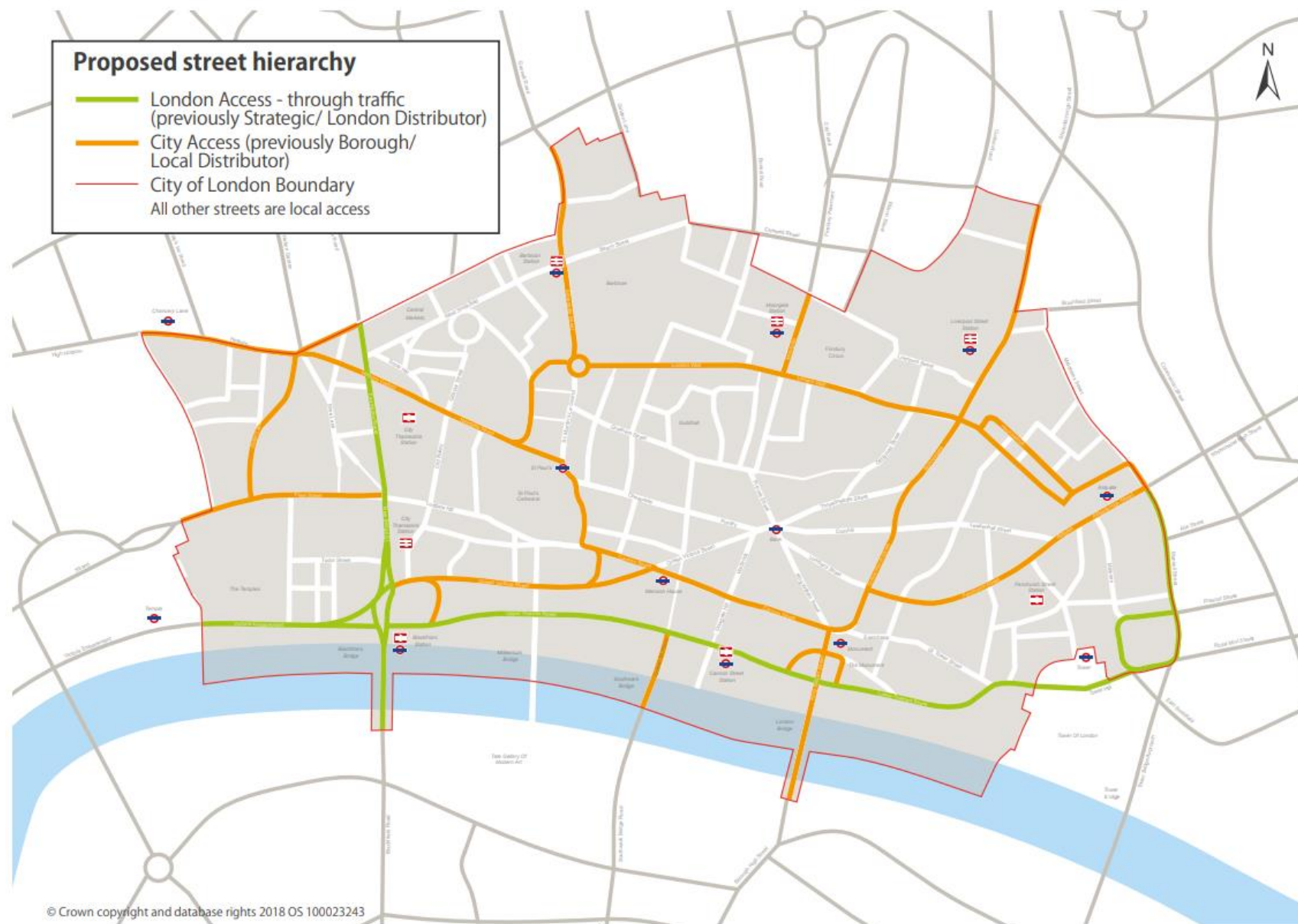
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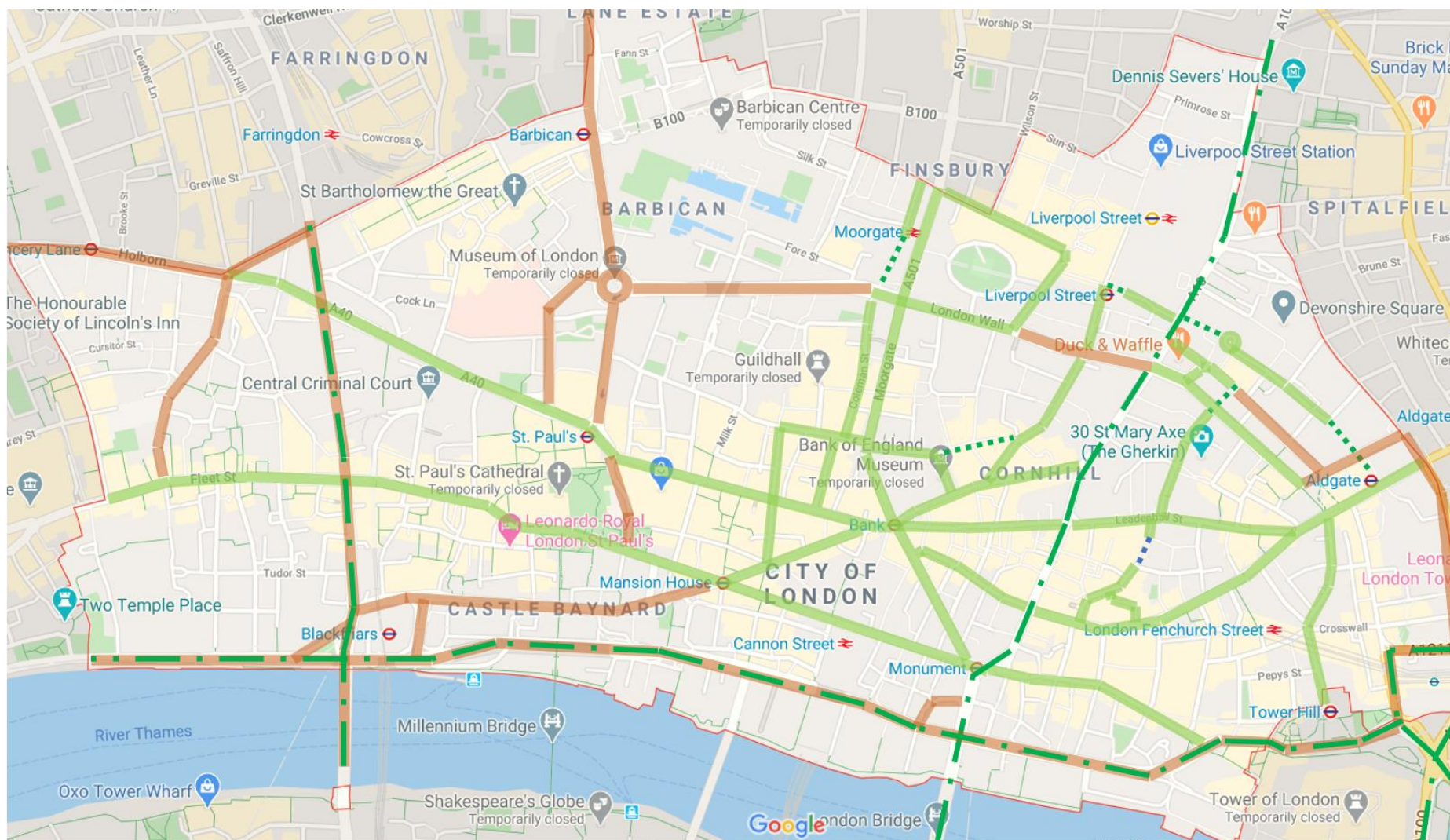
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Appendix 1 – City of London Street Hierarchy

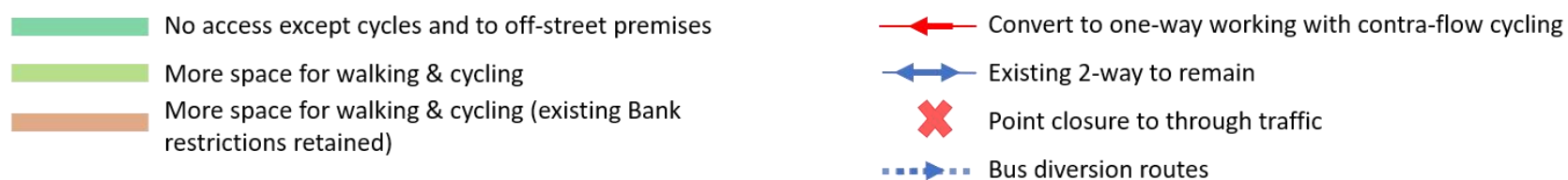


Appendix 2: Indicative map of Tier 1, 2 and 3 streets



- Tier 1 streets
- Existing walking connections
- - - - - Transport for London Road Network (TLRN)
- Tier 3 streets
- Remainder streets are Tier 2.

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Issues and considerations

Cannon Street between Queen Victoria Street and Monument junction

- Converting Cannon Street between Queen Victoria Street and Monument requires a longer westbound diversion using streets such as Bishopsgate – Wormwood Street – London Wall – St Martin Le Grand and New Change or Lower & Upper Thames Street. Buses would be diverted more locally, to King William Street and Queen Victoria Street.
- Recently, Cannon Street has had significant closures or a one-way eastbound over extended periods for utility works. The one-way eastbound had diverted traffic as described above which work satisfactorily.

Cheapside and Poultry

- The point closure will prevent Cheapside being used as a through traffic route. These vehicles will need to use alternative routes such as Cannon Street or London Wall to access other City destinations or use Upper Thames Street if accessing beyond the City. This is consistent with the Transport Strategy's street hierarchy.
- Emergency vehicles and people cycling will be unaffected as they will be permitted to travel through the closure.
- To facilitate local businesses, access for loading, servicing and to other street networks will be retained and can be accessed from either Newgate Street/St Martin Le Grand, King Street or Queen Street.
- As the point closure is located east of Bread Street and with no other streets to turn into, traffic entering Cheapside from the east will need to turn around in order to exit. This could be difficult for larger vehicles such as lorries. It may therefore be necessary to review the point closure and consider additional measures such as banning lorries or extending the closure to the junction with King/Queen Street. It should, however, be noted that this proposal reflects the current arrangements in Cheapside since early January 2020 (to facilitate gas works) and appears to be working satisfactorily.

Coleman Street and Old Jewry

- A 7am – 7pm No motor vehicles except access to off-street premises restriction in Coleman Street will remove a large proportion of motor vehicles using it. It will restrict access for vehicles driving through it, to use it for parking or on-street loading and servicing. This will mean that these vehicles will need to use alternative locations such as Moorgate, Lothbury, Gresham Street, Basinghall Street or Basinghall Avenue or to re-time their on-street access needs to before 7am, after 7pm or during weekends when this restriction is not in operation.
- Access to alternative parking places is available in the surrounding streets as well as in the London Wall car park.
- Access to the streets immediately beyond Coleman Street is available from Wood Street or Aldermanbury.

- With the proposed point closure in Cheapside and the Bank restrictions remaining in place, the volume of traffic likely to use Old Jewry is expected to reduce and those that do use it will predominately be local servicing traffic.
- Old Jewry has a high demand for parking and local servicing. If these facilities were taken away to reallocate more space for walking, it is likely to add additional demand for on-street servicing on to Gresham Street and Lothbury.

Lombard Street

- A 7am – 7pm No motor vehicles except access to off-street premises restriction in Lombard Street will remove a large proportion of motor vehicles using it. It will restrict access for vehicles driving through it, to use it for parking or on-street loading and servicing. This will mean that these vehicles will need to use alternative locations such as Cornhill, King William Street or to re-time their deliveries to before 7am, after 7pm or during weekends when this restriction is not in operation.
- This restriction will effectively include Abchurch Lane and Clements Lane (as it is a one-way from Lombard Street), Nicholas Lane and George Yard.

Leadenhall Street and St Mary Axe

- A point closure on Leadenhall Street will prevent through traffic but allow vehicles to access it to service adjacent or nearby premises. However, these vehicles will need to turn around within Leadenhall Street, which may be difficult for large vehicles.
- To aid priority, buses and cycles, as well as emergency vehicles will be permitted to travel through the closure.
- Through traffic will be diverted to alternative routes such as along Houndsditch/Bevis Marks or Fenchurch Street, which appears to have sufficient capacity.
- The 7am – 7pm No motor vehicles except access to off-street premises restriction in St Mary Axe will remove a large proportion of motor vehicles using it. It will restrict access for vehicles driving through it or to use it for on-street loading and servicing. This will mean that these vehicles will need to use alternative locations such as on Leadenhall Street or Bevis Marks or to re-time their on-street deliveries to before 7am, after 7pm or during weekends when this restriction is not in operation.
- With these movement restrictions, some journeys will be slightly longer.

Threadneedle Street and Old Broad Street

- Access through the Bank junction including to Cornhill remain unchanged for general traffic.
- With Threadneedle made one-way westbound, eastbound traffic will be diverted to other such as along Cannon Street or London Wall and even via Lothbury/Bartholomew Lane.

- Buses could be diverted more locally to and Bishopsgate.
- Access to properties along the eastern section of Threadneedle Street and the southern section of Old Broad Street will be available in a one-way direction only (westbound and northbound respectively). This means that for some, journeys will be slightly longer.

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