



Planning and Transportation Committee

Date: TUESDAY, 2 JUNE 2020
Time: 11.00 am
Venue: VIRTUAL PUBLIC MEETING (ACCESSIBLE REMOTELY)
[HTTPS://YOUTU.BE/STV1SXMq7YI](https://youtu.be/STV1SXMq7YI)

6. **CITY STREETS: TRANSPORTATION RESPONSE TO SUPPORT COVID-19 RECOVERY - PHASE 2**
Report of the Director of the Built Environment.

For Decision
(Pages 1 - 52)

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

John Barradell
Town Clerk and Chief Executive

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Agenda Item 6

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Committees:	Dates:
Planning and Transportation Committee Projects Sub Policy and Resources Committee	02 June 2020 Delegated 11 June 2020
Subject: City Streets: Transportation response to support Covid-19 recovery (Phase2) Unique Project Identifier: PV Project ID 12217	Gateway 1-5 Authority to Start Work Regular
Report of: Director of the Built Environment Report Author: Leah Coburn, Major Projects & Programmes Group Manager Bruce McVean, Acting Assistant Director – City Transportation	For Decision
PUBLIC	

1. Approval track, next steps and requested decisions	<p>Project Description:</p> <p>To implement temporary traffic management measures on City streets in response to Covid-19. These measures will provide safer spaces for people walking and cycling, and queuing outside shops and offices to socially distance, and support businesses in their return to work .</p> <p>The project consists of 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. This will be delivered in a phased approach.</p> <p>On-street changes will be delivered alongside measures to support businesses, manage travel demand and encourage travel on foot, by cycle and on public transport.</p> <p>Next Gateway: Gateway 2-5 (Tier 2 proposals)</p>
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	<p>Next Steps:</p> <ul style="list-style-type: none"> • Tier 1 Phase 1 works to be implemented on street from the week commencing 1 June. These have been approved by the Planning and Transportation and Policy and Resources Committees. They have received Traffic Management Act Notification (TMAN) approval from Transport for London (TfL) and delegated approval from the DBE Director is expected on 1 June. • Tier 1 Phase 1 monitoring, feedback and engagement workstream commences. • Tier 1 Phase 2 proposals are designed and approvals from Transport for London obtained (where necessary). • Tier 1 Phase 2 proposals are implemented on street. • Phase 3 Gateway 2-5 Phase intervention report to Committees in late June. • Update report to Committee in July. <p>Requested Decisions:</p> <p>Subject to the scheme receiving TMAN approval from TfL.</p> <p>Members of the Planning and Transportation Committee, Policy and Resources Committee and Projects Sub Committee are requested to:</p> <ol style="list-style-type: none"> 1. Approve a sum of £1,048,744 as the design and implementation budget for the Phase 1 and 2 proposals noting that £154K of this budget is already spent to date. 2. Note that the total estimated cost of the whole Covid-19 Transportation project has yet to be determined given the scope of later phases and changes to Tier 2 and 3 streets are not defined. 3. Note Transport for London have indicated that funding approved of Phase 1, £116,500. 4. Note that we are eligible for a Department for Transport (DfT) grant of £100K which will be applied for immediately. 5. Note that a bid for the balance of the Phase 2 works is currently with TfL for consideration 6. Note that for Phase 3 proposals a bid may be made to the COVID-19 Contingency Fund or for other central funds for additional measures to support businesses such as seating, greening and activation, as well as additional social distancing measures. External funding from TfL and central Government will be sought for eligible measures.
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	<ol style="list-style-type: none"> 7. Agree the scope and type of proposed interventions for Phase 2 (section 7, paragraph 2) 8. Note the risks set out in the Risk Register (Appendix 2) 9. 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 Committee and the Chairman and Deputy Chairman of the Streets & Walkways Sub Committee; subject to receipt of external funding from TfL and DfT. 10. Agree that while social distancing requirements are in place Table and Chair licenses should be reviewed on a case by case basis by officers before being reinstated. 11. Delegate authority to the Director of the Built Environment, in consultation with the Chamberlain, to make any adjustments between elements of the approved budget, provided the total approved budget of £1,048,744 is not exceeded.
2. Budget	<p>Estimated total cost of the project £1M- £2M</p> <p>It is difficult to estimate the full cost of the project as the Tier 2 and Tier 3 elements are only starting to be scoped. It is also difficult to estimate the length of time for which interventions may need to be in place. Later phases of the works will be scaled to match available funding.</p> <p>Budget for Phase 1 and Phase 2 works: £1,048,744</p> <p>TfL have indicated that funding from TfL's Streetspace programme of £116,500 will be provided for Phase 1. Formal confirmation is expected in week beginning 1 June. This fund has been provided to fund a programme of works to enable safe walking and cycling and ensure social distancing is able to be maintained. A request for Phase 2 funding has also been submitted to TfL.</p> <p>The City is eligible to apply for a £100,000 grant from the DfT Active Travel Emergency Fund.</p> <p>The bids for Phase 1 and 2 interventions cover the physical implementation of on-street changes, supporting measures and associated staff costs. Additional bids are intended to be made for subsequent phases of delivery.</p> <p>Elements of the recovery works such as seating, greening and activation are not able to be funded from the Streetspace</p>

programme and alternative funding sources are being investigated. This may include a future bid to the City's COVID-19 Contingency Fund or for other central funds.

The table below shows the estimated breakdown of costs to reach the next Gateway and includes spend to date on the project. Given the pace at which the Phase 1 works needed to be implemented on the street and uncertainty around funding, staff costs and the ordering of materials was undertaken at risk. The spend to date totals £154k which is comprised of £39k of staff costs and £115k of pre-purchasing temporary pedestrian barriers. This is spread over Phase 1 and Phase 2 elements of the works.

This spend to date figure may increase slightly as officer time is continuing to be incurred on the project at the time of going to be print but will be contained within the overall budget.

Item	Reason	Funds/ Source of Funding	Cost (£)
Staff costs– P&T	Project management, feasibility design, TfL liaison and stakeholder engagement (including spend to date) [Internal staff]	External (TfL Streetspace Programme)	113,500
Staff costs- Highways	Detailed design and supervision (including spend to date)	External (TfL Streetspace Programme)	63,500
Fees	Monitoring costs, communication materials	External (TfL Streetspace Programme)	116,000
Works	Physical measures to widen footways.	External (TfL Streetspace	755,744

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		improve cycling, install additional cycle parking, social distancing signs etc. (Including pre purchase of materials)	Programme		
	Total			1,048,744	
<p>Costed Risk Provision requested for this Gateway: 0 (as detailed in the Risk Register – Appendix 2).</p> <p>The above costs will provide for Project Managers to coordinate, seek approvals, and liaise with TfL - including on their emerging designs for the TfL Route Network (TLRN). It also provides for the City Corporation to undertake the necessary communications with businesses, residents and visitors, manage correspondence and record feedback on the proposals. It also provides for communications related to freight changes. Costs for time to monitor the various impacts are also included. This equates to four project managers - full time, for eight weeks spread over an estimated six-month period.</p> <p>Highway engineer designs and supervision fees for the traffic management measures to be installed and modified are included. This equates to three Highway engineers - full time for six weeks to design the measures for both phases and arrange implementation, supervision and modification of these measures. It is assumed that this would be over an estimated six-month period.</p> <p>Fees would cover any necessary data collection to assist with monitoring the proposals to ensure that they are working as effectively as possible. This also includes provision for communication materials to explain the changes to those affected. Other estimated fees include traffic order costs, road safety audits and any TfL staff costs that maybe required for design changes to traffic signals etc that may be necessary.</p> <p>The works budget line will cover all implementation costs which includes a significant number of barriers and signage that require regular maintenance. Provision has been made to replace temporary barriers with more substantial temporary measures to reduce the</p>					

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	<p>maintenance burden. The cost estimate assumes these temporary measures will be in place for nine months as at this stage it is not known how long these will be required for. An allowance has also been made for the eventual removal costs.</p> <p>Proposals for Phase 3 are starting to be worked on and staff costs are currently being incurred at risk subject to successful funding bids being made available.</p>
3. Procurement	Works will be completed on the street using the City's Highways Terms Contractor, Riney. Other consultancy work which may be required is minor in value and the usual procurement routes will be followed.
4. Governance arrangements	<ul style="list-style-type: none"> • Service Committee: Planning and Transportation • SRO Bruce McVean – Acting Assistant Director, City Transportation, • Bronze Group for Covid-19 recovery for Transportation and Public Realm
5. Progress reporting	It is expected that reports or updates will be brought to Planning and Transportation and Policy and Resources Committees and the Project Sub Committees at each cycle. This will be a mix of progress reports providing an update and monitoring of interventions and further Gateway 2-5 reports for future phases of works. In the absence of a report an update can be provided by officers under 'outstanding references.'

Project Summary

6. Context	<ol style="list-style-type: none"> 1. The Planning and Transportation and Policy and Resources Committees received a report in May (Appendix 1) setting out the City Corporation's transportation approach to responding to COVID-19 to accommodate social distancing requirements. Members approved the aims and objectives, overall approach and in principle details of the first phase of delivery (Tier 1, Phase 1). 2. 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. 3. The City Corporation's transport response will focus on achieving two main aims: <ul style="list-style-type: none"> • Residents, workers and visitors are safe and feel comfortable travelling into and within the Square Mile,
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	<p>particularly when travelling on foot, by bike and on public transport.</p> <ul style="list-style-type: none"> City businesses are supported in their COVID-19 recovery and the City remains an attractive location for business. <p>4. There are two proposed programmes of activity to deliver these aims:</p> <ul style="list-style-type: none"> 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. <p>5. On street measures will include:</p> <ul style="list-style-type: none"> 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) <p>6. Approval was also granted to delegate the decision for the implementation of Tier 1, Phase 1 measures 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.</p> <p>7. This delegation is due to be exercised on 1st June</p> <p>8. Following conversations with Transport for London and other stakeholders there were some minor changes to the proposals set out in the Committee report and an updated plan is attached at Appendix 3.</p> <p>9. This current report follows on from this and sets out proposals for Tier 1, Phase 2 physical changes on street and supporting measures and also brings forward three Tier 2 streets (Chancery Lane, Charterhouse Street/Square and Carthusian Street).</p>				
<p>7. Brief description of project</p>	<p>1. A summary of the proposals for Phase 2 are detailed in the table below and should be read in conjunction with the plan provided in Appendix 4. Further details on issue and considerations are provided in Appendix 5.</p> <table border="1" data-bbox="464 1966 1497 2038"> <thead> <tr> <th data-bbox="464 1966 887 2038">Location</th><th data-bbox="887 1966 1497 2038">Proposed Changes</th></tr> </thead> <tbody> <tr> <td> </td><td> </td></tr> </tbody> </table>	Location	Proposed Changes		
Location	Proposed Changes				

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	<ul style="list-style-type: none"> • Fleet Street • Ludgate Hill • St Paul's Churchyard • Cannon Street (between New Change & Queen Victoria Street) • Queen Victoria Street • East Cheap • Great Tower Street 	<p>Reallocate carriageway to space for walking and cycling.</p> <p>Review parking and loading.</p> <p>Bank junction restriction at Queen Victoria Street retained.</p>
	<ul style="list-style-type: none"> • Holborn Viaduct • Newgate Street 	<p>Holborn Viaduct: Reallocate carriageway to space for walking and cycling.</p> <p>Newgate Street: Introduce a closure for all vehicles except buses and cycles. Reallocate carriageway to space for walking and cycling. These changes will be implemented at the conclusion of the current gas replacement works – expected to be October 2020</p>
	<ul style="list-style-type: none"> • Chancery Lane 	<p>Introduce a road closure (except cycles)</p> <p>Reallocate carriageway to space for walking and cycling.</p> <p>Install pedestrian priority signage.</p>
	<ul style="list-style-type: none"> • London Wall • South Place • Eldon Street • Broad Street Place • Blomfield Street 	<p>London Wall and South Place: Reallocate carriageway to space for walking and cycling, where possible. Review waiting and loading.</p> <p>Eldon Street, Broad Street Place and Blomfield Street: Introduce a 7am – 7pm no access except to off-street premises, buses and cycles. Install pedestrian priority signage.</p>
	<ul style="list-style-type: none"> • Moorgate 	<p>Moorgate (north): Reallocate carriageway to space for walking and cycling.</p> <p>Moorgate (south): Introduce one-way northbound for all vehicles except buses and cycles. Reallocate space for walking & review loading.</p>
	<ul style="list-style-type: none"> • King Street 	<p>Introduce a one-way system towards</p>

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	<ul style="list-style-type: none"> • Queen Street • Gresham Street • Lothbury • Bartholomew Lane 	<p>Moorgate for all vehicles except cycles.</p> <p>Reallocate carriageway to space for walking and review waiting and loading.</p>
	<ul style="list-style-type: none"> • Dukes Place • Bevis Marks • Camomile Street • Houndsditch • Outwich Street 	<p>Reallocate carriageway to space for walking and cycling.</p> <p>Review waiting, loading & parking bays.</p> <p>Houndsditch between Bishopsgate and Outwich Street: Introduce a 7am – 7pm no access except to off-street premises and cycles (subject to redevelopment progress).</p>
	<ul style="list-style-type: none"> • Aldgate • Aldgate High Street • Fenchurch Street 	<p>Reallocate carriageway to space for walking and cycling.</p> <p>Review waiting and loading.</p>
	<ul style="list-style-type: none"> • Jewry Street • Crutched Friars • Cooper's Row • Trinity Square 	<p>Jewry Street Crutched Friars & Trinity Square: Review parking bays, waiting & loading and reallocate carriageway to space for walking. Improve cycling where possible.</p> <p>Cooper's Row: Introduce an advisory 5mph speed limit and pedestrian priority signs.</p>
	<ul style="list-style-type: none"> • King William Street 	<p>Introduce a 7am – 7pm no access except to off-street premises, buses, loading and cycles.</p> <p>Reallocate space for walking where possible.</p> <p>Bank junction restriction retained.</p>
	<ul style="list-style-type: none"> • Cornhill 	<p>Review waiting and loading and reallocate carriageway to space for walking and cycling.</p> <p>Bank restriction retained.</p>
	<ul style="list-style-type: none"> • Moorfields 	<p>Introduce a 7am – 7pm no access except to off-street premises, loading and cycles.</p> <p>Review parking bays & loading and reallocate space for walking.</p>

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		Install pedestrian priority signage.
	<ul style="list-style-type: none"> • Liverpool Street 	<p>Introduce a 7am – 7pm no access except to off-street premises, taxis and cycles.</p> <p>Reallocate carriageway for space for walking & cycling.</p>
	<ul style="list-style-type: none"> • Devonshire Row • Devonshire Square • Cutler Street • White Kennet Street 	<p>Introduce a closure on White Kennet Street.</p> <p>Review waiting, loading and parking and reallocate space for walking and cycling where possible.</p> <p>Introduce pedestrian priority signage.</p>
	<ul style="list-style-type: none"> • Lime Street • Cullum Street 	<p>Introduce a 7am – 7pm no access except to off-street premises and cycles.</p> <p>Install pedestrian priority signage.</p>
	<ul style="list-style-type: none"> • Charterhouse Street • Carthusian Street 	<p>Retain temporary one way eastbound but introduce contra-flow cycling and reallocate carriageway to space for walking.</p>
<p>2. An advisory 15 mph speed limit will be introduced on all streets in Phase 2, except for Coopers Row, where due to high pedestrian flows, narrow footways and the need to retain access for motor vehicles, a lower speed limit will be more appropriate.</p> <p>3. Several proposals are on boundary streets and will therefore require agreement from neighbouring authorities.</p> <p>4. Discussions with Transport for London regarding proposals for Bishopsgate and the integration with Phase 2 are ongoing to ensure that both authorities proposals are complementary.</p> <p>Behaviour change activities</p> <p>5. The delivery of on-street changes will be supported by a range of engagement and communication activities. We will work with TfL to disseminate information on travel demand management and safe travel. We are already working with TfL to provide information on cycle routes to the City and advice on safe cycling and cycle maintenance. Subject to funding, we should also be able to provide cycle training and cycle maintenance to residents and employees either funded by TfL or directly by some of the employers.</p>		

	<p>6. We have meetings set up with our Active City Network board to understand what help we can provide directly to employees and businesses to support the return to the workforce.</p> <p>7. Direct contact with the schools in the Square Mile has been made to understand the numbers of returning pupils and the needs at individual schools and to provide any cycle training required.</p> <p>8. We are developing a campaign to promote safe and considerate use of streets by all users. City of London Police have agreed to support the measures with additional speed enforcement and reinforcement of safe road behaviour.</p> <p>Freight</p> <p>9. The Strategic Transportation team are writing supporting guidance for managing freight and servicing activity. While principally intended to support COVID-19 recovery, the guidance also encourages long term change to reduce and retime freight and servicing activity in line with the Transport Strategy.</p> <p>10. To achieve the maximum effectiveness, the guidance is aimed at and will be promoted to all City businesses and not just those whose streets are impacted by the proposed changes.</p> <p>11. Actions are tailored for City occupiers by type, covering commercial offices, retail, hotels, pubs, restaurants, construction and waste. Each measure considers the noise sensitivity of the streets in question and what retiming is appropriate for the individual activities in each location.</p> <p>Table and chairs</p> <p>12. During the Covid-19 lockdown, all of the 138 tables and chairs licenses have been suspended. With relaxations on lockdown expected shortly and increased demand for outside space a decision needs to be taken on the approach to allowing table and chairs within the public highway.</p> <p>13. Many of the streets in the City are narrow with footways that only allow 2.2 metres (the standard minimum requirement) remaining once tables and chairs are in place. In these locations, officers would not recommend that the tables and chairs licence is re-instated while social distancing requirements are in place.</p> <p>14. In some streets there may be sufficient width to accommodate pedestrian passing in either direction and sufficient space between a person seated at a table. However, under current social distancing requirements this would need a pavement width of five metres. There are very few if any streets in the City that meet this requirement.</p>
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	<p>15. Officers are recommending that licenses are reviewed individually by Licensing and DBE following these general parameters, and only approved if seating can be accommodated without interfering with safe pedestrian movement.</p> <p>16. Opportunities for reallocating carriageway space to provide temporary public seating near food and beverage outlets will be explored in later phases.</p> <p>Phase 3</p> <p>17. A report is expected to be bought to Committees in June outlining proposals for Phase 3, which will be largely focussed on Tier 2 streets. These are local access streets with lower footfall that could benefit from reduced through traffic to improve safety and comfort. It is expected that these 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.</p> <p>18. 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.</p> <p>19. These are the locations where opportunities will exist for provision of seating, greening and activation (subject to funding). The extent of change on Tier 2 streets will be scalable to match demand, available resource and political and stakeholder appetite.</p>
8. Consequences if project not approved	<p>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. Providing a proportionate response to COVID-19 will provide confidence to businesses that they and their staff can return safely to work.</p> <p>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.</p>
9. SMART project objectives	<p>The proposed COVID-19 response, associated projects, and the pace at which their implementation is required, amount to meaningful change in the City of London's street environment and highway network. It is imperative that these changes are quantified as far as possible, to understand the magnitude of change and the impact it may have (positive or negative), on the users of City streets.</p>

	<p>The following short term and medium-term objectives were set out in the previous Committee report:</p> <p><u>Short-term objectives</u></p> <ul style="list-style-type: none"> • 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. • Provide people with the space they need to comfortably and safely maintain social distancing while walking and spending time on the City's streets. • Enable more people to feel safe and comfortable when cycling and provide the space needed to accommodate the increase in cycling levels. • 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. • As far as possible ensure any recovery projects and initiatives are aligned with the Transport Strategy. • Deliver change as quickly and efficiently as possible and in ways that are flexible and can adapt to changing circumstances. • Minimise disruption while recognising some potential negative impacts, e.g. potentially longer motor vehicle journeys to access or service properties and businesses. <p><u>Medium-term objectives</u></p> <ul style="list-style-type: none"> • 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. • Secure a sustained reduction in the number of people killed and injured while travelling on the City's streets. • 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. • Secure sustained reductions in emissions and noise from motor vehicles. • Assist City businesses in adapting to the 'new normal' and secure change in business activities to support delivery of the Transport Strategy. <p>In addition, there is likely to be a desire for stakeholders to understand the impact of these changes, in order to feed into any future decision-making surrounding these, or other measures.</p>
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	<p>The objectives of the monitoring programme are to ensure that the Covid-19 transportation response adequately quantifies its impact and can therefore state whether the aims, objectives and criteria for success have been met, or not. A comprehensive monitoring programme has been collated and agreed with TfL.</p> <p>There are three key areas of focus for the monitoring strategy.</p> <ul style="list-style-type: none"> • Feedback – from users of the street and businesses • Impact on journey times – buses, general traffic and people walking and cycling • Safety – monitoring locations of interventions and collision data to determine if there is a cause <p>We will also be collecting data on air quality from the City's continuous monitors.</p>
10. Key Benefits	<p>Sufficient street space is provided to ensure adequate social distancing and the safety and comfort of City residents, workers and visitors.</p> <p>City businesses are supported in their Covid-19 recovery and the City remains an attractive location for business.</p>
11. Project category	1. Health and safety
12. Project priority	A. Essential
13. Notable exclusions	N/A

Options Appraisal

14. Overview of options	<p>Changes on street will be undertaken using temporary materials and using temporary traffic orders so that adjustments can be made where necessary. There are limited options for provision of increased footway and pedestrian space given the street typologies in the City.</p> <p>Members have previously agreed that these will take the form of either:</p> <ul style="list-style-type: none"> • Timed closures to motor vehicles (24/7 or 7am – 7pm, where necessary allowing limited access to premises for
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	<p>essential vehicles)</p> <ul style="list-style-type: none"> • Reallocation of carriageway to space for walking, queuing and cycling and providing priority for buses • Point closures or other changes in operation (e.g. switching to one-way) <p>The proposals as set out for Phase 2 in Appendix 4 are based on those streets which have the highest pedestrian flows and on links between key destinations in the City. They take into account network resilience issues and discussions with TfL for bus diversions. These are subject to formal approval through their TMAN processes.</p>
15. Risk	<p>Overall project risk: Medium</p> <p>The key risks as set out in the previous report are still relevant here. These have been summarised as:</p> <ul style="list-style-type: none"> • Journey times for motor vehicles will be longer for some journeys and some streets will be busier. • Deliveries and servicing restrictions may be difficult to accommodate for some businesses • Residents access will be maintained but may require changes to access routes • Some construction sites might have longer routes and there may be impacts for cranes and other abnormal load routes. • Third Party approvals: relationship with Transport for London and neighbouring boroughs has been very positive in the development and approval of the Phase 1 works. There will be ongoing engagement with Transport for London and neighbouring boroughs as we develop Phase 2 and subsequent phases. But Transport for London still have a number of staff on furlough which may delay decision making. • Legal challenges may be possible against the traffic order • Enforcement of restrictions will initially be limited to enable drivers to become familiar with what will be a significant number of changes to the road network. • Following this initial period monitoring of the restrictions will be undertaken and enforcement increased if necessary. There is a risk that we may need to move to a form of marshalled enforcement if a significant amount of abuse of the restrictions occurs.

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	Further information available within the Risk Register which has now been updated (Appendix 2)
16. Communication and Engagement	<p>Emergency legislation came into force on 23 May 2020 which speeds up the making of emergency Traffic Orders that may be needed to, for example, widen pavements or install cycle lanes. The City Corporation will follow this current legislation regarding statutory consultation for the temporary Traffic Orders.</p> <p>We are also utilising our existing established communication channels to ensure the widest level of awareness for any changes to City streets. This includes using City Property Advisory Team (CPAT), City Property Association (CPA) and BIDs/partnerships to ensure our business community is engaged, and via resident group and transport modal groups. We will work with the taxi and private hire industry to outline the proposals and ensure their drivers are aware of the changes.</p> <p>Press and social media campaigns are being used to ensure that people who travel to and through the City are also notified.</p> <p>A monitoring strategy will be in place and we will actively seek feedback from residents, businesses and street users once the changes are implemented on street. An online portal will be used to collect and collate feedback.</p>
17. Legal implications	<p>The City Corporation has the power to use Temporary Traffic Orders to temporarily restrict traffic because of the likelihood of danger to the public.</p> <p>In exercising its traffic authority powers the City Corporation must:</p> <ul style="list-style-type: none"> • Meet public notice requirements (and, where applicable, consultation requirements and as modified by the emergency regulations). • 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.

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	<p>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.</p> <p>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).</p> <p>An Equalities Assessment will subsequently be undertaken to determine the proportionality of any negative impacts on groups with protected characteristics and to identify mitigations. The outcome of this analysis will be taken into account in the delegated decision.</p> <p>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.</p>
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Resource Implications

18. Funding strategy	Is the funding confirmed: Partial funding confirmed	Who is providing funding: External - Funded wholly by contributions from external third parties
	Recommended option	
	Funds/Sources of Funding	Cost (£)
	Transport for London Streetspace Programme – Phase 1	£116,500
	Transport for London Streetspace Programme – Phase 2*	£829,444
	DfT Emergency Active Travel – Phase 2*	£100,000
	Total	£1,048,744
<p>* Unconfirmed at time of writing</p> <p>It is understood that a funding request the Transport for London Streetspace Programme for Phase 1 has been agreed. We expect formal confirmation in advance of Committees. A funding request for Phase 2 has also been submitted.</p>		

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	<p>Our application to the DfT Active Travel Emergency Fund will be submitted in the week beginning 1 June.</p> <p>Funding bids for future phases will be made in due course and confirmed within those related G2-5 reports</p>
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Appendices

Appendix 1	Committee Report – Transportation response to COVID19 (Approved in May 2020)
Appendix 2	Risk Register
Appendix 3	Phase 1 – updated proposals
Appendix 4	Phase 2 proposals
Appendix 5	Phase 2 proposals – issues and considerations

Contact

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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 £116K.

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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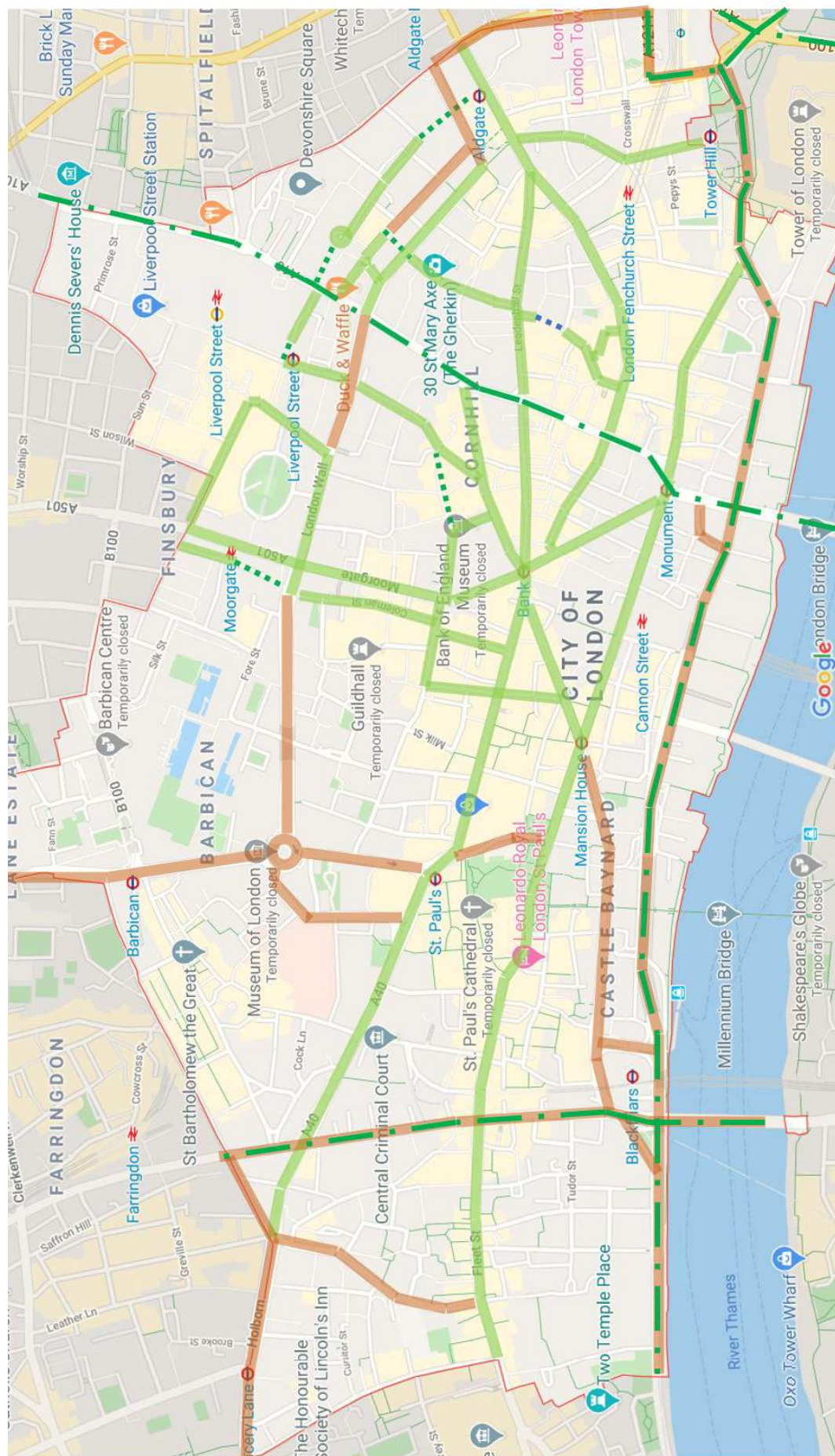
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Appendix 1 – City of London Street Hierarchy



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.

The map illustrates proposed traffic changes for the City of London, including the following callout boxes:

- Introduce a No motor vehicle restriction (except buses, access to off-street premises and cycles). Reallocate space for walking.**
- Introduce a No motor vehicle restriction (7am - 7pm, except access to off-street premises and cycles). Improve cycling and install pedestrian priority signs.**
- Introduce signed pedestrian priority. Review parking & loading space for walking. Improve cycling.**
- Introduce point closure (except cycles E of Bread St. Reallocate space for walking. Buses diverted to New Change - Cannon St - QVS)**
- Introduce one-way E/B with contra-flow cycling. Reallocate space for walking. Review waiting & loading. Buses diverted to King William St - QVS**
- Reallocate space for walking. Existing Bank restrictions remain**
- Convert to one-way W/B with contra-flow cycling. Reallocate space for walking. Existing Bank restrictions remain**
- Retain 2-way. Reallocate space for walking**
- Introduce a No motor vehicle restriction (except buses, access to off-street premises and cycles). Reallocate space for walking.**
- Introduce a No motor vehicle restriction (7am - 7pm, except access to off-street premises & cycles). Improve cycling & install pedestrian priority signs.**
- Introduce point closure (except buses & cycles) east of St Mary Axe. Review loading & reallocate space for walking.**
- Introduce a No motor vehicle restriction (except buses & cycles). Improve cycling & install pedestrian priority signs.**

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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City of London: Projects Procedure Corporate Risks Register

Project Name:		City Streets: Transportation response to support Covid-19 recovery							PM's overall risk rating:		CRP requested this gateway		Average unmitigated risk		4.6		Open Risks		21					
Unique project identifier:									Total estimated cost (exec risk):		£ -		Total CRP used to date		£ -		Average mitigated		2.6		Closed Risks		0	
General risk classification										Mitigation actions														
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Mitigating actions	Mitigation cost (£)	Likelihood Classification on post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to	Comment(s)		
R1	5	(1) Compliance/Regulatory	Issues or delays in any required consents such as planning permissions, third party consents, TMO, Permits, etc which cause delays to project delivery	If there was to be any delay in the approval of any required consents, such as planning permissions, TMOs, Permits, discharge of conditions, heritage, TfL, etc; its likely delivery of the measures could suffer from some form of unplanned delay or additional work.	Possible	Minor	3	£0.00	N	* Map out the required consents for each measure and continually monitor & update the consents if required throughout their lifespan * Schedule regular meetings with consent approvers, especially those with long lead in times or complex approval	£0.00	Unlikely	Minor	£0.00	2	£0.00	N/A	26/05/20	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation		Although the COVID measures are being delivered under well-used and understood regulations, there is a possibility that some delays may occur due to unforeseen technicalities. There could also be delays due to the amount of change that's required in a short time.		
R2	5	(1) Compliance/Regulatory	Legal challenges or query upon any of the measures (excluding judicial review) that leads to delays or extra costs	Should a measure fall under some form of legal or challenge or investigation, its likely additional time and resource will be required to undertake associated work. External additional legal assistance could also be required. On the other hand, a project may need to look at legally resolving an unforeseen issue to proceed. It's also possible that a challenge to one measure then means that all are affected.	Unlikely	Serious	4	£0.00	N	* Consult early on with the legal, planning and network performance teams as required to identify potential issues, then monitor these individual issues and mitigate if possible.	£0.00	Unlikely	Minor	£0.00	2	£0.00	N/A	26/05/20	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation		Given the temporary nature of the measures being installed, it is unlikely that any form of meaningful legal challenge will take place but standard project management processes will help mitigate against the possibility.		
Page 44	5	(3) Reputation	Issue(s) with external engagement and buy-in, including any perceived negative impacts, lead to additional resources being required to compensate	Further time and therefore resource may be required if the measures delivered either don't meet the stakeholder's expectations. Its possible that as a result of this, changes to implemented measures may also be required.	Possible	Serious	6	£0.00	N	* Early-as-possible identification and engagement with key stakeholders where possible. * Proactive external comms to inform stakeholders as early as possible.	£0.00	Possible	Minor	£0.00	3	£0.00	N/A	26/05/20	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation		Given the speed at which work is taking place, its going to be difficult to undertake much of a stakeholder identification process. Therefore, proactive comms explaining what's happening and why is best placed to mitigate against negative reactions to the planned measures.		
	5	(3) Reputation	Issue(s) with internal engagement and buy-in, including any perceived negative impacts, lead to additional resources being required to compensate	Further time and therefore resource may be required if the measures delivered either don't meet the stakeholder's expectations (including members) . Its possible that as a result of this, changes to implemented measures may also be required.	Possible	Serious	6	£0.00	N	* Early-as-possible identification and engagement with key stakeholders where possible. * Proactive internal comms to inform stakeholders as early as possible.	£0.00	Possible	Minor	£0.00	3	£0.00	N/A	26/05/20	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation		(as above)		
R5	5	(2) Financial	Unforeseen funding constraint/ conditions implications lead to project delay or unplanned costs	Further resources may be required to identify additional funding or make alternative arrangements if constraints/ conditions that came with existing funding we're originally unforeseen, unappreciated or have subsequently changed.	Possible	Serious	6	£0.00	N	* Map out and investigate potential alternative funding streams (S106, CIL, TfL, etc)	£0.00	Unlikely	Serious	£0.00	4	£0.00	N/A	26/05/20	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation		Funding for the measures is to come from Transport for London's streetspace programme. However, should there be any issues with this, such as the amount available being lower or it being delayed, other funding streams may be required to plug the shortfall.		
R6	5	(3) Reputation	Procurement procedures impact negatively on project delivery	Additional resource may be required if there is a delay or issue with the procurement of goods or services from external suppliers.	Possible	Serious	6	£0.00	N	* Undertake early engagement with internal supplies where required and map out the required resources (Highways, Traffic Enforcement, Open Spaces, M&E, etc)	£0.00	Unlikely	Serious	£0.00	4	£0.00	N/A	26/05/20	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation		Work has already taken place to ensure that the materials and equipment required for at least phase 1 of the measures is available. However, further planned work will take place to ensure that supply chains are as robust as possible.		

R7	5	(4) Contractual/Partnership	Supplier delays, productivity or resource issues impact on project delivery	Referring both to internal and external suppliers to projects, alternative arrangements which require additional resource may be required if a potential or existing supplier is unable to deliver as agreed for whatever reason. This may involve retendering work if an existing supplier is unable to deliver.	Possible	Minor	3	£0.00	N	* Utilise existing framework agreements where possible * Investigate any likely 'bottlenecks', such as TfL's ability to deliver at this time, as early as possible to help plan possible mitigations	£0.00	Unlikely	Minor	£0.00	2	£0.00	N/A	26/05/20	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation	The measures being installed are to be delivered by the City's term contractor, JB Riney, with the issue of resourcing having already been discussed. However, should the COVID-19 alter negatively in some way, its possible it could also negatively impact on their ability to resource implementation of the measures. Also, Transport for London is rotating staff through furloughing which makes it difficult at times for the City to know who they're dealing with and to keep the momentum up. The issue is being managed well but may require some mitigation planning should it worsen.
R8	5	(10) Physical	Accessibility, equalities and/ or security concerns lead to changes being required to either designs or implemented measures that in-turn results in additional resources being required to compensate.	Further changes may be required if accessibility, equalities and/ or security concerns are raised.	Possible	Minor	3	£0.00	N	* Include the City's Accessibility and Security Officers (if required) in design reviews. * Consider involving accessibility groups in an advisory role.	£0.00	Unlikely	Minor	£0.00	2	£0.00	N/A	26/05/20	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation	the designs are accounting for accessibility, equalities and security concerns but its possible that when implemented or further design reviews are undertaken that changes are deemed necessary to remove identified shortcomings.
R9	5	(2) Financial	Inaccurate or Incomplete project estimates, including baxters/ inflationary issues leads to budget increases	If an estimate is found at a later date to be inaccurate or incomplete, more funding and/or time resource would be needed to rectify the issue or fund/ underwrite the shortfall. More specifically, inflationary amounts predetermined earlier in a project may be found to be insufficient and require extra funding to cover any shortfall.	Unlikely	Serious	4	£0.00	N	* Undertake regular cost reviews via interim submissions from the main contractor. * Track spending closely so future costs can be estimated more accurately.	£0.00	Rare	Minor	£0.00	1	£0.00	N/A	26/05/20	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation	The works required are using well-established rates and costs through the City's existing highways term contractor but its difficult to know at this stage what the likely end cost is to be given that the end date/ when the measures can be removed is unknown. Therefore, work will take place to track the spending required to maintain the measures so that a future spend profile can be estimated. This will include any upcoming rate/ baxters changes.
R10	5	(10) Physical	Network performance issues following the implementation of measures result in changes being required	As measures are being designed and installed at a rapid rate, there could be unforeseen implications on the city's network performance. These could be both positive and negative.	Possible	Serious	6	£0.00	N	* Create a monitoring strategy that includes the ability to react quickly to changes and unforeseen events. * Ensure that all relevant departments are consulted as early as possible to input into design options.	£0.00	Unlikely	Serious	£0.00	4	£0.00	N/A	26/05/20	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation	No traffic modelling is being undertaken for the measures being installed and this therefore means that the risk is higher. However, given the temporary nature of the measures, it will be easier to adapt and changes them should it be deemed necessary.
R11	5	(4) Contractual/Partnership	TfL Signals (single supplier) timescales elongate project delivery.	Any delays or issues with required signal work can result in impacts on project delivery, whether they be time or cost	Possible	Serious	6	£0.00	N	* Engage with TfL Network Performance and Signals as early as possible should you be making changes to the signal infrastructure to establish costs and timescales.	£0.00	Unlikely	Serious	£0.00	4	£0.00	N/A	26/05/20	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation	With TfL rotating staff through furlough, there could be delays in the required signal changes. Regular contact is taking place with them to ensure the risk is minimised.
R12	5	(10) Physical	Network accessibility before and during construction which cause project delay and/ or increased costs	Should parts of the road network not be available or become unavailable during a project when planned for or required, expect delivery delays.	Possible	Minor	3	£0.00	N	* Regular engagement with City and TfL network management teams	£0.00	Unlikely	Minor	£0.00	2	£0.00	N/A	26/05/20	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation	It is possible that should other works be required in a given street or road that it could impact on the City's ability to delivery the temporary COVID measures. For example, if urgent utility works are required on a street where measures have been installed, it could result in alternative routes being required to comfortably divert pedestrians and cyclists around the emergency works.
R13	5	(10) Physical	Unforeseen technical and/ or engineering issues identified which leads to delays and additional costs to rectify.	late identification of any engineering or technical issues that disrupt delivery could result in further costs whether they be time, funding or resources.	Unlikely	Minor	2	£0.00	N	* Work with design engineers to review each site at the appropriate time.	£0.00	Rare	Minor	£0.00	1	£0.00	N/A	26/05/20	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation	No technical difficulties are expected due to the temporary nature of the infrastructure being used for the measures but this risk is to cover the possibility of something being missed due to the rate at which work is progressing.
R14	5	(4) Contractual/Partnership	TfL buses engagement and their requirements on a project.	Further time and therefore resource may be required if planned engagement work with TfL buses didn't go as planned. Also, they may change their requirements for a project.	Unlikely	Serious	4	£0.00	N	* Ensure early engagement with TfL buses in the design phases so they can consult internally * Design the measures to help minimise impacts on the bus network	£0.00	Unlikely	Minor	£0.00	2	£0.00	N/A	26/05/20	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation	Bus routes and stops are likely to be affected by at least some of the measures so these effects will need to be discussed with TfL and monitored, and changes made to the measures if required.

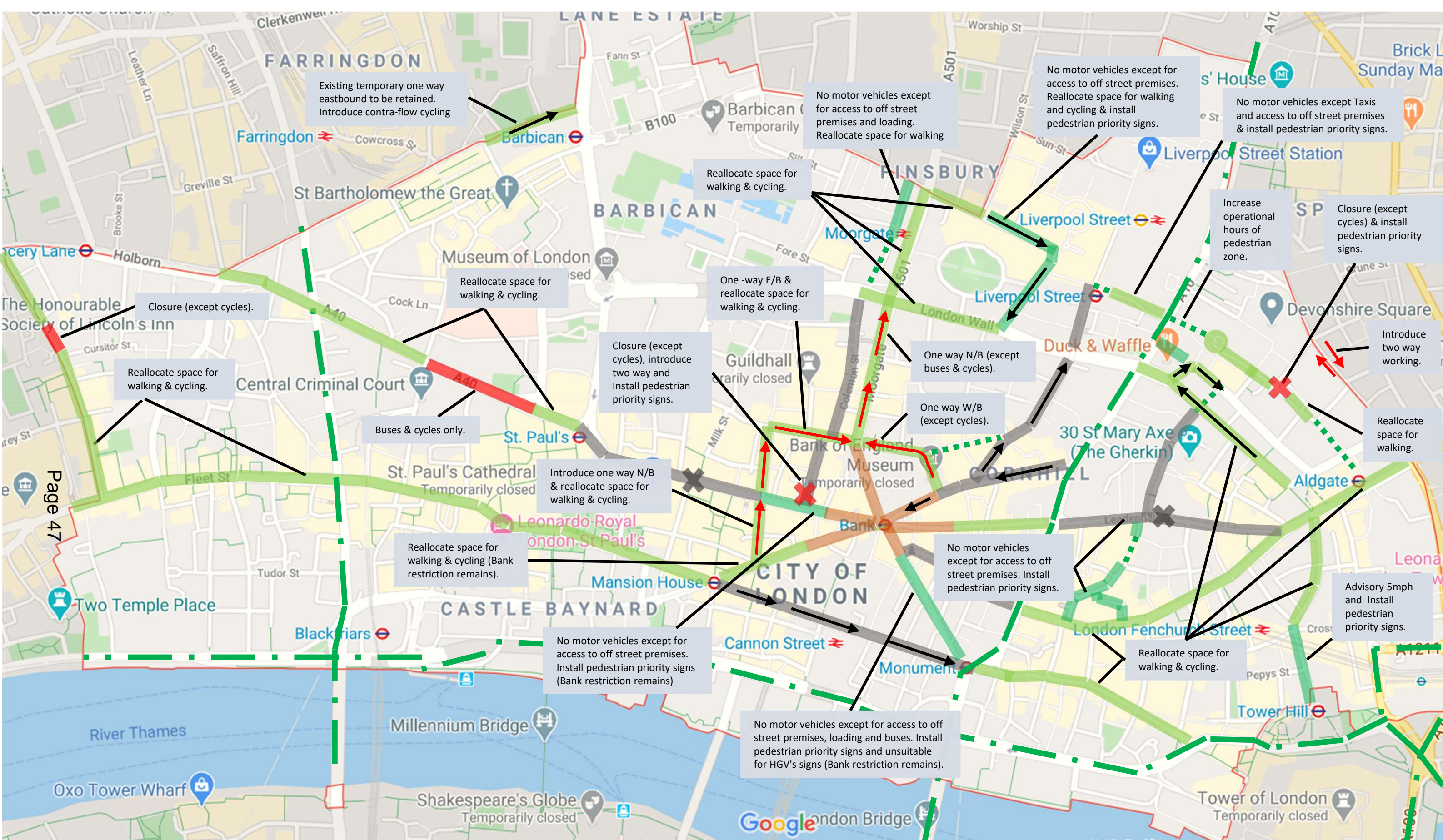
R15	5	(4) Contractual/Partnership	LUL engagement and their requirements on a project.	Further time and therefore resource may be required if planned engagement work with LUL didn't go as planned. Also, they may change their requirements for a project.	Unlikely	Minor	2	£0.00	N	* Ensure early engagement with LUL in the design phase to ascertain their requirements for working near their infrastructure.	£0.00	Rare	Minor	£0.00	1	£0.00	N/A	26/05/20	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation		LU entrances/ exits will be natural pinch points where pedestrians may not be able to socially distance. Therefore, whilst measures will take this into account, its possible that they may require changes should any shortcomings be identified.
R16	5	(3) Reputation	Accident during construction/ operation impacts on project delivery and/ or costs	Regardless of whether it be a member of public or a contractor on site, should an accident occur in or around any of the measures, delays are likely to occur whilst its investigated.	Unlikely	Major	8	£0.00	N	* Consider regular site visits with the Principal Designer both to monitor the construction of the measures and user behaviour once installed.	£0.00	Unlikely	Serious	£0.00	4	£0.00	N/A	26/05/20	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation		A very unlikely event given that measures will comply with 'Chapter 8' traffic management regulations but still a possibility. Should an accident occur within any of the temporary measures, the safety of all may be called into question. Therefore, the planned monitoring is to include an overview of any accidents that occur. However, any identified changes will require resourcing in terms of design and contractor time.
R17	5	(3) Reputation	Design changes and changes to already-implemented measures result in additional resources being required.	With the COVID-19 guidance from central government and the GLA changing at regular short-term intervals, its possible that either design or installed measure changes may be required to account for any direct and/ or indirect implications.	Possible	Major	12	£0.00	N	* regular design and measure reviews by those involved * regular comms with key external stakeholders i.e. TfL * regular comms with key internal stakeholders i.e. Gold, Silver and Bronze commands. * Maintain a design log to record what has and hasn't worked on-street, and why.	£0.00	Possible	Serious	£0.00	6	£0.00	N/A	26/05/20	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation		The COVID-19 guidance has been shifting in very short timescales, and this is not expected to change any time soon. Therefore, changes to developing designs and those measures already implemented could be required to account for the changing guidance.
R18	5	(10) Physical	Scheme monitoring and/ or Road Safety Audits identify required changes	Scheme monitoring or Road Safety Audits may identify that the designs and/or measures requires changes. This could result in rework costs or further monitoring to assess whether what's built is safe and suitable.	Unlikely	Minor	2	£0.00	N	* Informally monitor on street as work begins to complete to identify any potential changes whilst the contractor is on-site * Ensure the planned monitoring feeds directly into design reviews	£0.00	Rare	Minor	£0.00	1	£0.00	N/A	26/05/20	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation		In a similar vein to R17, if issues are identified by monitoring and/ or any future road safety audits, these may require extra resource to fix.
R19	5	(10) Physical	Extra scheme monitoring being required due to unforeseen impacts	Should the implemented measures cause any type of unforeseen impacts (changes in traffic patterns, pedestrian behaviour, pollution levels, etc), the monitoring strategy may need changing and therefore extra resource may be need to account for this.	Unlikely	Minor	2	£0.00	N	* If external consultants are used, request that schedule of rates for any possible extra tasks are included.	£0.00	Rare	Minor	£0.00	1	£0.00	N/A	26/05/20	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation		Similarly to R18, if extra monitoring is required for any reason, extra resource may be needed to boost it's scope.
R20	5	(10) Physical	Extra Maintenance being required or measures being required for longer than expected	Current plans include allocations for maintenance and for the measures to be in place for a given amount of time (approx. until the end of the year). Should there be additional maintenance or it becomes necessary for measures to be in place for longer, extra costs will be incurred to facilitate this.	Possible	Serious	6	£0.00	N	* Monitor the usefulness of measures throughout their lifespan to constantly assess their impacts on social distancing. Its possible that those that aren't as effective could be removed and the resource directed elsewhere. * Should the equipment used be found to not be cost effective in terms of on-going maintenance, consider other products that lower this cost * Monitor what other local authorities are doing and share best practice wherever possible.	£0.00	Possible	Minor	£0.00	3	£0.00	N/A	26/05/20	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation		Whilst its been considered that implementation of these COVID-19 measures could be treated like a long-term temporary event in highway terms like the 2012 Olympics , the situation the City sees itself in is still unprecedented. Therefore its very difficult to know and predict how much work will be required to maintain the network of measures being planned, and how much the total end cost may be. However, £10k per month for JB Riney to maintain the measures has been estimated at this early stage.
R21	5	(10) Physical	Unexpected or unplanned user behaviour results in the City requiring marshalling and/ or enforcement in and around the measures.	Extra costs would be incurred if additional resource was required to marshal and enforce the temporary measures.	Possible	Minor	3	£0.00	N	* Ensure that the comms related to the measures is strong and clear in its message to all stakeholders * Assess whether city occupiers can also promote the City's work and message through their comms channels.	£0.00	Unlikely	Minor	£0.00	2	£0.00	N/A	26/05/20	Bruce McVean, Strategic Transportation	Leah Coburn, City Transportation		Its very difficult at this point in time to assess how users will react to the measures, and its likely that there will be many contributing factors to this. Many of these will also be outside of the City's control. Therefore, should it be required, approx. £8k per month has been estimated for providing marshalling and enforcement services should they be required.
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TfL highway

Pedestrian Priority / No access except cycles & to off-street premises

More space for walking or walking & cycling

Existing measures (Phase 1)



Existing walking connections

Closure or restriction to motor vehicles

Temporary One Way (Phase 2)

Bus diversion routes (options)



Existing Bank restrictions retained

Existing closure to motor vehicles (Phase 1)

Existing One Way



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Appendix 5

Key Issues and considerations

Fleet Street, Ludgate Hill, St Paul's Churchyard, Cannon Street, Queen Victoria Street, Eastcheap & Great Tower Street.

- The proposal along this corridor will remove carriageway space and reallocate it to pedestrians and cyclists. This may affect capacity along the route. Additionally, with the bus and cycle only proposal in Newgate Street, additional traffic will be diverted onto this corridor.
- Along Fleet St, St Paul's Churchyard and Queen Victoria Street, it will mean the removal of the bus lane which could reduce bus priority/increase bus journey times.
- Along Eastcheap and Great Tower Street, waiting, loading and parking spaces may need to be amended or removed to allow more space to be reallocated.

Holborn Viaduct & Newgate Street.

- The proposed no vehicles except buses and cycles restriction on Newgate Street will remove through traffic from this corridor and divert general traffic of which most will use the Fleet Street / Ludgate Hill / St Paul's Churchyard / Cannon Street corridor. The impacts of this is will need to be monitored. Access to premises will be maintained.
- The proposal will significantly improve bus and cycle priority.

Chancery Lane.

- The proposed closure will remove through traffic from using this street. However, as access is maintained either directly from Chancery Lane or via nearby routes, the impacts of the closure is not anticipated to be significant. The volume of traffic diverted to other routes is also not anticipated to be significant as it is used mostly as a local access street.

King Street, Queen Street, Gresham Street, Lothbury, Bartholomew Lane and Moorgate (south).

- The proposed one-way system will remove a significant amount of traffic away from the Bank area. However, motor vehicle access will still be maintained via Gresham Street, Cannon Street or Threadneedle Street to the east. Outside of the 7am – 7pm Monday to Friday, access through the Bank junction will be available from most directions.
- The introduction of the one-way system will allow more, and safer spaces to be allocated for people walking and cycling. However, provisions for loading servicing, drop of and pick may need to be accommodated where possible.
- Provisions for cyclists will be greatly improved as contra-flow cycling will be incorporated on all one-way sections.
- Bus priority along Moorgate would also be significantly improved as buses will be permitted to travel southbound, while general traffic will be prohibited.

Cheapside, Poultry, Eldon Street, Blomfield Street, Moorfields, Lime Street, Cullum Street and Liverpool St.

- The proposals in these streets is intended to remove through traffic during the operational hours. Access to off-street premises will be permitted as well as for loading (Moorfields), buses (Eldon St and Bloomfield St) and taxis (Liverpool St) to others streets where necessary. This will provide safer streets for walking and cycling. It may also be necessary to remove or reallocate parking, waiting and loading provisions but where possible spaces for servicing will need to be considered to cater for local occupiers that do not benefit from off-street facilities.

Old Jewry.

- At the southern end of Old Jewry, the footways are very narrow and has very high pedestrian density. The previous proposal did not go far enough to provide safer spaces for pedestrians. This proposal to close off the southern section to motor vehicles will therefore allow a much safer space for people walking and cycling. The northern section will be converted to two way enable access/egress from/to Gresham Street.

Dukes Place, Bevis Marks, Camomile Street, Houndsditch, Outwich Street, Aldgate, Aldgate High Street, Fenchurch Street Jewry Street and Crutched Friars.

- The proposal in these streets is to reallocate more space for walking and improve cycling wherever possible. To achieve this, it may be necessary to remove parking bays and places for loading and servicing. To ensure local needs are accommodated, it will be necessary to consider alternative provisions wherever possible.

Cooper's Row.

- The proposal to introduce an advisory 5mph speed limit with pedestrian priority signs should allow a much safer space for people walking and cycling.

King William Street.

- With the Bank restrictions and the Phase 1 no access into Lombard Street, King William Street is effectively used only as a local serving street (except for buses and cycles). The proposal to restrict access for this purpose would therefore make this clearer to motorists. Additionally, HGV's should be discouraged to enter, as turning around to exit would be challenging.

Devonshire Row, Devonshire Square, Cutler Street and White Kennett Street.

- The proposal to close White Kennett Street will remove a large proportion of motor vehicles using these streets, thereby providing safer spaces for walking and cycling. Access, parking and loading can still take place, but local diversions will be necessary.
- For access to Harrow Place, it will be necessary to convert a section of Middlesex Street to two-way so that access can be made via a short diversion via Stoney Lane and Gravel Lane. Access will need to be reconsidered when the Middlesex Street market is re-opened. This could include suspending the closure of White Kennett Street during market hours.

Charterhouse Street and Carthusian Street.

- The proposal will retain the current temporary one-way eastbound arrangement but modified to enable contra-flow cycling.

- To reallocate more space for pedestrians, it may be necessary to remove or reduce parking and loading may be reduced.
- These changes will be dependent on the development programme.

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