



Streets and Walkways Sub (Planning and Transportation) Committee

Appendices Pack

Date: TUESDAY, 1 DECEMBER 2020

Time: 11.00 am

Venue: https://youtu.be/-YZaxv_idpU

APPENDICES

4. FLEET STREET AND TEMPLE HEALTHY STREETS PLAN

Report of the Director of the Built Environment

For Decision
(Pages 1 - 12)

5. WEST SMITHFIELD AREA PUBLIC REALM AND TRANSPORTATION PROJECT

Report of the Director of the Built Environment

For Decision
(Pages 13 - 34)

6. LUDGATE CIRCUS - OBJECTIONS TO THE EXPERIMENTAL BANNED LEFT TURN FROM LUDGATE HILL INTO NEW BRIDGE STREET

Report of the Director of the Built Environment

For Decision
(Pages 35 - 42)

7. MOOR LANE ENVIRONMENTAL ENHANCEMENTS, EC2Y 9SS

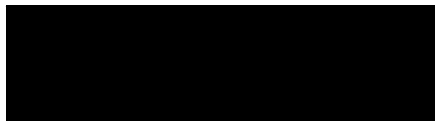

Report of the Director of the Built Environment

For Decision
(Pages 43 - 60)

8. **ST ALPHAGE GARDENS ENHANCEMENT**
Report of the Director of the Built Environment
- For Decision**
(Pages 61 - 64)
9. **SPECIAL EVENTS ON THE HIGHWAY**
Report of the Director of the Built Environment
- For Decision**
(Pages 65 - 70)
10. **CITY STREETS: TRANSPORTATION RESPONSE TO SUPPORT COVID-19
RECOVERY: CHARTERHOUSE SCHOOL STREET**
Report of the Director of the Built Environment
- For Decision**
(Pages 71 - 84)
11. **REVIEW AND PRIORITISATION OF RING-FENCED S106 DEPOSITS**
Report of the Director of the Built Environment
- For Decision**
(Pages 85 - 96)
12. **CITY PLACEMAKING AND PUBLIC SPACE REVIEW**
Report of the Director of the Built Environment
- For Decision**
(Pages 97 - 98)
14. **52-54 LIME STREET SECTION 278 WORKS AND 10 FENCHURCH AVENUE
SECTION 278 WORKS**
Report of the Director of the Built Environment
- For Information**
(Pages 99 - 102)
19. **PUBLIC REALM SECURITY PROGRAMME**
Report of the Director of the Built Environment
- For Decision**
(Pages 103 - 106)
20. **ALDGATE (PORTSOKEN) PAVILION**
Report of the City Surveyor
- For Decision**
(Pages 107 - 110)

Project Briefing

Project identifier			
[1a] Unique Project Identifier	PV ID 12240	[1b] Departmental Reference Number	-
[2] Core Project Name	Fleet Street and Temple Healthy Streets Plan		
[3] Programme Affiliation (if applicable)	None.		

Ownership	
[4] Chief Officer has signed off on this document	 Deputy Director of TRP: <i>Ian Hughes, Wednesday 4th November 2020</i>  Director of DBE: <i>Carolyn Dwyer, 05/11/2020</i>
[5] Senior Responsible Officer	Leah Coburn; Major Projects Group Manager
[6] Project Manager	Maria Curro; Project Manager

Description and purpose
[7] Project Description The Fleet Street and Temple Healthy Streets Plan will, as set out in the Transport Strategy, detail: <ul style="list-style-type: none"> • How to reduce the use of Local Access streets by through traffic, while maintaining access • Opportunities to introduce pedestrian priority, improve the experience of walking and cycling, improve air quality, enhance the public realm and create new public space • Potential changes to kerbside uses including loading and parking • Opportunities for area-based approaches to the management of freight and servicing, including consolidation and retiming of deliveries • The need for network changes to support planned and future development <p>The proposals and the traffic management changes required to enhance the public environment for all those who live, work and visit the area both in the short term to include temporary/interim changes to the function of the streets and longer-term transformational projects.</p>
[8] Definition of Need: What is the problem we are trying to solve or opportunity we are trying to realise (i.e. the reasons why we should make a change)? <p>The Fleet Street and Temple area is characterised as dominated by vehicular traffic, with Fleet Street and Ludgate Hill a primary east-west corridor. The nature of Fleet Street means that there is lack of pedestrian and cycling permeability between the Temple area, south of Fleet Street, and the area to the north of Fleet Street.</p> <p>Furthermore, the Fleet Street and Temple area is changing; the Fleet Street Estate project, which comprises of the new Magistrates Court and the City of London Police Headquarters, is currently in the early stages of development and will create additional opportunities for the area.</p>

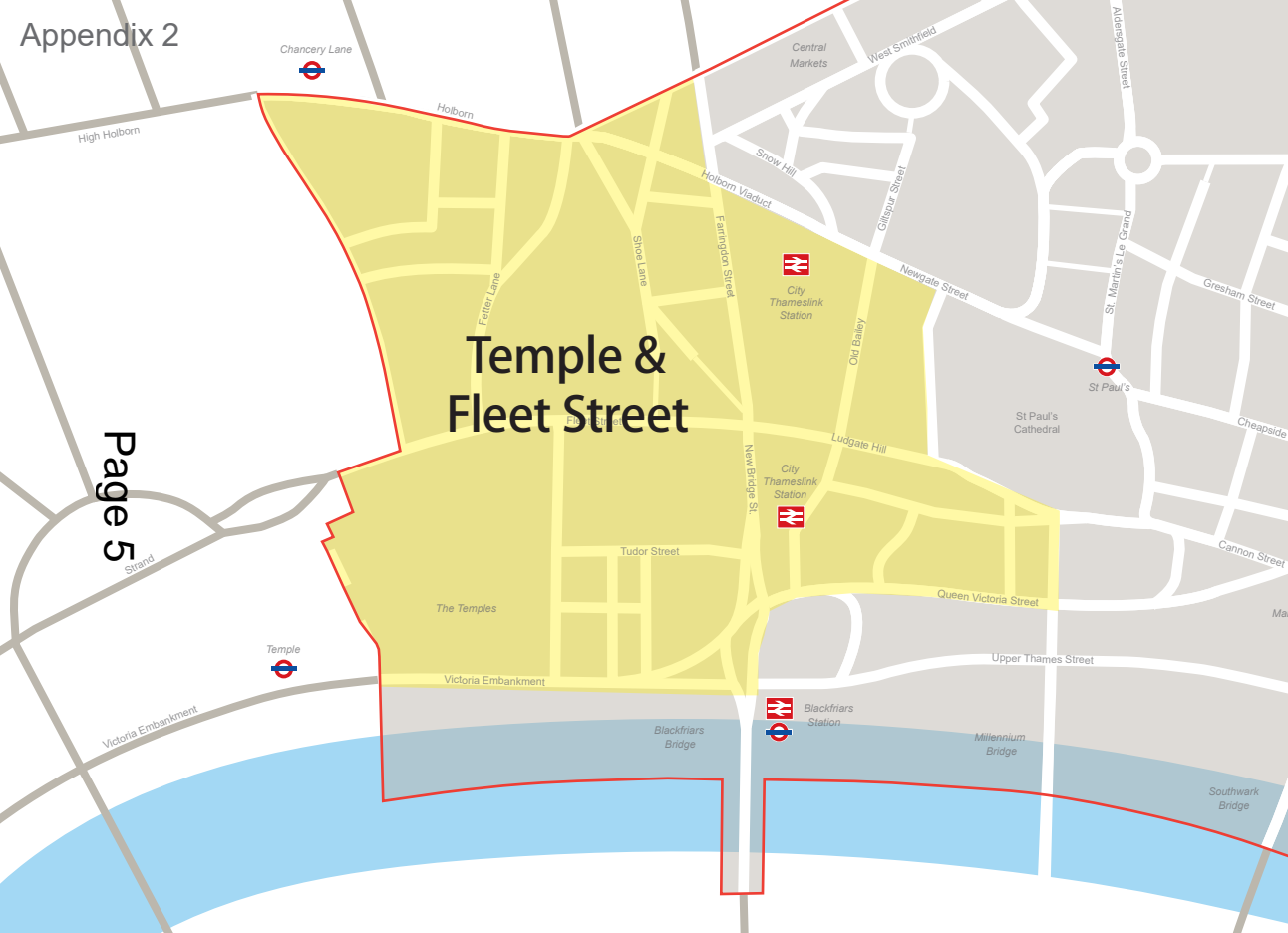
<p>The Fleet Street and Temple Healthy Streets Plan provides a framework for the transformation of streets and spaces, by way of prioritising people walking and cycling and reducing motor traffic levels. This transformation will also provide for a high-quality public realm environment. This framework will set out viable proposals to rebalance the street hierarchy, implement traffic management measures and create a more welcoming public realm.</p>					
<p>[9] What is the link to the City of London Corporate plan outcomes?</p>					
<p>[1] People are safe and feel safe. [9] Our spaces are digitally and physically well-connected and responsive. [10] Our spaces inspire excellence, enterprise, creativity and collaboration. [12] Our spaces are secure, resilient and well-maintained.</p>					
<p>[10] What is the link to the departmental business plan objectives?</p>					
<p>This project is linked to the following DBE business plan objectives:</p> <ol style="list-style-type: none"> 1. Advancing a flexible infrastructure that adapts to increasing capacity and changing demands. 4. Creating an accessible and inclusive City which is stimulating, safe and easy to move around in. 7. Improving quality and safety of the environment for workers, residents and visitors. <p>The project also supports the delivery of the City of London Transport Strategy, including the following proposals:</p> <ol style="list-style-type: none"> 1. Embed the Healthy Streets Approach in transport planning and delivery 2. Put the needs of people walking first when designing and managing our streets 7. Provide more public space and deliver a world-class public realm 12. Design and manage the street network in accordance with the City of London Street Hierarchy 27. Promote and celebrate cycling. <p>In addition, the project further supports the City of London Climate Action Strategy and the City of London Local Plan which align to the above proposals.</p>					
<p>[11] Note all which apply:</p>					
<p>Officer: Project developed from Officer initiation</p>	Y	<p>Member: Project developed from Member initiation</p>	N	<p>Corporate: Project developed as a large scale Corporate initiative</p>	N
<p>Mandatory: Compliance with legislation, policy and audit</p>	N	<p>Sustainability: Essential for business continuity</p>	N	<p>Improvement: New opportunity/ idea that leads to improvement</p>	Y

<p>Project Benchmarking:</p>	
<p>[12] What are the top 3 measures of success which will indicate that the project has achieved its aims?</p>	
<p>1) A tested and recommended phasing schedule for the delivery of the Fleet Street and Temple Healthy Streets Plan.</p>	
<p>2) An indication in the reduction of traffic volumes and the identification of the number of pedestrian priority streets within the area.</p>	
<p>3) Create opportunities for enhanced stakeholder engagement.</p>	
<p>[13] Will this project have any measurable legacy benefits/outcome that we will need to track after the end of the 'delivery' phase? If so, what are they and how will you track them? (E.g. cost savings, quality etc.)</p>	
<p>Data collected to prepare the Fleet Street and Temple Healthy Streets Plan will provide baseline data that will inform post-implementation monitoring of the individual projects.</p>	
<p>[14] What is the expected delivery cost of this project (range values)[£]?</p>	
<p>Cost range: £255,000</p>	

[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:
None.
[16] What are the expected sources of funding for this project?
Section 106 funding will be used to fund this HSP. The Section 106 funds have been approved for use for the HSP through the Departmental Prioritisation report which was approved by members in 2019.
[17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)?
Lower Range estimate: January 2021– November 2022 Upper Range estimate: January 2021 – February 2023

Project Impact:	
[18] Will this project generate public or media impact and response which the City of London will need to manage? Will this be a high-profile activity with public and media momentum?	
<p>The outcome of this project may generate media attention. The Healthy Streets Plan may identify significant network changes to provide adequate capacity, quality and the safety for people walking and cycling, as well as changes to local freight movements and servicing requirements.</p> <p>Local occupiers, businesses and their employees that will be impacted by the delivery of the Healthy Streets Plan in terms of vehicle access will be fully engaged throughout the entire duration of the programme.</p>	
[19] Who has been actively consulted to develop this project to this stage?	
Chamberlains: Finance	Officer Name: Darshika Patel/Olumayowa Obisesan
Chamberlains: Procurement	Officer Name: Kayleigh Rippe
IT	Officer Name: NA
HR	Officer Name: NA
Communications	Officer Name: NA
Corporate Property	Officer Name: N/A
External	NA

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City of London: Projects Procedure Corporate Risks RegisterProject name: Fleet Street and Temple Healthy Streets PlanUnique project identifier: PV ID 12240Total est cost (exc risk) £255060

Corporate Risk Matrix score table

PM's overall risk rating	Low		Minor impact	Serious impact	Major impact	Extreme impact
Avg risk pre-mitigation	6.0	Likely	4	8	16	32
Avg risk post-mitigation	4.0	Possible	3	6	12	24
Red risks (open)	0	Unlikely	2	4	8	16
Amber risks (open)	5	Rare	1	2	4	8
Green risks (open)	2					

Costed risks identified (All)

£0.00	0%
£0.00	0%
£0.00	0%
£0.00	0%

Costed risk as % of total estimated cost of project

Costed risk pre-mitigation (open)

" "

Costed risk post-mitigation (open)

" "

Costed Risk Provision requested

CRP as % of total estimated cost of project

- (1) Compliance/Regulatory
 (2) Financial
 (3) Reputation
 (4) Contractual/Partnership
 (5) H&S/Wellbeing
 (6) Safeguarding
 (7) Innovation
 (8) Technology
 (9) Environmental
 (10) Physical

Number of Open Risks	Avg Score	Costed impact	Red	Amber	Green
3	6.0	£0.00	0	2	1
1	6.0	£0.00	0	1	0
0	0.0	£0.00	0	0	0
2	5.0	£0.00	0	1	1
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
1	8.0	£0.00	0	1	0

Issues (open)

0
0

All Issues

Open Issues

All Issues

Extreme	Major	Serious	Minor
0	0	0	0
0	0	0	0

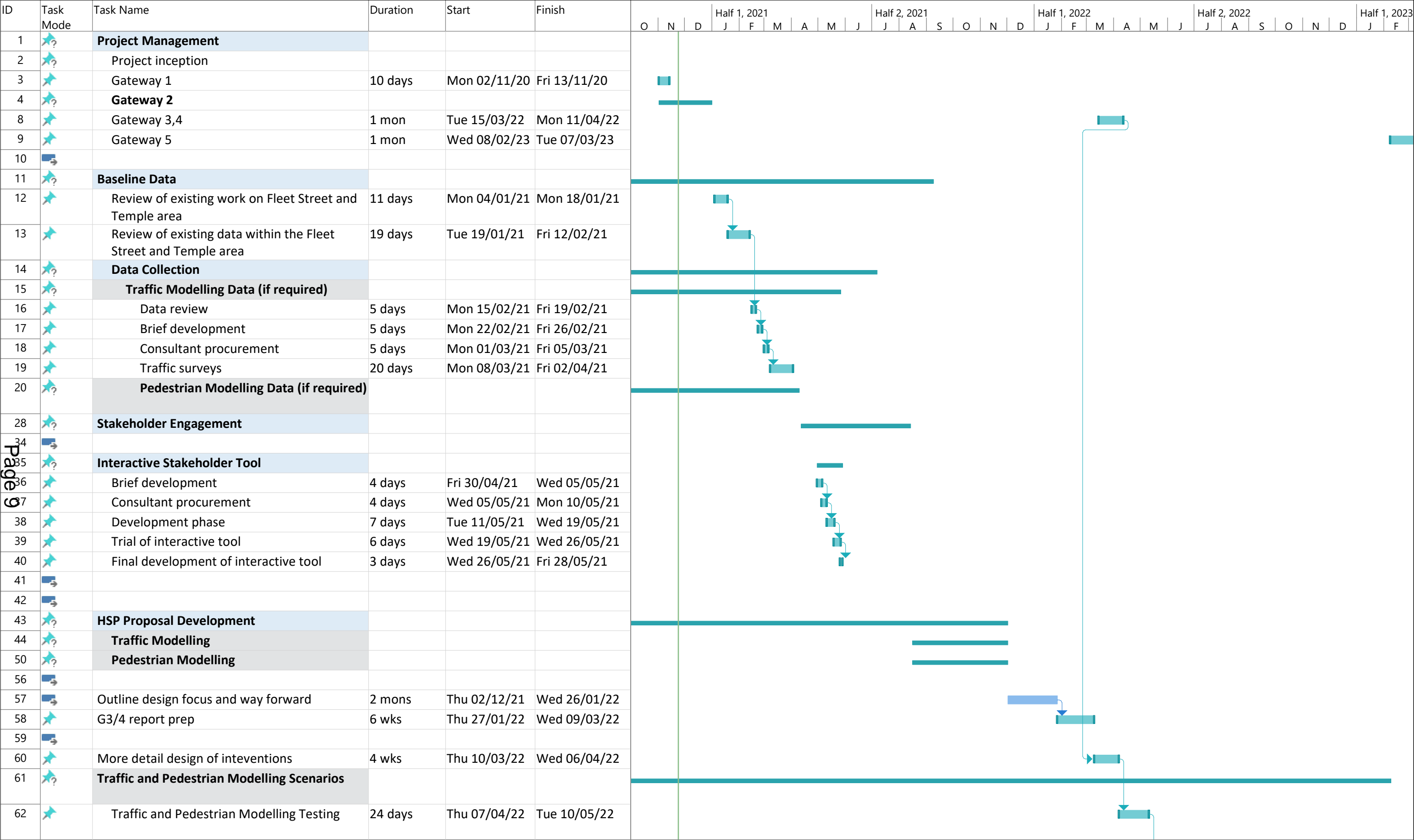
Cost to resolve all issues
(on completion)

£0.00

Total CRP used to date

£0.00

Project Name:			Fleet Street and Temple Healthy Streets Plan					PM's overall risk rating:		Low		CRP requested this gateway				Average unmitigated risk		6.0				Open Risks		7							
Unique project identifier:			PV ID 12240		Total estimated cost (exc risk):							£		255,060		Total CRP used to date		£		-		Average mitigated risk score		4.0				Closed Risks		0	
General risk classification											Mitigation actions														Ownership & Action						
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	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification 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 Issues	Comment(s)								
R1	2	(4) Contractual/Partnership	Some or all of the data collection exercise cannot be completed due to survey companies having no available capacity at this time	Delay and possible increased cost to project programme	Unlikely	Serious	4	£0.00			Procure the surveys as an open tender to increase the possibility of a company able to undertake the surveys, and complete the procurement exercise as early as possible to increase the likelihood of companies having spare capacity	£0.00	Unlikely	Serious	£0.00	4	£0.00		24/07/20	Leah Coburn	Maria Curro		Consideration needs to be given to the impacts of Covid-19, which may change traffic and pedestrian flows								
R2	2	(4) Contractual/Partnership	Issues or delays in required consent from TfL on the traffic and pedestrian modelling	Delay and possible increased cost to project programme	Possible	Serious	6	£0.00			Early and regular meetings with TfL to fully understand their consent requirements	£0.00	Unlikely	Serious	£0.00	4	£0.00		24/07/20	Leah Coburn	Maria Curro		Consideration needs to be given re TfL's response to Covid-19 impacts on staffing, etc.								
R3	2	(1) Compliance/Regulatory	Modelling issues (results and implications, issues with the delivery, buy-in, required re-runs etc)	Modelling will play a major role in defining this project and delivering the project's outcomes. Any issues could have many different and combined outcomes where additional resource may be required to rectify	Possible	Serious	6	£0.00			Regular contact between the traffic model consultants, TfL and City of London to ensure early notification of any arising issues or implications	£0.00	Unlikely	Serious	£0.00	4	£0.00		24/07/20	Leah Coburn	Maria Curro										
R4	2	(10) Physical	Covid-19 may impact traffic and pedestrian flows across the City/HSP area, making it difficult to undertake required data collection surveys, stakeholder engagement, etc.	Delays to overall project timeframes and delivery	Likely	Serious	8	£0.00			Continue to review ongoing situation with relevant City teams, businesses, etc.	£0.00	Possible	Serious	£0.00	6	£0.00		24/07/20	Leah Coburn	Maria Curro										
R5	2	(1) Compliance/Regulatory	Change in political leadership within TfL or City Corporation	The project is no longer supported or withdrawn	Unlikely	Major	8	£0.00			Informing City of London members of progress and benefits of the project and identifying in Transport Strategy delivery plan	£0.00	Rare	Major	£0.00	4	£0.00		24/07/20	Leah Coburn	Maria Curro										
R6	2	(2) Financial	Insufficient funds to progress HSP or the project loses a funding source	Will delay HSP progression or result in the cancellation of the project	Possible	Serious	6	£0.00			Work closely with City's Planning Team to understand/identify upcoming developments within the project area	£0.00	Unlikely	Serious	£0.00	4	£0.00		24/07/20	Leah Coburn	Maria Curro										
R7	2	(1) Compliance/Regulatory	Brexit or external factors affect labour costs	Higher or lower costs of traffic surveys and traffic modelling than estimated	Unlikely	Serious	4	£0.00			Review costs at each stage of HSP development	£0.00	Unlikely	Minor	£0.00	2	£0.00		24/07/20	Leah Coburn	Maria Curro										



Project: Fleet Street & Temple_P
Date: Tue 24/11/20

Task

Split

Milestone

Summary

Project Summary

Inactive Task

Inactive Milestone

Inactive Summary

Manual Task

Duration-only

Manual Summary Rollup

Manual Summary

Start-only

Finish-only

External Tasks

External Milestone

Deadline

Progress

Manual Progress

Page 1

ID	Task Mode	Task Name	Duration	Start	Finish	Timeline																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
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63		Testing of traffic and pedestrian modelling scenarios	10 days	Wed 11/05/22	Tue 24/05/22																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					

Project: Fleet Street & Temple_P

Date: Tue 24/11/20

Task

Split

Milestone

Summary

Project Summary

Inactive Task

Inactive Milestone

Inactive Summary

Manual Task

Duration-only

Manual Summary Rollup

Manual Summary

Start-only

Finish-only

External Tasks

External Milestone

Deadline

Progress

Manual Progress

↓

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Appendix 5: Section 106 Funding for the Fleet Street and Temple Healthy Streets Plan

Temple and Fleet Healthy Streets Plan	Transportation	VAR - Time	08/00778/FULMAJ New Fetter Lane 12-14 19/06/2009	£145,606.00	£255,006.20
	Transportation	No VAR	06/00613/FULL Fleetway House 14/03/2007	£11,601.13	
	LCEIW	No VAR	06/00613/FULL Fleetway House 14/03/2007	£16,646.89	
	LCEIW	No VAR	06/00613/FULL Fleetway House 14/03/2007	£15,378.94	
	Transportation	VAR - Time	06/01060/FULL Rolls and Arnold Buildings 18/04/2007	£40,773.24	
	Transportation	No VAR	14/00266/FULMAJ 20 Farringdon Street 30/06/2014	£25,000.00	

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Appendix 1: Project Coversheet

Project Coversheet

[1] Ownership

Unique Project Identifier: 11956 **Report Date:** 30/11/20
Core Project Name: West Smithfield Public Realm
Programme Affiliation: Culture Mile
Project Manager: Helen Kearney
Next Gateway to be passed: 4

[2] Project Brief

Project Mission statement:

To provide new public spaces and improved environment in West Smithfield in line with the planned implementation of Culture Mile and the Healthy Streets Plan. The project will aim to achieve the following outcomes:

1. The character of the area is revealed, celebrated and protected
2. People feel safe as a result of high-quality, human-centred, integrated security design
3. There is a well-functioning and accessible public realm which delivers aims within the City Transport Strategy and which makes significant improvements to the Healthy Streets Indicators for the area
4. The proposed museum and re-purposed market buildings have the best possible journey, arrival, and welcome for all visitors, residents and workers
5. The urban spaces around Smithfield are engaging and allow for cultural activity to take place within them
6. The public realm is flexible and future-proofed, with delivery of change in the area phased to align with the needs of the proposed new Museum and Central Markets developments
7. The different building uses within the area of study are understood and complement each other, with the public realm successfully knitting these buildings together
8. The public realm is designed to be a leading exemplar for sustainable design
9. The public realm supports communities and businesses in the local area by providing an environment that supports well-being and economic development

Culture Mile objectives that will be achieved through the project include:

- Create a Culture Spine
- Take the Inside Out
- Discover and Explore

The project will fulfil the following aims in the City's Corporate Plan:
1c, 3b, 9d, 10c, 11a

Definition of need:

The project respond to several major transformations in the area as follows:

- The City's Transport Strategy has set out the Barbican and Smithfield Area as a site for a 'Healthy Streets Plan'. This plan will identify functional changes to the street/road network to accommodate the anticipated transformation of the area.
- The project is also a crucial part of the development of Culture Mile and will deliver large parts of the Look and Feel Strategy implementation.
- The project is within the emerging Smithfield & Barbican Key Area of Change (Policy S23) in the emerging City Plan 2036.
- It is proposed that the Museum of London will move into a new site in Smithfield, which currently has poor public realm, a propensity of hard landscape, traffic-dominated streets and provides little in the way of welcome to the area. The project is needed to transform the area into one that is fitting for a major new museum. The whole public realm around the full market site – including the buildings being developed by the Museum and those considered by the Markets Co-location Programme – will necessarily need to change to reflect the new uses of the buildings. By aiming to deliver designs for the public realm in the West Smithfield area, this project will provide the framework for these future changes.
- The City has also established a programme to consider the future of Smithfield Market in a new consolidated site along with the City's other wholesale markets. A Markets Co-location Programme (MCP) has been initiated to develop suitable options. The relocation of the Wholesale Meat and Poultry Market to a different site would create the opportunity to redevelop the current market site for a different use, and any relocation would have a huge impact on the area of Smithfield, including its public realm.
- The City has approved a Climate Action Strategy. The Smithfield public realm project an opportunity for local climate action and has as a project objective: 'The public realm is designed to be a leading exemplar for sustainable design'. This will be undertaken through additional new greening and planting; use of circular economy principles; and introduction where possible of Sustainable Urban Drainage (SUDs).

Risk

The relevant references in the Corporate Risk Register that relate to this project are:

CR21 Air Quality, CR20 Road Safety

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Key measures of success:

NB - KPIs will be finalised on receipt of the appropriate Baseline information. Research to provide this information is ongoing.

- | |
|--|
| 1) Increased high-quality Public realm – materials, space, accessibility, historic interpretation elements |
| 2) Increased quantity of greenery in the area; improved flood risk mitigation measures |
| 3) Improved air quality |
| 4) Reduction in vehicle movement in line with aims of the transport strategy; improved road safety |
| 5) Number of visitors increases |

[3] Highlights

Finance:

Total anticipated cost to deliver [£]: £12m

Total potential project liability (cost) [£]: n/a

Total anticipated on-going commitment post-delivery [£]: Maintenance costs tbc.

Programme Affiliation [£]: Culture Mile Programme

[A] Budget Approved to Date*	[B] New Financial Requests	[C] New Budget Total (Post approval)
£715,000 Of £12m total	£565,014	£1,280,014 Of £12m total
[D] Previous Total Estimated Cost of Project	[E] New Total Estimated Cost of Project	[F] Variance in Total Estimated Cost of Project (since last report)
An estimated total cost of the project was given as £12m during the latest Issue Report	£12m	n/a
[G] Spend to Date	[H] Anticipated future budget requests	
£580,014	£10,719,986	

Headline Financial changes:

Since 'Project Proposal' (G2) report:



£90,000 approved at Gateway 1/2. A further £625,000 was requested via an Issue Report to progress to Gateway 3.

Since 'Options Appraisal and Design' (G3-4) report:

n/a

Since 'Authority to start Work' (G5) report:

n/a

Project Status:

Overall RAG rating: Green

Previous RAG rating: n/a

[4] Member Decisions and Delegated Authority

[5] Narrative and change

Date and type of last report:

Issue Report in July 2019

Key headline updates and change since last report.

- an OJEU procurement process was undertaken to appoint a consultant design team for the public realm. This concluded in December 2019 and the team commenced work in January 2020.
- an extensive baseline report has been produced including: extensive transport surveys and analysis; topographic and radar surveys; land use surveys; collating heritage and conservation information; public realm, greening and public art information; visitor surveys, events and engagement data.
- transport studies have been used as the basis for a proposed transport phasing. These proposals are subject to testing, modelling and engagement which will be undertaken in future stages of the project.
- stakeholder engagement has been undertaken throughout the design process to enable the consultant team to understand key opportunities and constraints. In particular, a series of 'interfaces' workshops and discussions between the public realm design team, the Museum of London design team and the Markets Co-location Programme (MCP) design team have taken place to ensure that these projects are aligned.
- Concept design has been developed, which includes interventions that range from new greening and planted garden areas; new civic spaces; a lighting strategy; new informal cultural and performance spaces; new bridge connections into the Rotunda Garden; and a 'Healthy Streets' approach to key streets in the area.
- The Planning and Transportation Committee resolved to grant planning permission to the Museum of London planning application in June 2020 subject to the prior completion of a s106 agreement. The Smithfield public realm team will be working with the Museum and planning colleagues to formalise a S278 agreement and set out how the public realm around the proposed Museum can be delivered to meet the objectives in the public realm concept design.
- The MCP has continued and there is now an architectural concept design in place that imagines a future for the Smithfield Meat Market buildings. The public realm project has contributed to this process through providing public realm design and transport options.

Headline Scope/Design changes, reasons why, impact of change:

Since 'Project Proposal' (G2) report:

Extension of scope to include the full West Smithfield area for concept design.

Since 'Options Appraisal and Design' (G3-4 report):

n/a

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Since 'Authority to Start Work' (G5) report:

n/a

Timetable and Milestones:

Expected timeframe for the project delivery: Area 1 complete by 2024; Area 2 complete by 2028

Milestones:

- 1) Governance set up and agreed (May 2019)
- 2) Project objectives and scope agreed through initial stakeholder engagement (May 2019)
- 3) Relevant surveys undertaken to inform setting KPIs (September 2019)
- 4) Research and Baseline report completed, including traffic surveys (September 2019)
- 5) Procurement of consultants for concept design and developed design stages for the public realm (June – December 2019)
- 6) Procurement of consultants/ services for transportation surveys to support the Healthy Streets (HSP) work (June – July 2019)
- 7) Completion of the concept design (October 2020)
- 8) Gateway 3 report and stakeholder engagement (December 2020)
- 9) Developed design for the public realm for Area 1 and subsequent Gateway 4 approval (October 2021)
- 10) Technical Design (construction package) for Area 1 and Gateway 5 approval (July 2022)
- 11) Construction begins (end of 2022)
- 12) Post construction, Gateway 6 report, and monitoring (through 2024/25)

Are we on track for this stage of the project against the plan/major milestones? yes

Are we on track for completing the project against the expected timeframe for project delivery? yes

Risks and Issues

Top 3 risks:

<i>Risk 1: Funding</i>	<i>Description</i>	<i>The sources of project funding and the release of funds is not agreed in time to progress the project</i>
	<i>Mitigation</i>	<i>Project funding confirmed via committee reports in good time.</i>
<i>Risk 2: Partnership/ Timing</i>	<i>Description</i>	<i>There are many different project dependencies and elements to be phased. There is a risk that these elements may not be complete in a time that is appropriate for the dependencies e.g. the Museum of London opening. There is a risk that the public realm project may have to be updated if the dependency projects are cancelled</i>
	<i>Mitigation</i>	<i>Commission key work, e.g. transportation studies and concept design, in a timely manner</i>

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		<i>Close working with dependency project teams to understand programmes and risks relating to their work</i>
<i>Risk 3: Complexity/ Partnerships</i>	<i>Description</i>	<i>Decision-making processes delayed due to the complexity of the project</i>
	<i>Mitigation</i>	<i>Set up robust governance for the project and a clear communications strategy</i>
<i>Risk 4: Reputation/ Objections</i>	<i>Description</i>	<i>The project may recommend changes which may create some opposition from groups (i.e. measures to reduce traffic that include road closures).</i>
	<i>Mitigation</i>	<i>Stakeholder engagement will be thorough to understand where this risk may occur and plan accordingly; and key messages setting out the rationale for change will be drafted.</i>
<i>Risk 5: Scope (Environmental)</i>	<i>Description</i>	<i>The scope of the project is scaled back, which would mean that the project does not deliver the impact required to meet the goals in the Transport Strategy and the Climate Action Strategy, nor the ambitions of Culture Mile.</i>
	<i>Mitigation</i>	<i>Public Realm consultants are preparing design options that meet the ambitious scope of the project</i>

See 'risk register template' for full explanation.

Top 3 issues realised

<i>Issue Description</i>	<i>Impact and action taken</i>	<i>Realised Cost</i>
n/a		

Has this project generated public or media impact and response which the City of London has needed to manage or is managing?

Yes- the wider Museum of London project, the MCP, and Culture Mile initiatives are generating public interest and have media/ comms strategies in place.

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Appendix 2: Plans of the area

A: Project Area

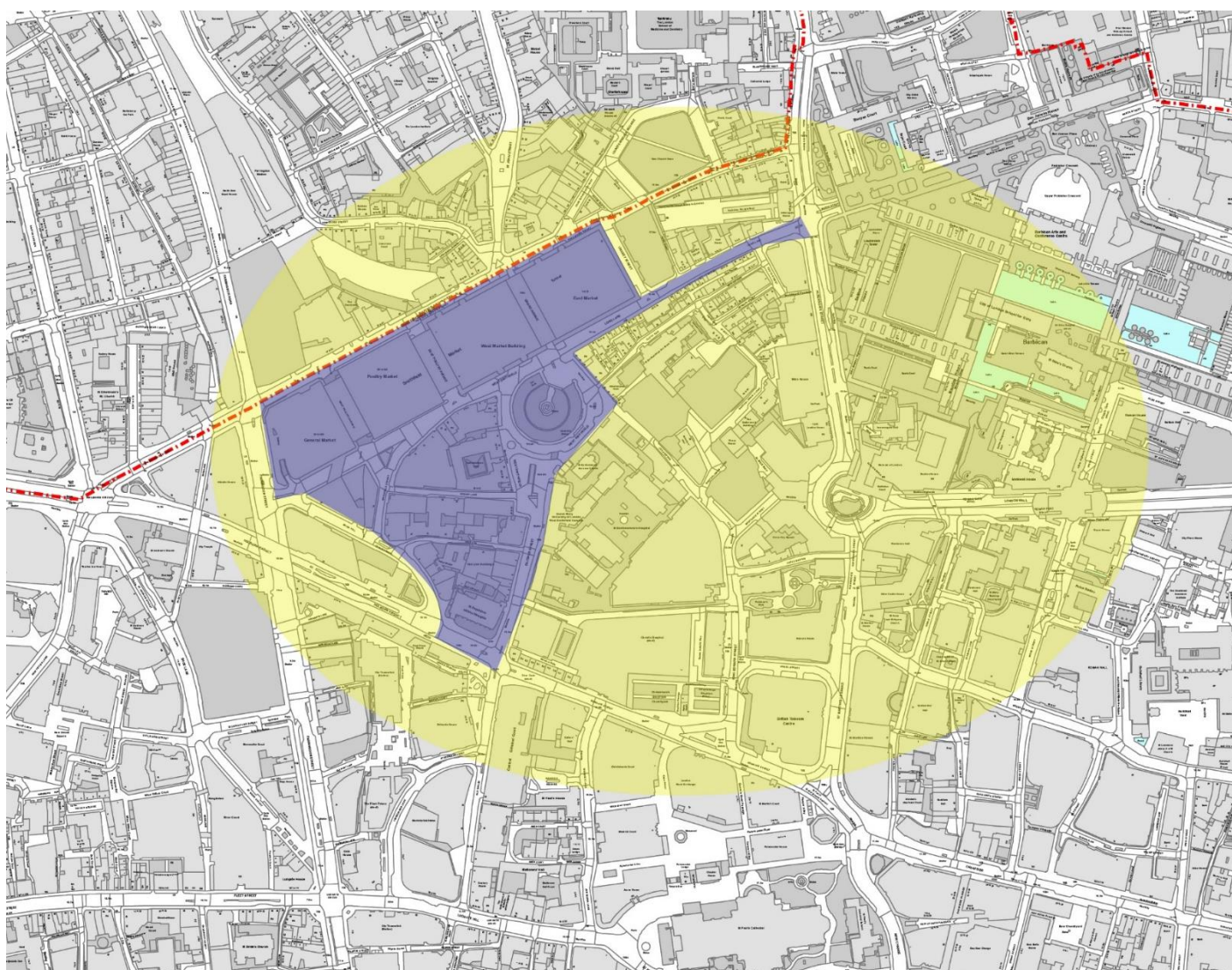


Fig 1. Public Realm Project Area

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B: Implementation Phasing by Area:

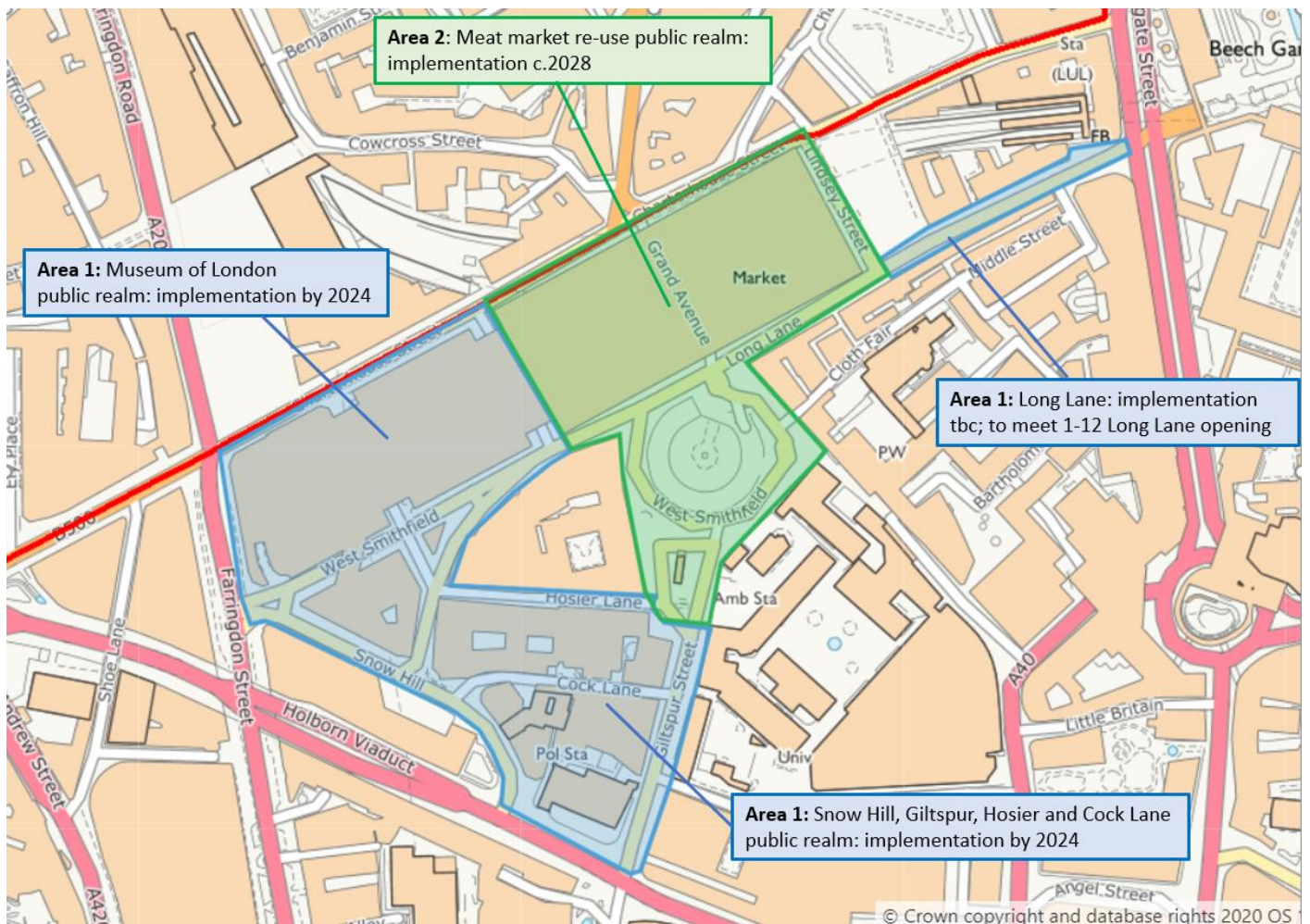


Fig 2. Proposed Implementation Areas and Dates

2.1 Vision and strategic summary

2.12 Vision statement

Create a unified field where Smithfield's multiple histories and contemporary cultures intermingle.

Smithfield will be a place for all Londoners.

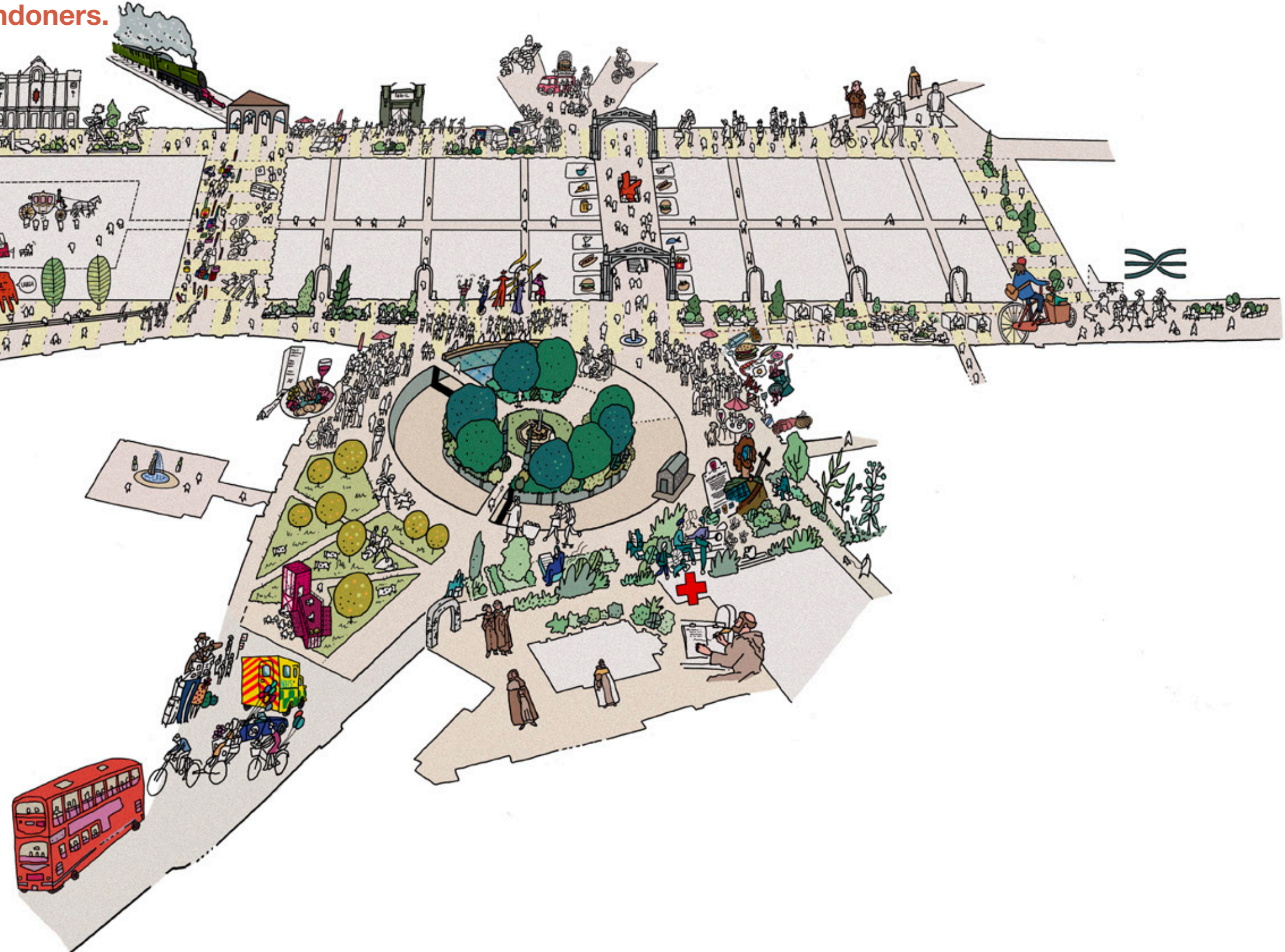
Page 21

Create // A new chapter in Smithfield's continuing legacy through careful excavation, repair and design

Unified field // A federated, but not homogenised, field of distinct and complementary characters and functions

Multiple histories // A demonstration of Smithfield's sometimes conflicting, brutal and intangible narratives in the public realm

Contemporary cultures // A platform for new and progressive mediums of formal and informal culture, built on the agency of local communities



2.1 Vision and strategic summary

2.13 Project Objectives

Express Smithfield as a unified but diverse cultural district, reflecting its social and spatial legacy as the ‘Field’



Maximise car-free areas, making Smithfield permeable, accessible and welcoming for people who are walking or cycling



Maximise opportunities for new trees and soft landscape



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4. Celebrate the ever-changing civic and cultural activity afforded by the flexibility of Smithfield’s streets and spaces



5. Enhance the setting of Smithfield’s heritage assets and amplify the area’s multiple narratives



2.1 Vision and strategic summary

2.14 Key strategic moves



2.1

Vision and strategic summary

2.18

Approach to Healthy Streets

Summary of Healthy Streets scores: existing condition



Summary of Healthy Streets scores: proposed concept design



Key spaces

1

West Smithfield

2

Smithfield Street / Snow Hill

3

Snow Hill

4

Cock Lane

5

Hosier Lane

6

Giltspur Street

7

Rotunda

8

Long Lane

9

Lindsey Street

10

Charterhouse Street

11

East Poultry Avenue

Overall Healthy Streets score

90-100

80-90

70-80

60-70

50-60

< 50

*

Number of '0' scores

A Healthy Streets approach guides the transformation of Smithfield to become less traffic-dominated and more inclusive for a wider audience. It will implement a balanced approach to reconfiguring the area’s road network and resultant character to maximise benefits for pedestrians and cyclists of all abilities, spearheading the radical and necessary changes required to reduce through-traffic in the area – transferring large swathes of land into the public domain for civic and cultural activity.

This approach will require Smithfield to shed some of its existing layers and characteristics, currently perceived as uninviting and irrelevant to many audiences. It will need to look back to its legacy as common ground and as a platform for celebration and gathering to inform future function and character.

2.1 Vision and strategic summary

2.19 Approach to climate resilience

Reducing CO₂ emissions and improving air quality
Reduced motor vehicular traffic

Reducing CO₂ emissions and improving air quality
Improved pedestrian and cycle infrastructure

Managing heat risk
Increased green areas

Enhancing biodiversity
New habitats and multi-layered planting

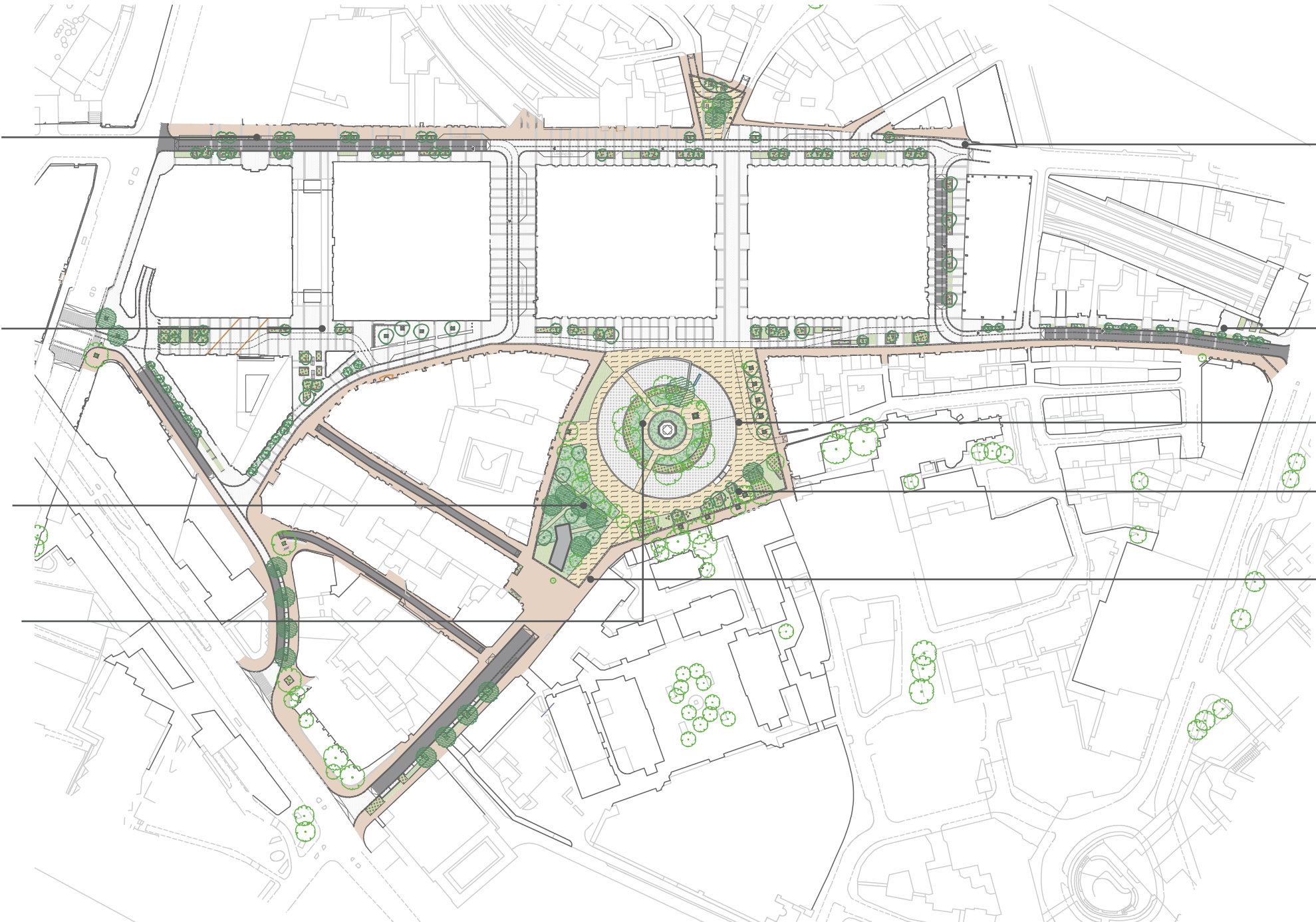
Managing heat risk
Light colour surface material with high albedo

Reducing flood risk
SuDs

Managing heat risk
Permeable hard surfaces

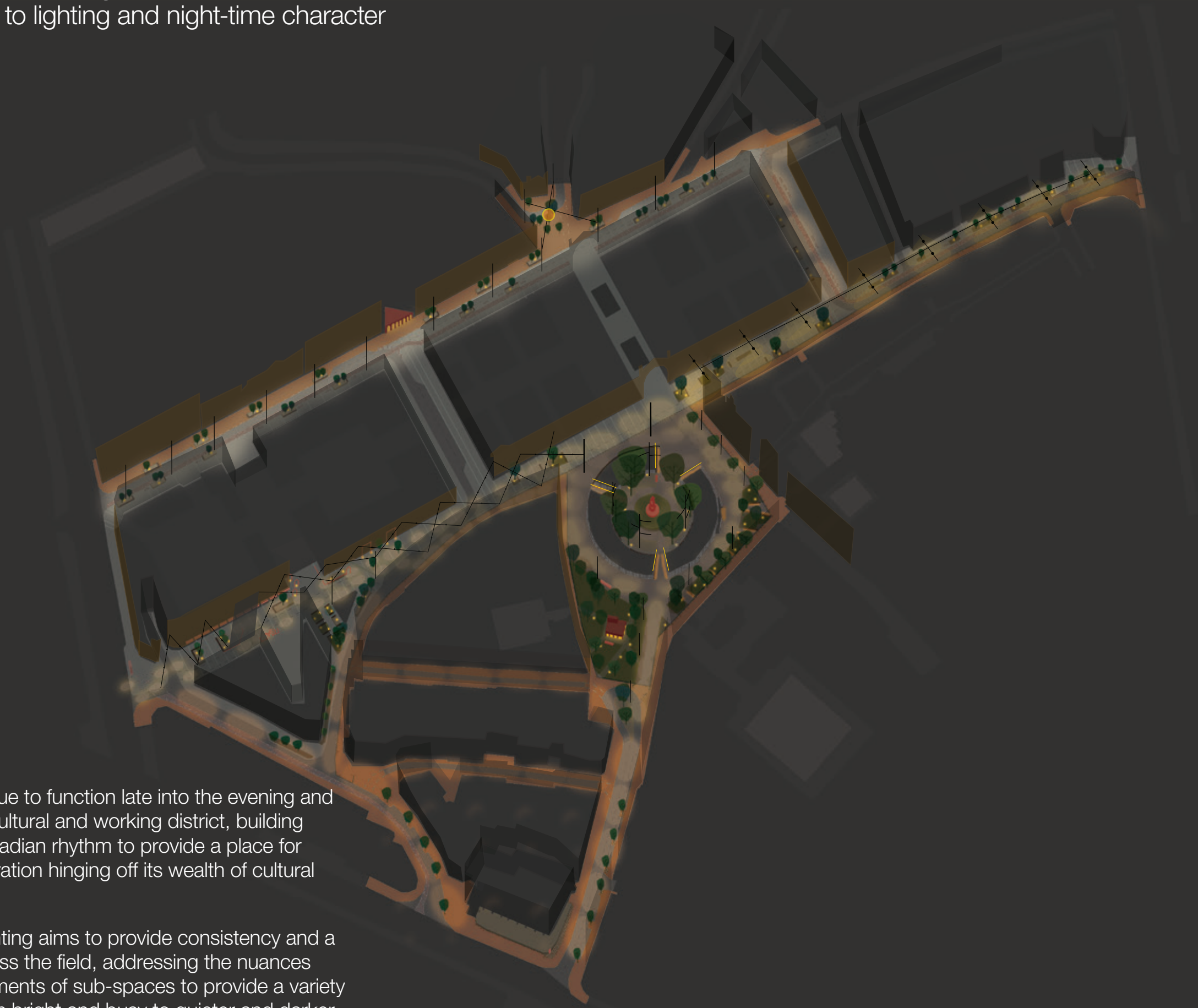
Managing heat risk
Increased tree canopy

Reducing CO₂ emissions and improving air quality
Reused, recycled and reconstituted materials



Smithfield must demonstrate the highest standards in tackling the impacts of climate change, in line with the City of London's Climate Action Strategy. Its transformation from a heavily-trafficked area to a district used by all Londoners will require it to become more resilient through careful and ambitious choices regarding materials, greening and water management. This approach, although varying across the area in response to differing constraints, will aim to unify Smithfield through its transformation to a greener and softer district, where the landscape not only supports, but is integral to its civic and cultural activity.

2.1 Vision and strategic summary
2.111 Approach to lighting and night-time character



Smithfield will continue to function late into the evening and night as a 24-hour cultural and working district, building upon its existing circadian rhythm to provide a place for gathering and celebration hinging off its wealth of cultural and civic functions.

The approach to lighting aims to provide consistency and a unifying identity across the field, addressing the nuances and specific requirements of sub-spaces to provide a variety of environments from bright and busy to quieter and darker spaces. The lighting strategy will provide a flexible network of infrastructure that enables Smithfield to transform from its everyday functions to accommodate major events, implementing forward-thinking technologies aligned with the City’s ambitious Lighting Strategy.

OPTION 1

- Through traffic is removed from West Smithfield.
- Local access and servicing function remain as it currently stands.
- Some network changes in adjacent streets.
- Additional cycling provision and promotion of active travel to be incorporated
- Some limited public realm improvement is possible, including narrowed carriageways to increase space for pedestrians; improvements to surface materials; limited greening measures on West Smithfield, Long Lane and Giltspur Street.

KEY

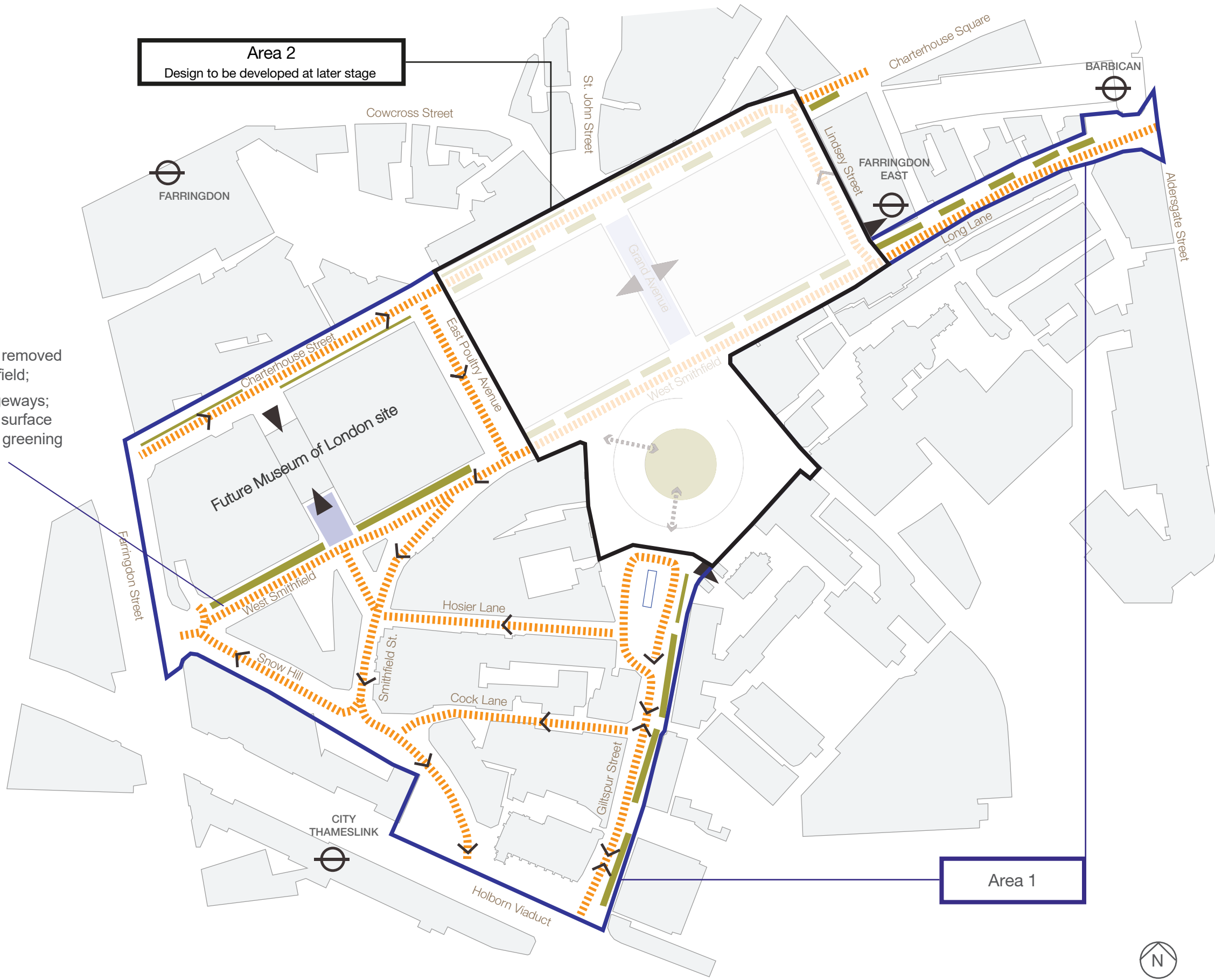
- ▶ Main entrance to public institution
- Local access only (reduced carriageway width with widened footways)
- > Direction of traffic movement
- ⋯ Pedestrian connection above ramp
- New public and civic spaces
- Greening, seating, street furniture and SuDS (where possible)

Drawing not to scale

Note: Traffic movement proposals are subject to modelling, testing and engagement

Through traffic is removed from West Smithfield; Narrowed carriageways; improvements to surface materials; limited greening measures

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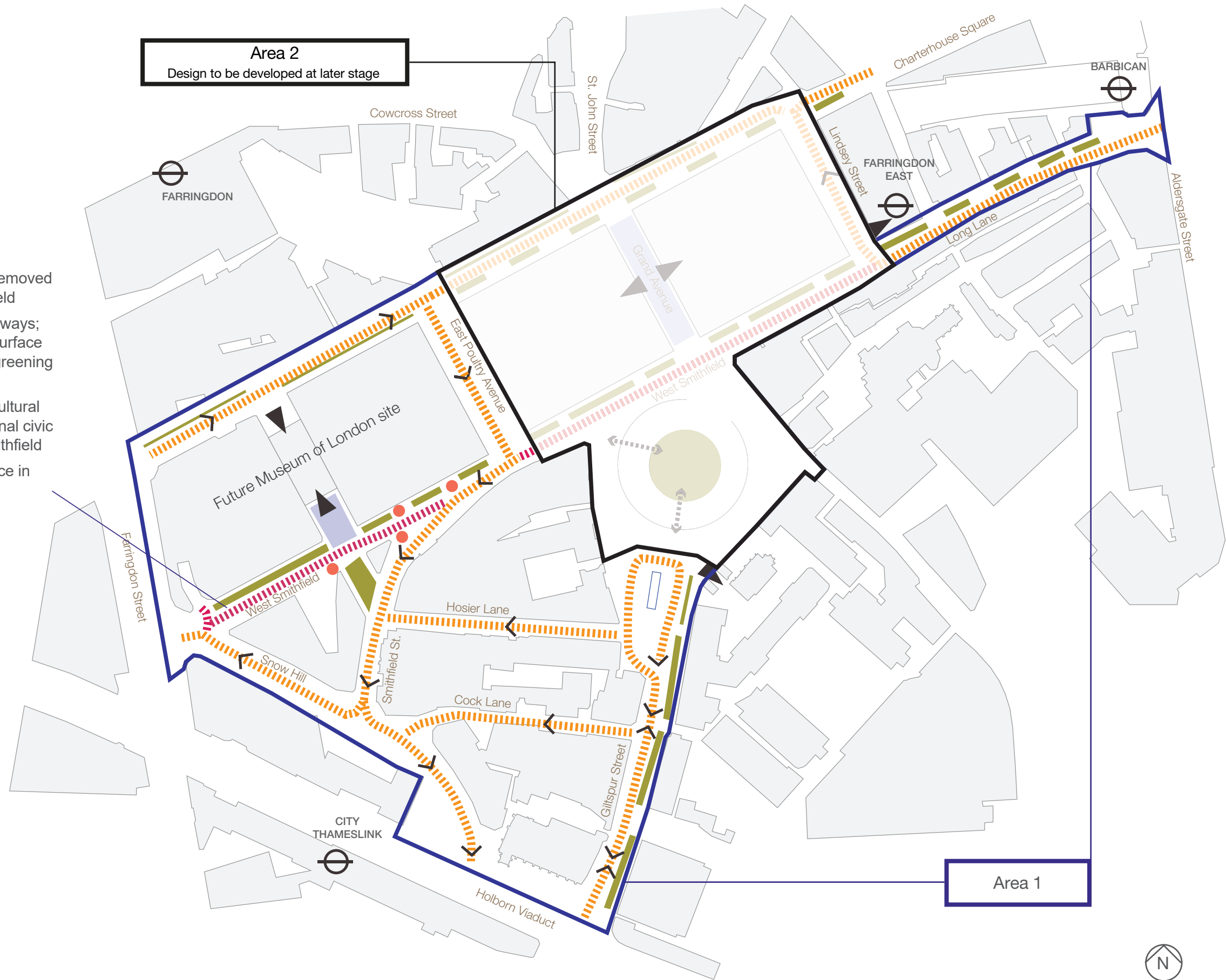
Through traffic is removed from West Smithfield

Narrowed carriageways; improvements to surface materials; limited greening measures

Infrastructure for cultural events and additional civic space in West Smithfield

A new garden space in Smithfield Street.

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OPTION 2

- Through traffic is removed from West Smithfield and some other roads in the project area.
- Timed access and servicing
- Some network changes in adjacent streets.
- Additional cycling provision and promotion of active travel to be incorporated
- Greater ability to introduce public realm improvement, including measures as in Option 1 plus infrastructure for cultural events and additional civic space in West Smithfield and a new garden space in Smithfield Street.

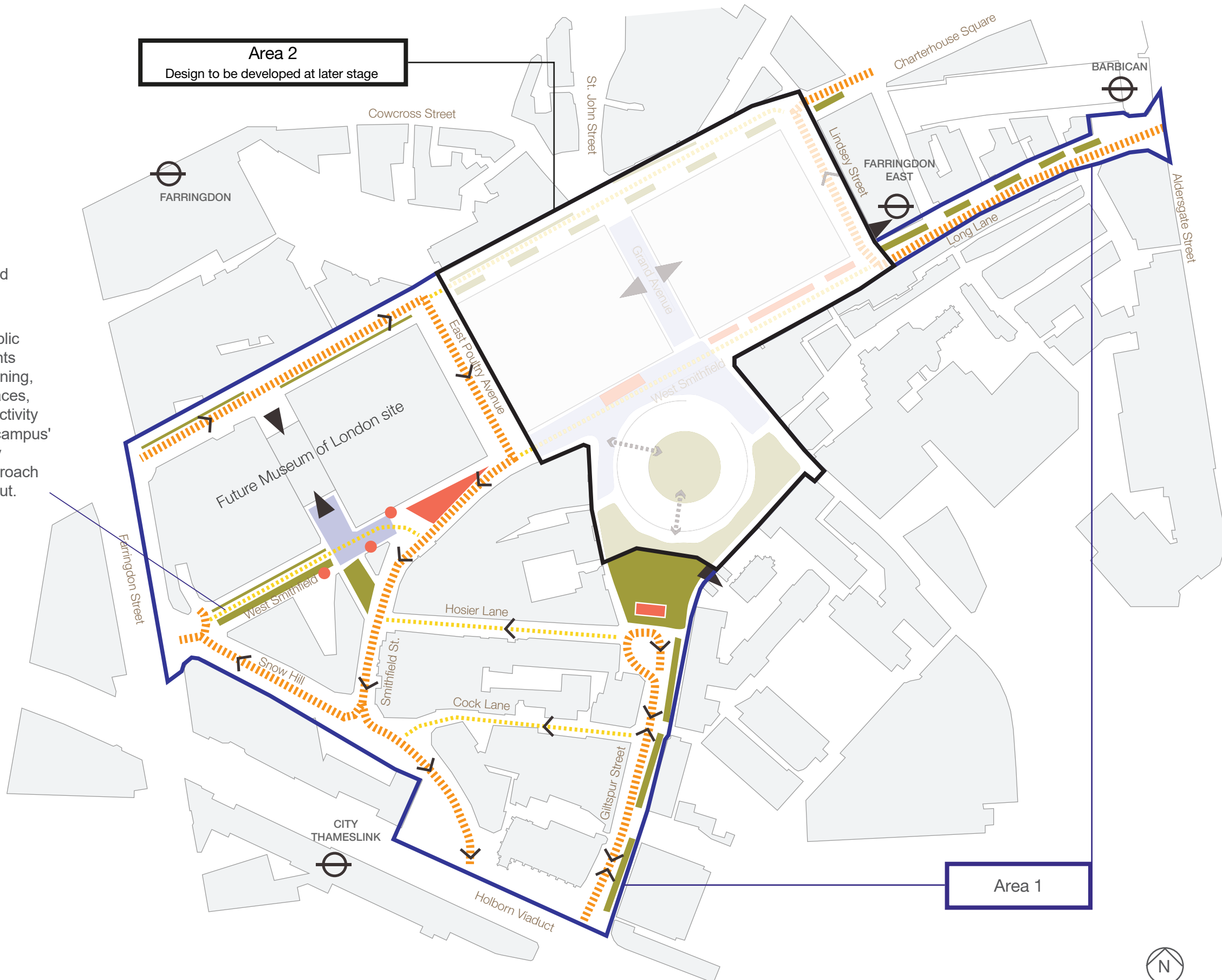
KEY

- ▶ Main entrance to public institution
- Local access only (reduced carriageway width with widened footways)
- Timed closure
- > Direction of traffic movement
- ⋯ Pedestrian connection above ramp
- New public and civic spaces
- Greening, seating, street furniture and SuDS (where possible)
- New public and community amenities (e.g. cultural interventions, play, performance space, pavilions, spill-out)

West Smithfield and
Smithfield Street
pedestrianised

New significant public
realm enhancements
including new greening,
new open civic spaces,
places of cultural activity
and the Museum 'campus'
area and a Healthy
Streets design approach
to streets throughout.

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OPTION 3

- Through traffic is removed from the project area.
- Some vehicle movement rerouted to allow for areas of pedestrianisation
- Timed access and servicing introduced
- Additional cycling provision and promotion of active travel to be incorporated
- Access for hospitals, buses and residents to be maintained
- Opportunities for significant public realm enhancements including new greening, new open civic spaces, places of cultural activity and the Museum 'campus' area and a Healthy Streets design approach to streets throughout.

KEY

- ▶ Main entrance to public institution
- Local access only (reduced carriageway width with widened footways)
- Service and emergency access only (pedestrian priority)
- > Direction of traffic movement
- Pedestrian connection above ramp
- New public and civic spaces
- Greening, seating, street furniture and SuDS (where possible)
- New public and community amenities (e.g. cultural interventions, play, performance space, pavilions, spill-out)

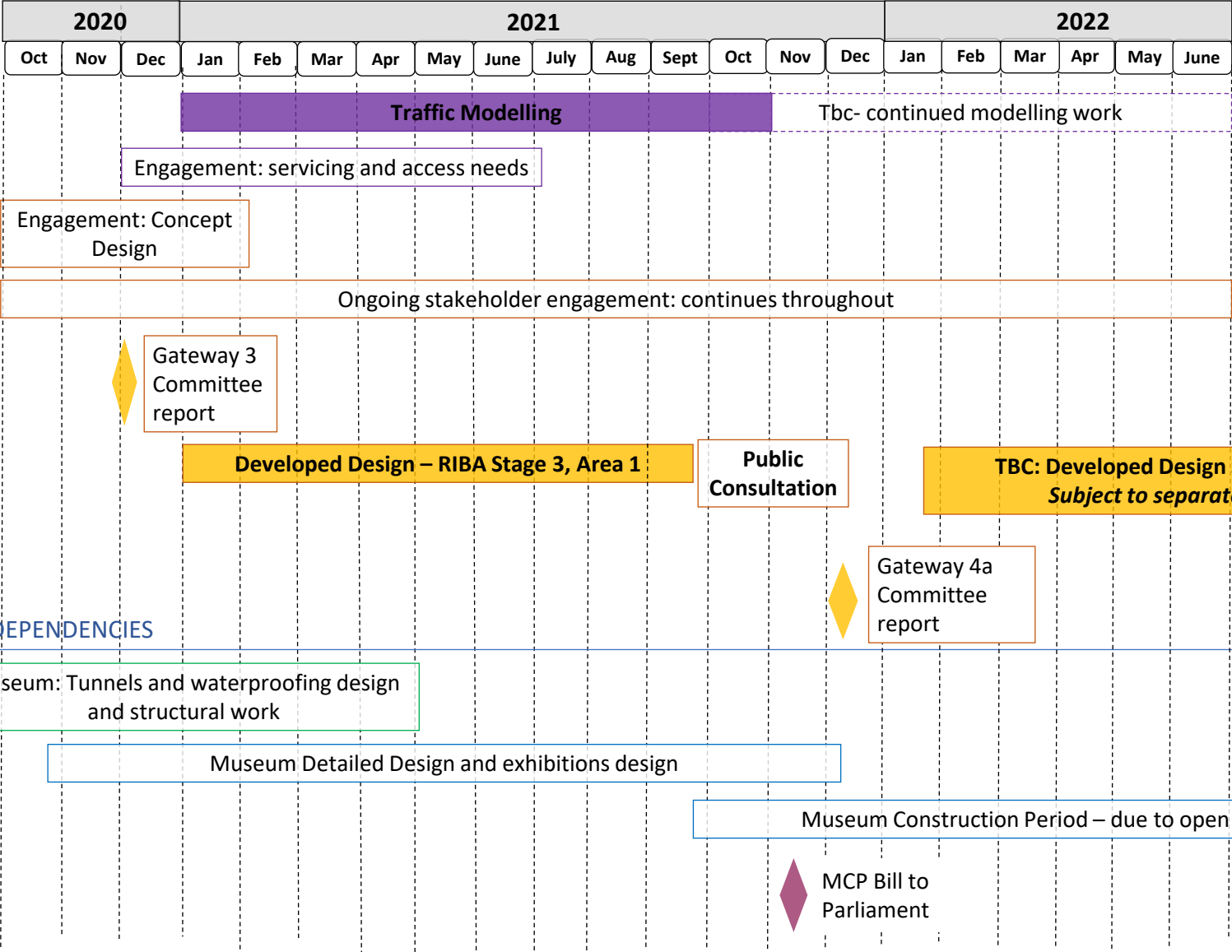
Drawing not to scale

Note: Traffic movement proposals are subject to modelling, testing and engagement

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Programme overview

Smithfield Area PROGRAMME for the PUBLIC REALM



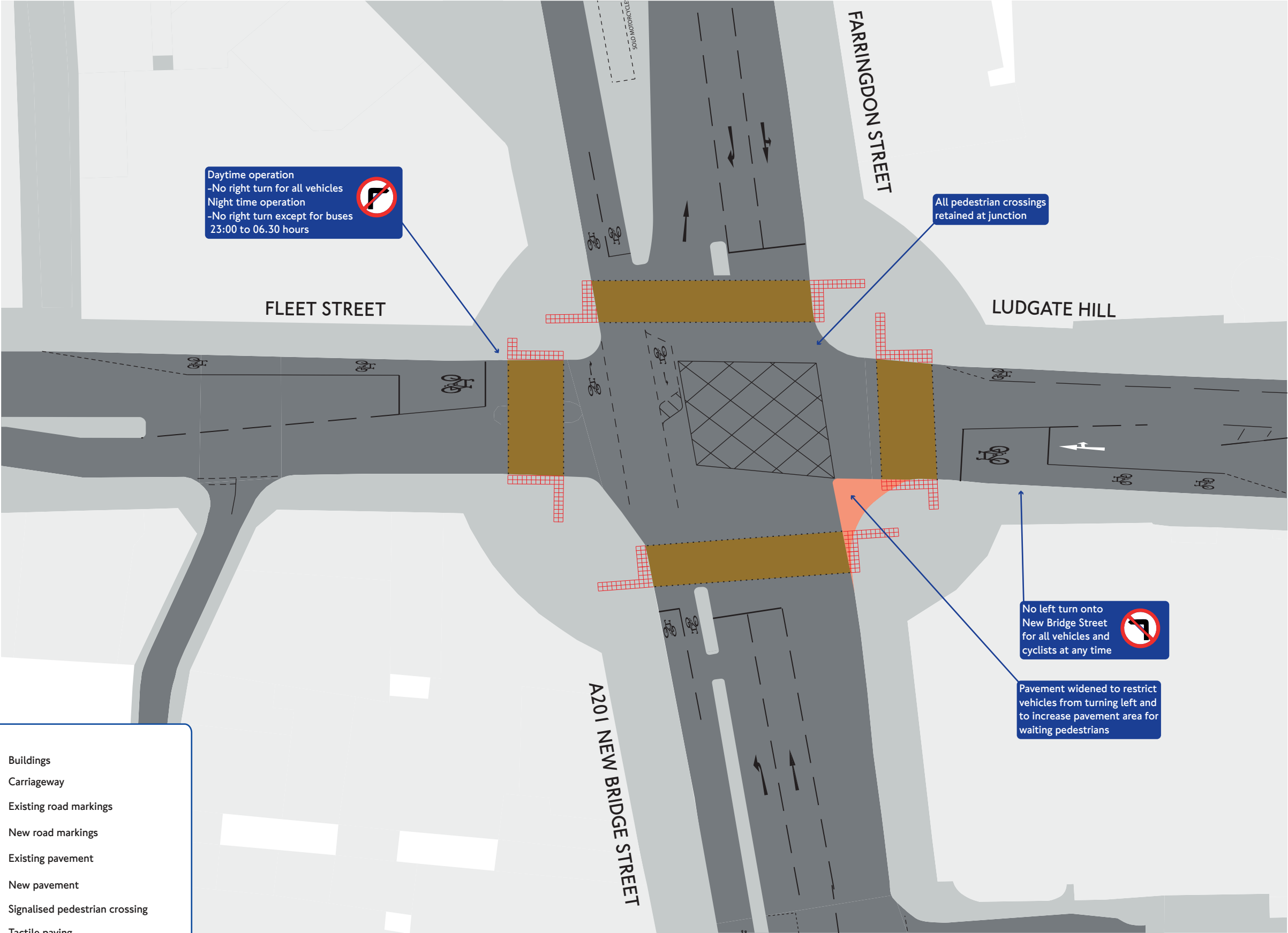
PROJECT DEPENDENCIES

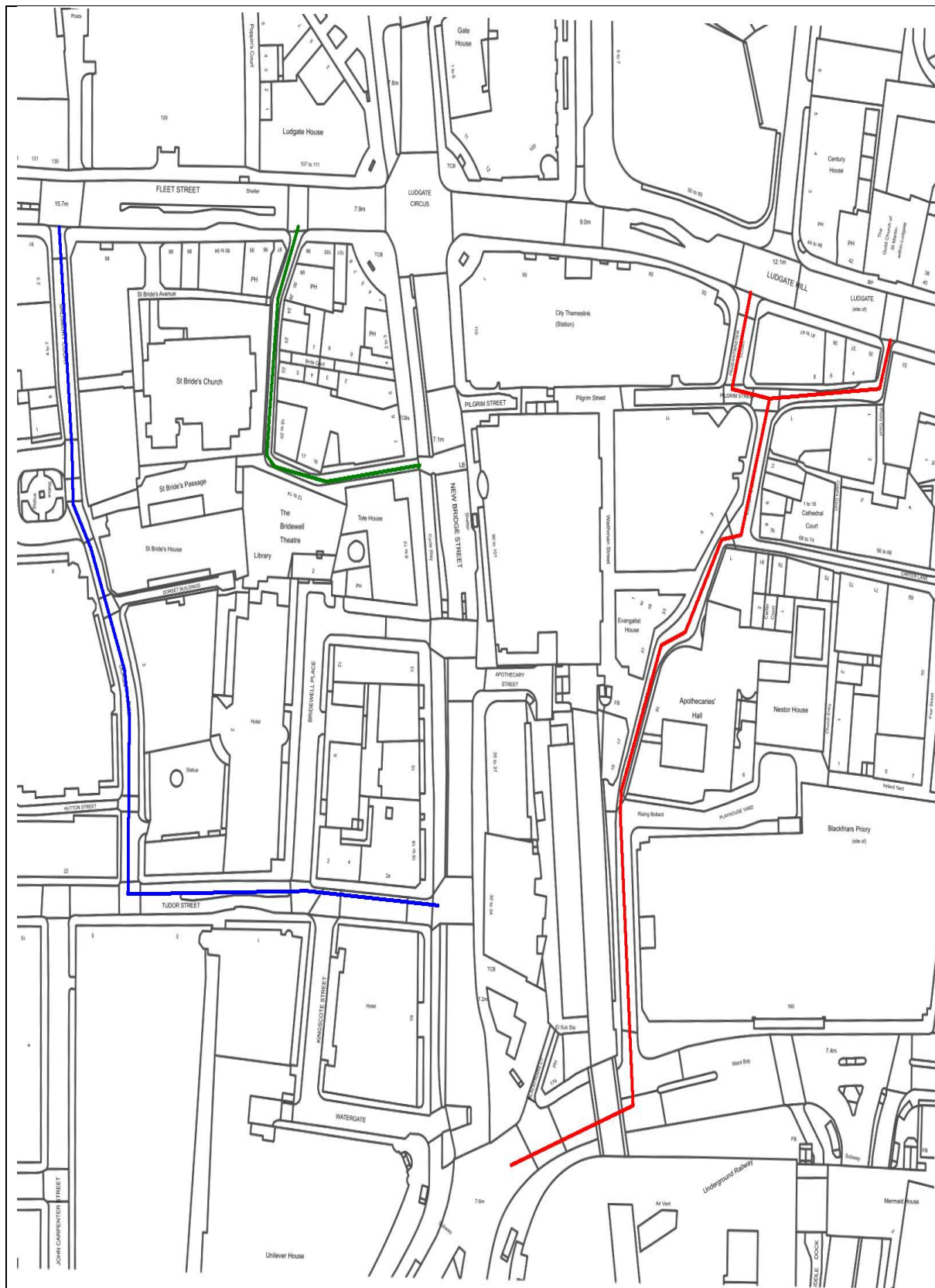
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City of London: Projects Procedure Corporate Risks Register

Project Name: Smithfield Public Realm			PM's overall risk rating: Medium			CRP requested this gateway		£ -		Average unmitigated risk		9.0		Open Risks		16							
Unique project identifier: 11956			Total estimated cost (exc risk): £ 12,000,000			Total CRP used to date		£ -		Average mitigated risk score		5.3		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	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Ownership & Action	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to issues	Comment(s)
R1	3	(2) Financial	A - The cost of the project goes over the budget B - The sources of project funding and the release of funds is not agreed in time to progress the project	a) The project scope may have to be reduced b) An additional committee may be required, which may cause delay of the project	Likely	Serious	8	£0.00			Regular budget monitoring, checking invoices and POs. During procurement processes, be clear about budget constraints. Project funding confirmed via committee reports in good time.	£0.00	Possible	Serious	£0.00	6	£0.00		02/01/2020	Helen Kearney/ Clarisse Tavin	Helen Kearney		
R2	3	(4) Contractual/Partnership	Project Dependencies: Partnership management: with key stakeholders Museum of London, Market Co-location Programme and City Surveyors (the Annex building)	The agreed scope, objectives or cost of the project changes due to partner priorities diverging. The priorities change regularly.	Likely	Major	16	£0.00			Work closely with the team throughout the project to inform all parties about possible changes and to understand where there are issues arising. Where possible come to decisions approved by both parties. Meetings with partners held regularly.	£0.00	Possible	Serious	£0.00	6	£0.00		13/03/2020	Helen Kearney/ Clarisse Tavin	CPR, Museum of London, Market Consolidation Programme and City Surveyors		
R3		(4) Contractual/Partnership	Project Dependencies: The Annex building occupancy and exact use is unknown at this stage of the project	The risk could have an impact on scope, budget and could create a possible delay	Likely	Serious	8	£0.00			Ensure that good communication and regular updates are maintained with the City Surveyors	£0.00	Possible	Minor	£0.00	3	£0.00		16/03/2020	Helen Kearney/ Clarisse Tavin	City Public Realm and City Surveyors		
R4		(4) Contractual/Partnership	Project Dependencies: The Market building and the Rotunda occupancy and exact use is unknown at this stage of the project	This risk could have an impact on scope, budget and reputation. Project could be significantly delayed. Potential uses of the Market and the Rotunda could be in conflict with aspiration for the Public Realm.	Possible	Serious	6	£0.00			Regular meeting are in place and good communication is maintained with Market Co location team and Consultants. Three team design meetings scheduled regularly and the client for both projects meets weekly. KPI's for each project are being set.	£0.00	Likely	Serious	£0.00	8	£0.00			Helen Kearney/ Clarisse Tavin	City Public Realm and Market Consolidation Programme		
R5		(3) Reputation	The design is not delivered on time to meet with the Parliamentary Bill deadline and opening of the New Museum of London	If the project does not meet important deadlines resulting to project dependencies it could impact on the City of London's reputation and cause further delays for all related major projects	Unlikely	Major	8	£0.00			Ensure project programme is up to date and there is enough contingency within the programme. Ensure public engagement on the concept design is planned well in advance.	£0.00	Possible	Serious	£0.00	6	£0.00			Helen Kearney/ Clarisse Tavin	City Public Realm		
R6		(9) Environmental	Scope: improvements need to be significant enough to meet the Healthy Street plan and Culture Spine outcomes	The targets in Transport Strategy and Culture Mile look and feel strategy would not be met.	Possible	Major	12	£0.00			Continued engagement with transportation team, transportation consultants and Culture Mile team as part of the design process.	£0.00	Possible	Serious	£0.00	6	£0.00			Helen Kearney/ Clarisse Tavin	City Public Realm, City Transportation		
R7		(2) Financial	City of London not able to identify funds for the whole project	The project is not able to fulfil its objectives	Possible	Major	12	£0.00			Close working with Major Project team and City members.	£0.00	Unlikely	Major	£0.00	8	£0.00			Helen Kearney/ Clarisse Tavin	City Public Realm, Town Clerk		
R8		(3) Reputation	Conflicting opinions about the scope and objectives of the project	The risk could result in lack of consistent decision making. This could cause change in scope and have an impact on cost estimation, time and reputation.	Possible	Serious	6	£0.00			Ensure that good communication is maintained and members are receiving regular project updates. Keep Chief Officers updated	£0.00	Unlikely	Minor	£0.00	2	£0.00			Helen Kearney/ Clarisse Tavin	City Public Realm, Built Environment Director		
R9		(3) Reputation	Residents object to the project	The project is not able to fulfil its initial objectives. It could have an impact on scope and delay the project by looking for alternative design solutions.	Unlikely	Serious	4	£0.00			Residents Representative to sit on Stakeholder Working Party. Engagement on concept design. Initiate communication with residents through e-bulletin, letters, public consultation, meeting/events. Comms Strategy updated regularly.	£0.00	Rare	Minor	£0.00	1	£0.00			Helen Kearney/ Clarisse Tavin	City Public Realm		
R10		(3) Reputation	Negotiations with traders causes problems to City Public Realm project	The risk could have an impact on scope, cost estimate, time and reputation. Traders objectives could cause issues for all parties involved in the project.	Possible	Major	12	£0.00			Work closely with the MCP team who are leading on traders engagement. Engagement with Markets team to understand traders business needs.	£0.00	Possible	Serious	£0.00	6	£0.00			Helen Kearney/ Clarisse Tavin	City Public Realm and MCP Team		
R11		(3) Reputation	Local businesses object to transportation changes and proposed design option	The project is not able to fulfil its initial objectives. It could have an impact on scope and delay the project by looking for alternative design solutions.	Possible	Serious	6	£0.00			Ensure good communication with local businesses through surveys, e-bulletin, letters, public consultation, and other meeting/events and regular project updates are in place.	£0.00			£0.00		£0.00			Helen Kearney/ Clarisse Tavin	City Public Realm		

R12		(4) Contractual/Partnership	Problem with decision making between three large separate consultants teams	Lack of clear lines of responsibilities and poor communication could cause project delay in all consultants team. This would have an impact on budget and reputation.	Possible	Major	12	£0.00			Ensure that good communication is maintained between three separate consultants team and regular meetings are in place.	£0.00			£0.00		£0.00			Helen Keamey/ Clarisse Tavin	City Public Realm, MCP Team, Museum of London team			
R13		(2) Financial	Issues relating to appointment of consultants	Delays cause by problems with finalising contracts with consultants	Unlikely	Major	8	£0.00			City procurement practices are in place	£0.00			£0.00		£0.00			Helen Keamey/ Clarisse Tavin	City Public Realm			
R14		(3) Reputation	Lack of clear and effective communication with LB Islington	Poor communication with LB Islington could impact scope of the project and cause delay. It would also impact project reputation.	Unlikely	Serious	4	£0.00			Ensure that good communication is maintained with LB Islington and regular meetings are in place.	£0.00			£0.00		£0.00			Helen Keamey/ Clarisse Tavin	City Public Realm			
R15		(1) Compliance/Regulatory	The Parliamentary Bill for Smithfield Market relocation not approved	The project is not able to fulfil its objectives. Significant changes to scope would be introduced.	Unlikely	Extreme	16	£0.00			MCP team working closely with Remembrances' dept. CPK team to contribute required design work in a timely manner.	£0.00			£0.00		£0.00			Chris Bonner	MCP team			
R16		(9) Environmental	Covid-19 impacts	Due to Covid 19 and the impact of this (e.g. social distancing measures and contractors stopping work), certain elements of the project are delayed. Could particularly impact on stakeholder engagement and transport modelling.	Possible	Serious	6	£0.00			Reorder project programme to concentrate on priorities; ensure that transport options are set out so that one option is not pre-determined prior to engagement.	£0.00	Possible	Serious	£0.00	6	£0.00			Helen Keamey/ Clarisse Tavin	City Public Realm			





Alternative routes to the North-South Cycle Route

10/11/2020 GDL

Ludgate Circus Experimental Turn Restrictions

Introduced on 14 December 2019 – Consultation ends 15 June 2020

Ludgate Circus Experimental Turn Restrictions		
Date: 6 January 2020	Name: [REDACTED]	Address: [REDACTED]
<p>Comments:</p> <p>I would like to register my objection to the experimental traffic order scheme at Ludgate Circus. I work nearby and use the junction daily as a pedestrian and as a cyclist.</p> <p>The banning of left turning motor traffic from Ludgate Hill into New Bridge St is sensible, as this removes a tight and dangerous movement in an area of high pedestrian use.</p> <p>The banning of the cycle movement from Ludgate Hill to Cycleway 6 Southbound is not sensible, as there is no alternative to this movement, and it is well-used by cyclists. Having spoken to both City Police officer and a TfL representative on site at the scheme opening, neither was able to advise me of a safe alternative cycle route to go from Ludgate Hill to the southbound cycleway. While the removal of the 'left hook' danger for cyclists is welcomed, the effect is also to reduce access to the cycleway. The scheme could be modified to reinstate the cycle left turn, with the pedestrian green time returned to the all-red phase, which is simpler to understand at this complex junction.</p> <p>I look forward to a modified version of the scheme being introduced in the future.</p>		
<p>Responses:</p> <p>An alternative route to join the Cycleway C6 from Ludgate Hill would be via Fleet Street, Salisbury Court, Dorset Rise and Tudor Street. Currently there is a prohibition on eastbound traffic in Tudor Street due to utility works. Another, shorter, alternative route exists via Bride Lane. In addition, Blackfriars Lane can be used by cyclists to reach Queen Victoria Street from Ludgate Hill and thence join Cycleway 6 at Blackfriars Bridge to continue southbound.</p>		
Date: 6 January 2020	Name: [REDACTED]	Address: [REDACTED]
<p>Comments:</p> <p>I am writing not only as a Transport Modeller by profession, but as a commuting cyclist who is extremely concerned over the recent unsafe experimental changes made to the A201 Ludgate Circus junction.</p> <p>Due to the nearby location of my office, I am also regularly a pedestrian at this junction. I am fully in support of the widening of the pavement for improved pedestrian safety and do understand the need for the ban on left-turning vehicles from Ludgate Hill onto New Bridge Street. However, banning the left-turn movement for cyclists on Cycle Superhighway 6 (CS6) from Ludgate Hill and the</p>		

changes made to pedestrian signalling means that there is no longer a safe way for cyclists to access CS6 from Ludgate Hill.

I have outlined the three key issues below:

1. No diversion signs have been provided for cyclists to use an alternative route to access CS6 from Ludgate Hill travelling southbound.
2. There have been no provisions made to ensure that a left-turn can be made safely in two stages.
3. Consequently, the only apparent way to join CS6 travelling southbound from Ludgate Hill is for a cyclist to dismount, cross with pedestrians and then remount in the middle of an already overcrowded cycle lane during peak hours. If multiple cyclists need to do this, not only will the pavements be crowded with bicycles, but additional congestion will be created on CS6 whilst cyclists remount their bikes. This is clearly not a safe or suitable solution.

Furthermore, your website states that "vehicle counts showed that the number of vehicles turning left from Ludgate Hill is low and can be accommodated on other routes", however it is clear to me that no consideration has been made towards the number or safety of cyclists at this junction, which is completely unacceptable. Banning the left-turn for cyclists is not a solution to pedestrians crossing during the 'red man' phases, and certainly should not be implemented at the expense of cyclists' safety.

Please could you explain what measures are going to be put in place to protect the safety of cyclists who need to join CS6 from Ludgate Hill to travel southbound, or what alternative safe routes cyclists are able to take to access CS6 in the southbound direction.

Responses:

In the design process for this experimental scheme consideration was given to exempting cycles from the prohibited left turn from Ludgate Hill into New Bridge Street. In order to exempt cycles it would be necessary to introduce "internal stop lines" i.e. additional stop lines within the junction on both the main carriageway of new Bridge Street and the Cycleway. Such an amendment would require construction of an island with a traffic signal post to the immediate north of the pedestrian crossing on the New Bridge Street arm of the junction. We identified that it would not be possible to safely provide the island and a safe place for cycles to wait at the stop line. Moving the pedestrian crossing further to the south is unfortunately not feasible due to the physical constraints of the location.

We identified an alternative route for cyclists to follow to join the Cycleway C6 which from Ludgate Hill would be via Fleet Street, Salisbury Court, Dorset Rise and Tudor Street. Currently there is utility works in Tudor Street which prohibits eastbound traffic and therefore the decision was taken not to sign that route. Another, shorter, alternative route exists via Bride Lane. In addition, Blackfriars Lane can be used by cyclists to reach Queen Victoria Street from Ludgate Hill and thence join Cycleway 6 at Blackfriars Bridge to continue southbound.

Date: 11 June 2020	Name: [REDACTED] Sustrans	Address: [REDACTED]
Comments: <p>We support the changes to vehicle restrictions from Fleet Street. However, it should be investigated whether cycles can be exempt from the banned turn, improving connectivity to cycleway 6.</p> <p>We support the new banned left turn from Ludgate Hill, but request that cycles be exempt, to enable people cycling to join cycleway 6. Banning the left turn from Ludgate Hill for cycles will either result in non-compliance, in people cycling using the green phases or in those on bikes using some of the narrow parallel streets, creating potential conflict with people walking.</p> <p>We support the extended pedestrian phase.</p> <p>In light of covid-19, we ask pedestrian and cycle phases be further extended, allowing space for social distancing. We also ask the pedestrian and cycle green phases be introduced by default in all cycles, without the need for users to push the associated buttons.</p>		
Responses: <p>In the design process for this experimental scheme consideration was given to exempting cycles from the prohibited left turn from Ludgate Hill into New Bridge Street. In order to exempt cycles it would be necessary to introduce "internal stop lines" i.e. additional stop lines within the junction on both the main carriageway of new Bridge Street and the Cycleway. Such an amendment would require construction of an island with a traffic signal post to the immediate north of the pedestrian crossing on the New Bridge Street arm of the junction. We identified that it would not be possible to safely provide the island and a safe place for cycles to wait at the stop line. Moving the pedestrian crossing further to the south is unfortunately not feasible due to the physical constraints of the location.</p> <p>TfL identified a potential alternative route for cyclists to follow to join the Cycleway C6 which from Ludgate Hill would be via Fleet Street, Salisbury Court, Dorset Rise and Tudor Street. Utility works in Tudor Street prohibited eastbound traffic and therefore the decision was taken not to sign that route. Another, shorter, alternative route exists via Bride Lane. In addition, Blackfriars Lane can be used by cyclists to reach Queen Victoria Street from Ludgate Hill and thence join Cycleway 6 at Blackfriars Bridge to continue southbound.</p> <p>Since the start of the COVID pandemic the traffic signal cycle time has been altered here to reduce the amount of time that pedestrians have to wait to cross the junction. This has been made possible because of the reduction in traffic passing through Ludgate Circus.</p>		
Date: 14 November 2019	Name: [REDACTED]	Address: CoL Access
Comments: <p>No objections</p>		

Responses:

Noted

Date:

5 February 2020

Name:

[REDACTED]

Address:

Pedal Me

[REDACTED]

Comments:

Bike Taxi Limited (trading as Pedal Me) would like to object to the experimental traffic order at Ludgate Circus. Our reasoning is:

Cycleway 6 is a main cycle route, with alternatives meaning our staff have to take routes on busier roads without segregation, reducing their safety at work

We use Ludgate circus as a stationing point for staff who currently do not have jobs. The banned turn increases the time it takes us to get to on demand jobs

Responses:

The measure introduced provides substantially more time for pedestrians to cross New Bridge Street and eliminates conflicts with cyclists and pedestrians that previously occurred with traffic turning left from Ludgate Hill into New Bridge Street. Alternative routes from Ludgate Hill into New Bridge Street exist, the nearest being Bride Lane which has been made "No Motor Vehicles Except for access", a route that is only 105 metres longer than if turning directly left into New Bridge Street. It has been observed that "Pedal Me" stations riders on the north east corner of Ludgate Circus i.e. the opposite side from the cycleway. It is suggested that Pedal Me could station staff who are not currently working on the side of Farringdon Street adjacent to the cycleway for direct and quicker access to it.

Date:

12 November 2019

Name:

[REDACTED]

Address:

LCC

[REDACTED]

Comments:

While we fully support improvements for safety for pedestrians at this currently too dangerous junction, the improvements proposed will risk increasing cycle-pedestrian conflict and reduce cycling facilities in the area. Instead, more should be done at this location for those walking and those cycling, at the expense of general motor traffic if necessary, in keeping with the City of London's Transport Strategy.

That the current proposals go directly against the City and Mayor's own transport strategies is not just a concern regarding this scheme, but demonstrates a worrying drift away from the policies both the City of London and TfL profess to be enacting. Unless more can be done to ensure schemes like this prioritise walking, then cycling, above public transport and then freight, then private motor transport, it is unlikely either strategy will be realised.

The current proposals go against the City of London's own transport strategy and the Mayor's Transport Strategy on Vision Zero, Strategic Cycling Network and transport hierarchy policies.

On the transport hierarchy, it is notable that the scheme provides turns for a bus route that is only in operation approximately twice an hour through the night, but not for cycling for all 24 hours. In the transport hierarchies both the City and Mayor have produced, cycling should be a higher priority to enable than public transport.

The City of London's "Proposed core cycling network" includes both Fleet Street and Ludgate Circus as to receive improvements "by 2035". Similarly, TfL's Strategic Cycling Analysis highlights both roads as on a corridor of "highest potential" for cycling in the Strategic Cycling Network. It is therefore totally inappropriate to advance a scheme that not only benefits buses above cycling, but creates barriers to those cycling in the area.

It is also worth highlighting in this context that while it is absolutely vital that City of London and TfL deal with the ongoing patterns of serious and fatal injuries to pedestrians at this location, the roads east and west of here also continue to see serious injuries to those cycling also, that this scheme does not even begin to prioritise or address.

The proposals are particularly problematic for those cycling turning from Ludgate Hill onto New Bridge Street. There are simply not good quality routes available as an alternative nearby. And the proposal seeks to make no mitigation to those cycling in such a direction (or to those turning right from Fleet Street either).

There is nothing in the consultation material to indicate any efforts to accommodate or even consider cycling turns onto the north-south Cycle Superhighway CS6 southbound. LCC suggested to TfL staff in September 2019 that two-stage (left and right) turn designs could be utilised here. That approach does not appear to have been considered at all, judging by these materials.

Failing to provide high-quality, convenient alternatives, or clear measures to enable such turns at the junction for cycling, it is likely many of those cycling here will continue to make the turns now banned for them. This will likely create enforcement issues that could and should be avoided, and/or likely increase pedestrian-cycle conflict unnecessarily.

Responses:

The experimental changes implemented introduced significant benefits for pedestrians crossing New Bridge Street whilst having hardly any impact for cyclists. Alternative routes for cyclists exist, including the nearby Bride Lane which is free of motor traffic (except for access), which can be used for cyclists turning left from Ludgate Hill via Fleet Street or right from Fleet Street to access the Cycle Superhighway southbound. The popular Cycle Superhighway was introduced by TfL to provide huge benefits to cyclists by providing a cycleway separated from general motor traffic by allocating highway space solely for cyclists.

The experimental measure was introduced directly to reduce the risk to pedestrians and cyclists at this junction and therefore supports policies of casualty reduction,

vision zero and encouraging active travel. Night buses can be accommodated in turning right from Fleet Street with very limited impact to pedestrians because at night there are far fewer pedestrians waiting to cross.

The scheme introduced at Ludgate Circus is intended only to address the issues of risk and collisions at the junction and was not intended to address issues outside of the scheme extents.

In the design process for this experimental scheme consideration was given to exempting cycles from the prohibited left turn from Ludgate Hill into New Bridge Street. In order to exempt cycles it would be necessary to introduce “internal stop lines” i.e. additional stop lines within the junction on both the main carriageway of new Bridge Street and the Cycleway. Such an amendment would require construction of an island with a traffic signal post to the immediate north of the pedestrian crossing on the New Bridge Street arm of the junction. TfL identified that it would not be possible to safely provide the island and a safe place for cycles to wait at the stop line. Moving the pedestrian crossing further to the south is unfortunately not feasible due to the physical constraints of the location.

TfL will investigate what further can be done to sign the alternative routes that cyclists can take in order to reduce the risk of cyclists disobeying the banned left turn.

Project Coversheet

[1] Ownership & Status

UPI: 9441

Core Project Name: Moor Lane Environmental Enhancements

Programme Affiliation (if applicable): Culture Mile

Project Manager: Katie Adnams

Definition of need:

Moor Lane has been identified as an area for improvement for several years, initially identified as a high priority project as part of the 'Barbican Area Streets and Walkways Enhancement Strategy' approved in 2008. Moor Lane presents an opportunity to respond to community priorities by increasing greening in the area and prioritising more space for pedestrians.

A scheme was developed and approved in 2011, which resulted from extensive consultation and proposed the creation of a linear park along Moor Lane. The proposals were to be funded by the Section 106 agreement for the Milton Court development and approval was granted to implement the scheme on site. However, the scheme was paused in light of the emerging 21 Moorfields development which is now under construction.

The City is now in a position to recommence work on this project and proceed with a review of the design for Moor Lane, to ensure it responds to the needs of the development and mitigates the development's impact on the local environment. There is strong stakeholder support for improvements to Moor Lane and an expectation for the scheme to finally be completed.

Key measures of success:

- 1) Moor Lane is a green, biodiverse and environmentally resilient street through the introduction of trees and planting.
- 2) Both the local community and the developer's priorities are met, by ensuring the security needs and desires for an improved pedestrian environment are delivered in coordination with the completion of 21 Moorfields.
- 3) A welcoming, accessible and safe pedestrian environment is created on Moor Lane with widened footways to prioritise pedestrian movement.

Expected timeframe for the project delivery: Implementation is expected Spring-late Autumn 2022.

Please note that the project was paused in 2012 due to the 21 Moorfields development. It is now proposed that the project is recommenced with an expected implementation timeframe as above.

Key Milestones:

Are we on track for completing the project against the expected timeframe for project delivery?

N/A – the project was paused and is now proposed to be recommenced.

Has this project generated public or media impact and response which the City of London has needed to manage or is managing?

No.

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

The project is part of the Barbican Area Streets & Walkways Enhancement Strategy and was approved as one of the strategy's high priority schemes by the Court of Common Council in 2008 following a public consultation exercise. In July 2011 an evaluation report was approved by Members to implement environmental enhancements on Moor Lane. Approval was granted to progress to detailed design stage, seek relevant permissions and implement the scheme. A budget of £1,391,136 was made available following the report approval. The spend to date is £257,526.

Evaluation report – approval for implementation (as approved by Street & Walkways committee 18/07/11)*:

- Total Estimated Cost (excluding risk): £1.55M
- Resources to reach next Gateway (excluding risk): £1.45M
- Estimated Programme Dates: Works were intended to commence in 2012.

*It should be noted that the evaluation report approved in 2011 predated the current Gateway reporting procedure. Upon approval of the 2011 report, officers were given authority to proceed with detail design and implement the scheme. However, due to a number of modifications required to the scheme as outlined in the issue report, officers now consider the existing scheme to be equivalent to Gateway 3 stage. Consequently, it is proposed that the next report to Members is a Gateway 4/5, outlining the detail design and requesting authority to start work.

Total anticipated on-going commitment post-delivery [£]:

Revenue implications for highways maintenance are anticipated to be of minimum impact and will be confirmed at Gateway 5 when the detailed design will be finalised.

These costs will be assessed and covered by the project budget, thereby mitigating the impact on local risk budgets.

Increased greening will entail an Open Spaces maintenance commitment and a provision for this will be included in the project budget. It should be noted that the proposed implementation of Sustainable Urban Drainage System (SUDS) in the scheme is expected to reduce the overall maintenance commitment.

Programme Affiliation [£]: Culture Mile – the programme budget is assessed by financial year depending on the projects approved for delivery.

City of London: Projects Procedure Corporate Risks RegisterProject name: Moor Lane Environmental EnhancementsUnique project identifier: PV9441Total est cost (exc risk) £2200000

Corporate Risk Matrix score table

PM's overall risk rating	Medium		Minor impact	Serious impact	Major impact	Extreme impact
Avg risk pre-mitigation	5.6	Likely	4	8	16	32
Avg risk post-mitigation	3.2	Possible	3	6	12	24
Red risks (open)	1	Unlikely	2	4	8	16
Amber risks (open)	5	Rare	1	2	4	8
Green risks (open)	5					

Costed risks identified (All)

£0.00	0%
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Costed risk as % of total estimated cost of project

Costed risk pre-mitigation (open)

£0.00	0%
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" "

Costed risk post-mitigation (open)

£0.00	0%
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" "

Costed Risk Provision requested

£0.00	0%
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CRP as % of total estimated cost of project

- (1) Compliance/Regulatory
 (2) Financial
 (3) Reputation
 (4) Contractual/Partnership
 (5) H&S/Wellbeing
 (6) Safeguarding
 (7) Innovation
 (8) Technology
 (9) Environmental
 (10) Physical

Number of Open Risks	Avg Score	Costed impact	Red	Amber	Green
0	0.0	£0.00	0	0	0
3	4.3	£0.00	0	1	2
4	5.3	£0.00	0	3	1
1	16.0	£0.00	1	0	0
1	3.0	£0.00	0	0	1
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
2	4.5	£0.00	0	1	1
0	0.0	£0.00	0	0	0

Issues (open)

0

Open Issues

Extreme	Major	Serious	Minor
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All Issues

0

All Issues

0	0	0	0
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0	0	0	0
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Cost to resolve all issues
(on completion)

£0.00

Total CRP used to date

£0.00

City of London: Projects Procedure Corporate Risks Register

Project Name: Moor Lane Environmental Enhancements			PM's overall risk rating:				Medium		CRP requested this gateway		£ -		Average unmitigated risk		5.6		Open Risks		11						
Unique project identifier: PV9441			Total estimated cost (exc risk):				£ 2,200,000		Total CRP used to date		£ -		Average mitigated risk score		3.2		Closed Risks		0						
General risk classification																									
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	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Ownership & Action	Date raised	Named Departmental Risk Manager/Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/Realised & moved to issues	Comment(s)	
R1	5	(3) Reputation	Project is not delivered to agreed programme due to technical issues that arise either in design or construction phase	If security measures on Moor Lane are not completed prior to the occupation of 21 Moorfields, their tenant will not be able to occupy the building.	Possible	Serious	6	£0.00	N		A programme will be developed taking the security requirements into account and the implementation will be phased to ensure compliance with the development's programme.	£0.00	Possible	Minor	£0.00	3	£0.00				13/09/2020		Katie Adnams		
R2	5	(2) Financial	Developer does not agree to full costs of the scheme	This will either impact on the project programme as negotiations would take longer or the scope of works might have to be reduced to reduce the costs.	Possible	Serious	6	£0.00	N		As the design develops, the likely cost of the scheme will be established. The scope of the project will be tailored to ensure the scheme can be financed by the Section 106 and the Section 278 (where works are required to mitigate the impact of the 21 Moorfields development)].	£0.00	Unlikely	Minor	£0.00	2	£0.00				13/09/2020		Katie Adnams		
R3	5	(9) Environmental	SUDS scheme not feasible due to underground constraints	The SUDS scheme would either have to be removed from the project scope or a redesign of the SUDS would be required which could impact project programme and costs	Possible	Minor	3	£0.00	N		The 2011 design will be reviewed as part of the project scope and amended as necessary. Surveys will be undertaken to ascertain the underground constraints as far as possible, in addition to consultation with LUL. The SUDS design can be further simplified to reduce costs if required.	£0.00	Unlikely	Minor	£0.00	2	£0.00				13/09/2020		Katie Adnams		
R4	5	(2) Financial	SUDS design costs more than anticipated	The SUDS scheme would either have to be removed from the project scope or a redesign of the SUDS would be required which could impact project programme and costs	Possible	Minor	3	£0.00			A SUDS consultant will be appointed to progress to the SUDS design so a cost can be established early on in the design process. The design will be simplified to reduce costs if required.	£0.00	Unlikely	Minor	£0.00	2	£0.00				14/09/2020		Katie Adnams		
R5	5	(2) Financial	The full cost of the project is unknown	If the costs are not ascertained soon enough in the project process, the design might exceed the available project budget	Unlikely	Serious	4	£0.00			As the design develops, the likely cost of the scheme will be established. The scope and design of the project will be tailored to ensure the scheme can be financed from the available project budget. The L278 works will only commence once the costs are agreed with the developer.	£0.00	Unlikely	Minor	£0.00	2	£0.00				14/09/2020		Katie Adnams		
R6	5	(3) Reputation	Stakeholders object to the amended scheme	The City would not be delivering a scheme that is supported by the local community, and it would not therefore be responsive to their needs. A redesign would be required which could impact on the programme and budget.	Possible	Serious	6	£0.00			Consultation will be undertaken with stakeholders as part of the project process and the design will be adapted if required. Consultation was previously undertaken in 2011 and local stakeholders were supportive of the proposals. The Meanwhile Moor Lane scheme implemented in Autumn 2020 is gathering feedback from users and will inform the permanent scheme.	£0.00	Unlikely	Minor	£0.00	2	£0.00				05/10/2020		Katie Adnams		
R7	5	(9) Environmental	The existing Moor Lane design must be significantly reduced in scope to accommodate 21 Moorfields development requirements	The scheme would not fully be delivering on the previously approved objectives of the scheme, missing an opportunity to deliver an environmentally resilient, biodiverse scheme.	Possible	Serious	6	£0.00			Both the 21 Moorfield highway requirements and Moor Lane designs for the Western footway will be reviewed together as one scheme by the relevant City officers. The technical feasibility and levels design will be progressed upon the project's reinitiation.	£0.00	Possible	Serious	£0.00	6	£0.00				14/09/2020		Katie Adnams		
R8	5	(4) Contractual/Partnership	The expiry of the contract with the City's term contractor in 2022 could cause an increase in the cost of works	If a new term contractor is selected with higher rates, the cost of the works would increase	Likely	Major	10	£0.00			A tender process will be undertaken, where a new contractor will be appointed. Notice will be given of any cost implications as soon as possible in the procurement process.	£0.00	Likely	Serious	£0.00	8	£0.00				15/09/2020		Giles Radford		

R9	5	(3) Reputation	LUL object to the scheme on the basis of the scheme being located over their infrastructure	The project design would require further amendment, impacting project programme	Possible	Serious	6	£0.00			LUL will be consulted as soon as possible in the design process to ensure the design is developed in accordance with their requirements	£0.00	Unlikely	Minor	£0.00	2	£0.00		14/09/2020		Katie Adams			
R10	5	(3) Reputation	Delays to public realm works starting on site due to 21 Moorfields construction delays	The implementation of the project would be delayed	Possible	Minor	3	£0.00			The project will be implemented in accordance with the developer's current programme. Officers will ensure the programme is coordinated with the developer and that any delays are communicated as soon as possible.	£0.00	Possible	Minor	£0.00	3	£0.00		14/09/2020		Katie Adams			
R11	5	(5) H&S/Wellbeing	A new national lockdown due to COVID-19 delays the programme, through an inability to carry out necessary surveys or trial holes	if the necessary surveys and trial holes are not undertaken, the design cannot be reviewed for feasibility and progressed to detail design stage	Possible	Minor	3	£0.00			The project will progress to commission the necessary surveys as soon as possible following government guidelines. Survey information has been requested from the developer is under review and is expected to reduce the extent of surveys required.	£0.00	Possible	Minor	£0.00	3	£0.00		15/09/2020	Giles Radford	Katie Adams			
R12								£0.00				£0.00				£0.00	£0.00							
R13								£0.00				£0.00				£0.00	£0.00							
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R97								\$0.00					\$0.00			\$0.00		\$0.00							
R98								\$0.00					\$0.00			\$0.00		\$0.00							
R99								\$0.00					\$0.00			\$0.00		\$0.00							
R100								\$0.00					\$0.00			\$0.00		\$0.00							

Appendix 3: Finance Tables

Moor Lane Environmental Enhancements – Section 106 funds

Table 1: Spend to date - Moor Lane Environmental Enhancements S106 - 16100237			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	57,000	14,641	42,359
Open Spaces Staff Costs	16,759	-	16,759
P&T Staff Costs	79,727	90,509	(10,782)
Fees	40,000	36,894	3,106
Traffic Orders	6,000	-	6,000
Drainage Works	311,000	-	311,000
General Works	479,324	106,972	372,352
Lighting Works	40,000	8,510	31,490
Planting	71,326	-	71,326
Contingency	290,000	-	290,000
TOTAL	1,391,136	257,526	1,133,610

Table 2: Revised total budget - Moor Lane S106 - 16100237			
Description	Approved Budget (£)	Adjustment required (£)	Revised Total Budget (£)
Env Servs Staff Costs	57,000	-	57,000
Open Spaces Staff Costs	16,759	-	16,759
P&T Staff Costs	79,727	30,000	109,727
Legal Staff Costs	-	2,000	2,000
Fees	40,000	46,245	86,245
Traffic Orders	6,000	-	6,000
Drainage Works	311,000	-	311,000
General Works	479,324	-	479,324
Lighting Works	40,000	-	40,000
Planting	71,326	-	71,326
Contingency	290,000	(78,245)	211,755
TOTAL	1,391,136	-	1,391,136

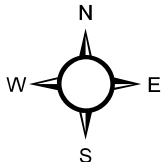
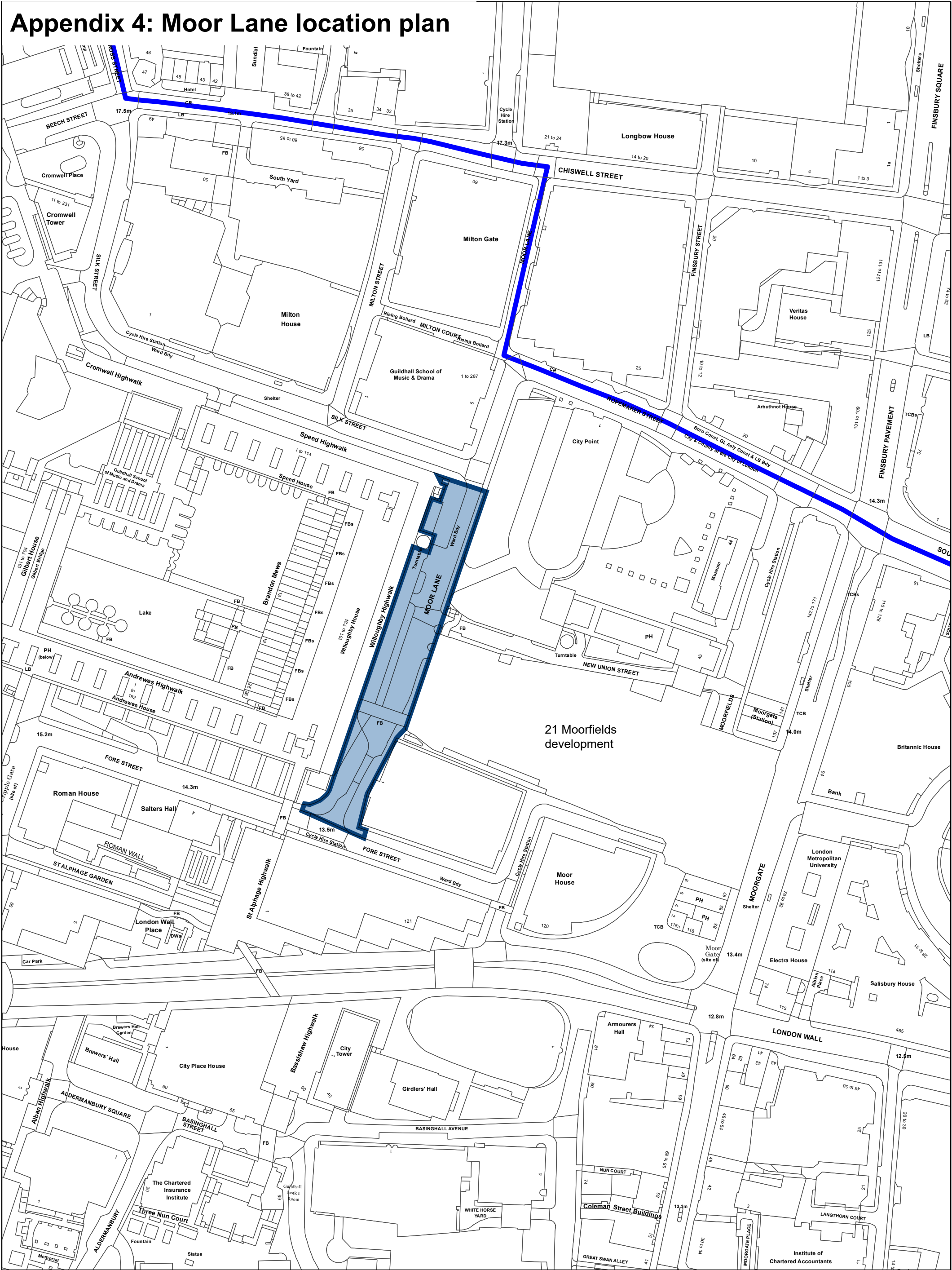
Moor Lane Environmental Enhancements - Section 278 funds

Table 3: Budget Required to reach next Gateway - 21 Moorfields S278	
Description	Resources required to reach next Gateway (£)
Env Servs Staff Costs	41,860
P&T Staff Costs	35,855
Open Spaces Staff Costs	-
P&T Fees	24,101
TOTAL	101,816

Funding Strategy

Table 4: Funding Strategy	
Funding Sources	Amount (£)
S106 - Milton Court - 06/01160/FULEIA - LCE	1,391,136
S278 - 21 Moorfields	101,816
TOTAL	1,492,952

Appendix 4: Moor Lane location plan

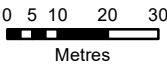


Moor Lane
Environmental Improvements



Indicative Works Area

Date Created:
23 Oct 2020



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2015 Ordnance Survey
100023243.

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Appendix 5: Moor Lane – 2011 approved design

Plan and elevation:



Montage views:



Appendix 6:

Meanwhile Moor Lane: Project Information



The **Meanwhile Moor Lane** project has come out of a desire to improve the public realm and temporarily increase the provision of green space in Moor Lane, providing short-term benefits to the local area for stakeholders and visitors.

The project was initiated with stakeholders following a request by local residents to the City and Culture Mile partners for additional greening. The scheme was subsequently progressed through a co-design approach with a dedicated group of Barbican and Heron residents, who collaborated with Wayward to develop a high-quality design.

Meanwhile Moor Lane was delivered in advance of the permanent public realm enhancements in Moor Lane, which will commence following the completion of the 21 Moorfields development.

Project Objectives

At the outset of the project, four project objectives were agreed by stakeholders as follows:

- I. The public realm is welcoming, attractive and engaging
- II. The community co-design a greening & growing programme
- III. The temporary project is sustainable and well maintained
- IV. The wayfinding is improved and moor lane feels more connected to the wider area

Meanwhile Moor Lane offers a new urban greenspace, as follows:

An inspired and sustainable design

- The planter design responds to the architecture of the Barbican and London Wall, exploring elements of castle architecture. The design and layout were developed based on detailed feedback from the City of London Access Team and also mitigates anti-social behaviour and skateboarding. Pedestrian comfort and wellbeing is a high priority for the project and the installation is in line with latest government advice and City of London policy to allow adequate social distancing.
- As a Culture Mile funded project, it follows the Culture Mile brand strategy for the public realm and incorporates the Culture Mile colour palette and logo. It also includes a project information panel with contact information and a survey link, should people wish to find out more or provide feedback.
- The planters are designed to be attractive but low maintenance and low on water consumption. The addition of a water point will alleviate some of the maintenance challenges for the City Gardeners for the existing planting, the Wayward planters, and the future scheme.
- The project highlights the street as an important gateway to Culture Mile and its partner venues. Wayfinding signs direct users to the Barbican and London Wall. A “Moor Lane Community Garden” sign links the street to the existing garden and highlights the community presence and engagement around Moor Lane.



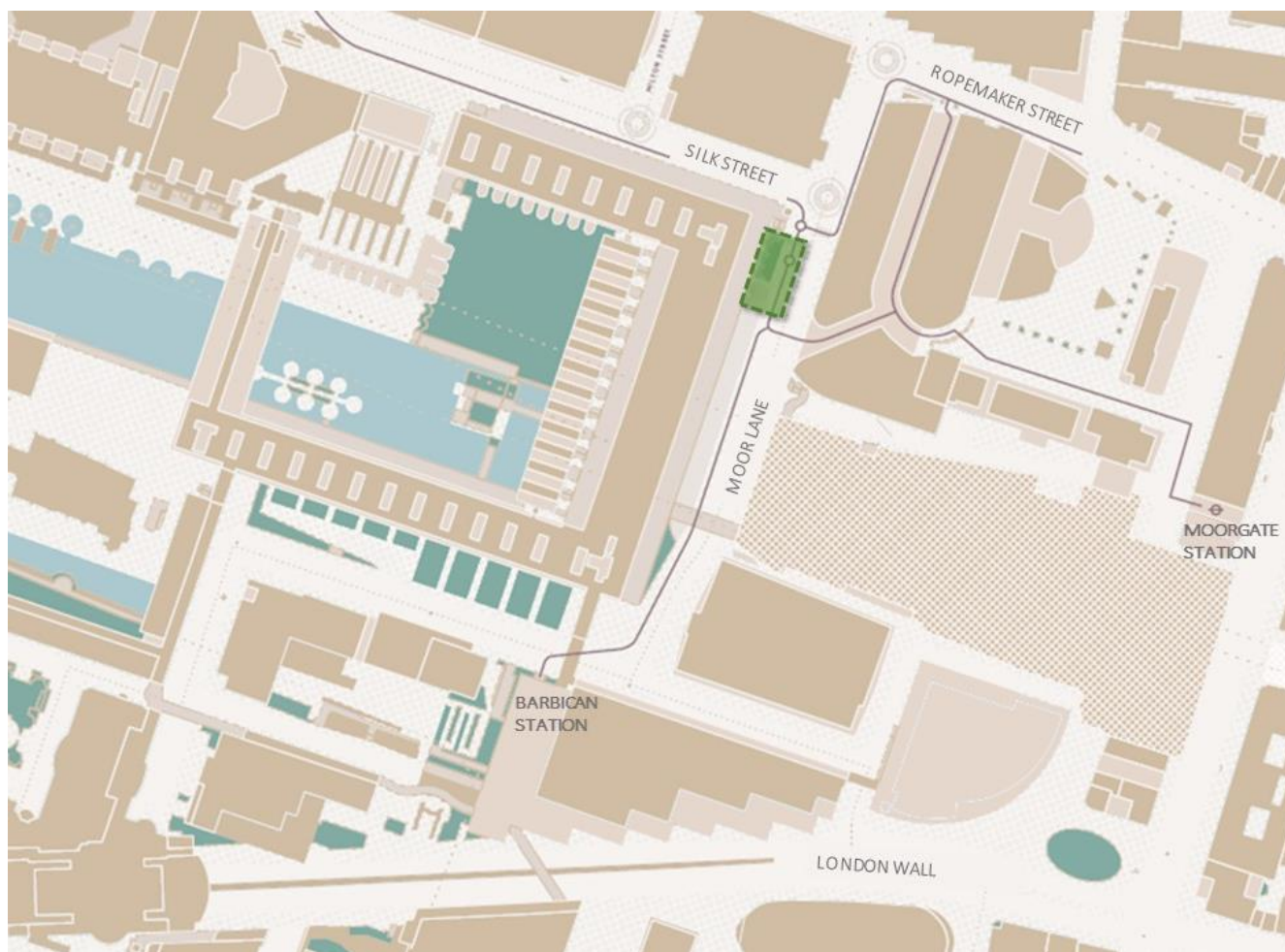
Poetry element

- A new poetry commission will create additional site-specific content, to create additional enjoyment and engagement for passers-by. Creative content was identified early on by the resident group as an important feature to include. The poem will be developed by the poet Kit Finnie in collaboration with the Guildhall School and Music & Drama. This will also include the delivery of eight poetry and writing workshops which will be delivered in partnership with multiple community groups and organisations in the local area. These workshops will culminate in the creation of a final poem that will be installed throughout the garden in Spring 2021.

Continuous monitoring and evaluation

- Wayward and the City are monitoring the project and will use the feedback to explore additional opportunities and benefits for the permanent Moor Lane greening project. Online engagement and community activities (expected in Spring 2021) will allow people to participate in the project and provide feedback for the future redevelopment. In 2020 the engagement will be online only, due to COVID restrictions and social distancing requirements. It is expected that engagement activities will be possible in Spring 2021 with the launch of the poetry commission.
- Following the implementation of the permanent design in Moor Lane, the planters will be relocated to provide an additional benefit and greening opportunities for Culture Mile. The planters are robust and have a modular design so that they can easily be reconfigured and relocated by Culture Mile in future.

Location plan



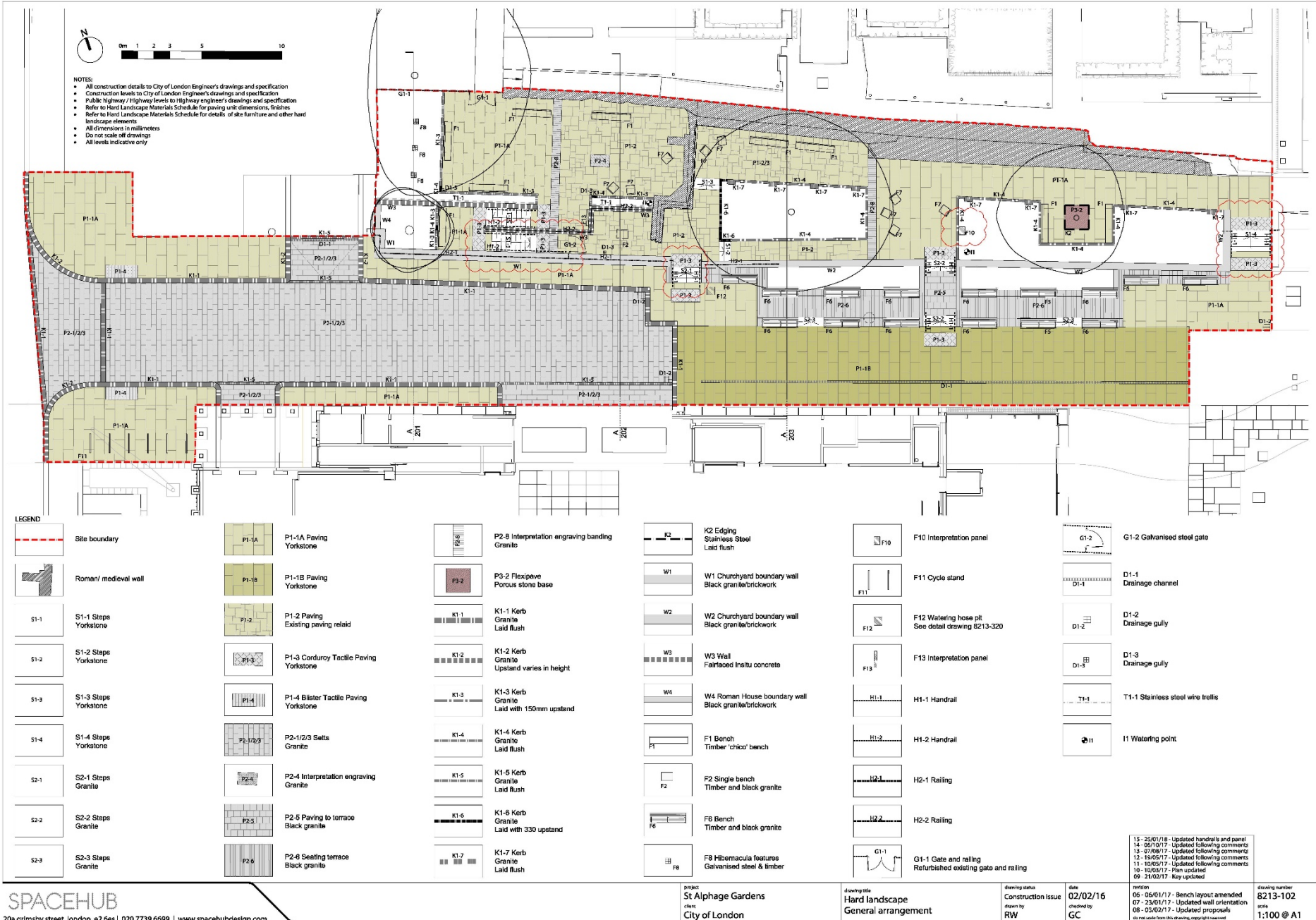
 Meanwhile Moor Lane scheme

Plan view



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Appendix 1



Appendix 2



St Alphege Gardens before



Use of the gardens increased significantly after it re-opened to public in summer 2019.

Appendix 2



Image courtesy of Spacehub



The project transformed this area into a fit-for-purpose, high quality landscape, capitalising on the wider network of green infrastructure being delivered through the development and providing an appropriate setting for the historic London Wall.

Image courtesy of Spacehub

Appendix 2



Text engraved into coping stones and paving as well as feature paving stone demarcate the likely footprint of the former Church of St Alphage.

APPENDIX 1 – Core Event Programme for 2021

EVENT	DAY & DATE	TIMES	ORGANISER	BENEFIT OF EVENT	NO.	EVENT HISTORY	CITY OF LONDON ROUTE
Royal Parks Half Marathon	11 April	9am-midday	Limelight Sport	Charitable event for Royal Parks Foundation.	15,000	Postponed from 2020	Victoria Embankment west of Blackfriars.
London Landmarks Half Marathon	23 May	7 am – 6 pm	Tommy's (with Human Race Ltd)	Community & Charitable Event	10,000	New date. Previously held in March	Iconic sites within the City
Westminster City Mile & Vitality 10K	30 May & 31 May	10am-12.30pm	London Marathon	Westminster / City of London	15,000	Community Event.	Westminster Holborn, Holborn Viaduct, Embankment
Asics 10K	11 July	7 am – 7 pm	Limelight Sports	Charity Run	15,000	Formerly British 10K	Westminster, Strand, Embankment, Puddle Dock
Adidas City Run	18 July	8 am – 2 pm	Active Sport	Fun run and community event	5,000	New date for 2021. Previously held in April	City Streets
Standard Chartered Great City Race	July TBC Tuesday evening	6.30pm-8.30pm	London Marathon Ltd	Popular with City firms & promotes sporting initiatives to City's residents & workforce	6,000	More than 10 years	City Road, London Wall, Bank area & Cheapside.

Cart Marking	July TBC	7 am – 2 pm	Worshipful Company of Carmen	Historical City event to mark trade vehicles	1,000	Annual event	London Wall, Gresham St, Guildhall area
London Triathlon	8 Aug Sunday	7 am – 5 pm	Limelight Sports	Sporting Event	15,000	Annual event	Lower route (Victoria Embankment)
London Winter (Autumn) Run	5 September	8 am – 2 pm	Human Race Ltd	Community event raising money for charity	16,000	New date 2021. Previously held in March.	City Streets, and Westminster (WCC)
Car Free Day	TBC September (Sunday)	7 am – 7 pm	Greater London Authority	Promotion of air quality agenda & transport strategy	150,000	2 nd year	Central CoL, bridges & Tooley St
Bloomberg Square Mile	September TBC (Thur evening)	5 pm – 8.30 pm	Square Mile Sport	Fun Run raising money for charity	1,200	More than 10 years	Gresham Street & environs
London Marathon	3 October Sunday	7am-8.30pm	London Marathon Limited	Significant charity fund raising, plus surplus used to support specific sporting projects.	40,000	New date for 2021. Previously held in April	Embankment & Upper / Lower Thames St
Royal Parks Half Marathon	10 October Sunday	9am-midday	Limelight Sport	Charitable event for Royal Parks Foundation.	15,000	More than 10 years	Victoria Embankment west of Blackfriars.

Lord Mayor's Show	13 Nov Saturday	7am-7pm	City of London	Procession to facilitate the Lord Mayor's obligations to the Sovereign.	6,000	Ceremonial event	City area west of Bishopsgate.
New Year's Eve Fireworks	31 December Thursday	From b/w 2-10pm until after midnight	GLA	Focus of the UK's End of Year celebrations	120,000	Annual celebratory event	Blackfriars area & Westminster near London Eye

APPENDIX 2 – Core Event Timeline for 2021

2021 Timeline: Core events		
Date	Event	Disruption
11/04/2021	Royal Parks Marathon	-1
23/05/2021	London Landmarks Half M	-3
31/05/2021	Vitality 10k Race	-2
11/07/2021	Asics 10k Race	-2
18/07/2021	Adidas City Run	-2
TBC (Mid July)	Great City Race	-5
TBC (Mid July)	Cart Marking	-3
08/08/2021	London Triathlon	-2
05/09/2021	Winter Run	-2
TBC (Mid Sept)	Car Free Day	-8
TBC (Sept)	Bloomberg Sq Mile	-1
03/10/2021	London Marrathon	-3
10/10/2021	Royal Parks Marathon	-1
13/11/2021	Lord Mayor's Show	-4
31/12/2021	New Year's Eve	-6

	Embankment / Thames St only (w/e)
	City (Weekend / Bank Holiday)
	City (Mon-Fri, evening)
	City (Mon-Fri, daytime)

Month	Week	Cumulative Disruption									
		1	2	3	4	5	6	7	8	9	10
Jan	1										
	2										
	3										
	4										
	5										
Feb	6										
	7										
	8										
	9										
Mar	10										
	11										
	12										
	13										
Apr	14	Royal Parks									
	15										
	16										
May	17										
	18										
	19										
	20										
	21	London Landmarks									
	22	Vitality 10k									
June	23										
	24										
	25										
	26										
July	27										
	28	Cart Marking		Gt City Race					Asics 10k		
	29	Adidas City Run									
	30										
July / Aug	31										
Aug	32	Triathlon									
	33										
	34										
	35										
Sept	36	Winter Run									
	37										
	38	Car Free Day									
	39	Sq Mile									
Oct	40										
	41	Royal Parks									
	42										
	43										
	44										
Nov	45										
	46	Lord Mayor's Show									
	47										
	48										
Dec	49										
	50										
	51										
	52	New Year's Eve									

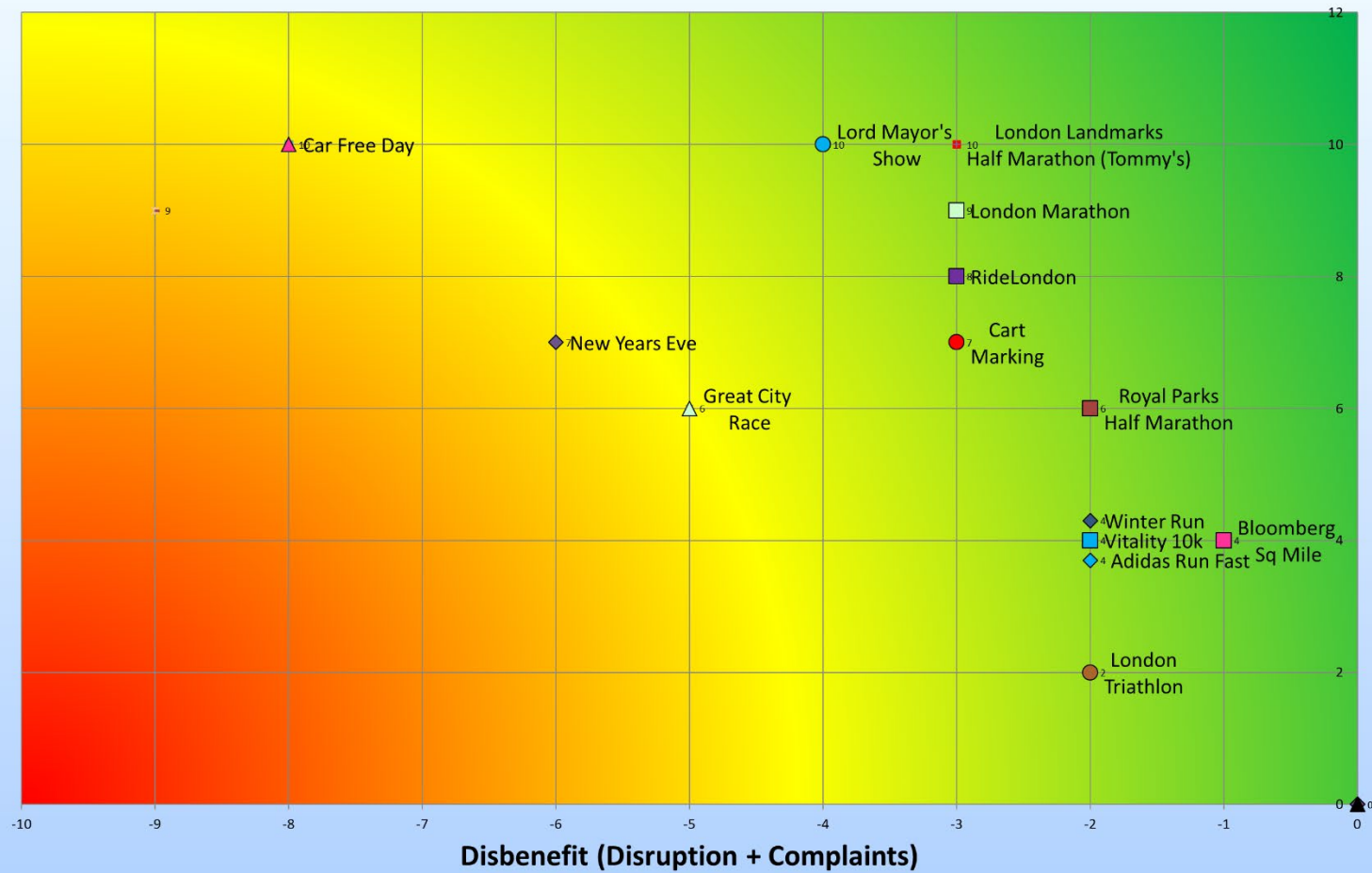
APPENDIX 3 – Summary Event Assessment for 2021

An Event Assessment Matrix is applied to each event to determine its benefits and dis-benefits, and it remains a highly useful tool to determine the merits (or otherwise) of any proposed event. Members approved the framework for the assessment matrix, which is summarised below:

Disbenefit		Benefit	
Disruption & Impact	Past / Likely Complaints	Policy Aims & Objectives	Charitable / Community Support
Daytime major road closures / Major impact (-5)	Serious, numerous & political (-5)	City heritage / cultural 'difference' / Corporate Plan (inc visitor & cultural strategies) (5)	Not for Profit' / Large charitable contribution / Overwhelming stakeholder support (5)
Evening major road closures (-4)	Numerous & political (-4)	London / National / International significance (4)	Charitable contribution (4)
Extensive weekend road closures / Medium impact (-3)	Numerous non-political (-3)	CoL Partner / City stakeholder (3)	Significant City community non-charitable benefit (3)
Limited weekend road closures (-2)	Some political (-2)	CoL Community Strategy (2)	Small charitable contribution (2)
Traffic holds / bubble / minor road closures (-1)	Small number (-1)	Member-only support (1)	Small community benefit (1)
No road closures No impact (0)	None (0)	No policy objective / No Member support (0)	Fully commercial (0)

Using these criteria, the relative assessment for the planned known events from last year is represented as follows:

CORE EVENT ASSESSMENT (2020)



Benefit
(Policy Aim & Objective +
Charitable / Community
Benefit)

Disbenefit (Disruption + Complaints)

Charterhouse Street/Square School Street scheme



APPENDIX 1



Key

- Private street
- No motor vehicles Monday - Friday 8.15 - 9.15 am & 3 - 4 pm
- Borough Boundary



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EQUALITY ANALYSIS (EA) TEMPLATE

Decision

No further action

Date

23 November 2020

What is the Public Sector Equality Duty (PSED)?

[Double click here for more information / Hide](#)

What is an Equality Analysis (EA)?

[Double click here for more information / Hide](#)

How to demonstrate compliance

[Double click here for more information / Hide](#)

Deciding what needs to be assessed

[Double click here for more information / Hide](#)

Role of the assessor

[Double click here for more information / Hide](#)

How to carry out an Equality Analysis (EA)

[Double click here for more information / Hide](#)

The Proposal – Charterhouse School Street

Assessor name: Min Yee Cheung

Contact details: minyee.cheung@cityoflondon.gov.uk

1. What is the Proposal?

The School Street scheme is proposed to restrict all motor vehicles from using a short section of Charterhouse Square between Mondays to Fridays, between 8:15 – 9:15am and 3:00 – 4:00pm.

The School Street proposal will reduce motor vehicle traffic outside Charterhouse Square school during the school starting and finishing times. This will improve road safety and air quality, encouraging more pupils and parents to walk or cycle to school. This will bring about improvements in health and other benefits such as helping communities come together through more social interaction.

2. What are the recommendations?

A short section of Charterhouse Square will be closed to motor vehicles from Mondays to Fridays between 8:15 – 9:15am and 3:00 – 4:00pm. The restriction will be in operation for 2 hours per day and only during term times, which equals up to 10 hours per week (during school term times only).

An alternative route can be used to avoid the affected section of Charterhouse Square during the restriction times for all traffic. The restrictions will only operate during school term time and waste/refuse collection and emergency vehicles will be exempt from the restriction. It is anticipated there will be a minor effect on motorists who are Blue or red Badge Holders.

The scheme will be introduced under an Experimental Traffic Order (ETO) on a trial basis which will last up to 18 months. Appropriate signs and CCTV cameras will be used to raise awareness of the School Street and enforce the restriction. The scheme will be monitored, and the results of the trial will determine if the scheme should become a permanent measure.

3. Who is affected by the Proposal? *Identify the main groups most likely to be directly or indirectly affected by the recommendations.*

The City of London is subject to the general public-sector equality duty set out in Section 149 of the Equality Act 2010, which requires it to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations by reference to people with protected characteristics. The protected characteristics are age, disability, gender reassignment, marriage and civil partnership, pregnancy and maternity, race, religion or belief, sex and sexual orientation.

As part of its decision-making process the City of London Corporation has had due regard to any impacts on those with protected characteristics and the need to ensure that their interests are considered. It should be noted that a Test of Relevance was undertaken on the 23 November 2020 in order to understand whether an Equality Analysis (EA formally an Equalities Impact Assessment – EQIA) was necessary for the scheme. The Test of Relevance anticipated that disabled people who use

hired/private cars to travel to their destination on or from the restricted section of Charterhouse Square may be negatively affected by the proposal. This EA will explore this in more detail and identify opportunities for action to be taken to advance equality of opportunity in the widest sense. It will also seek to anticipate the requirements of all service users potentially impacted and aim to find ways to avoid or minimise them. In addition, it will make recommendations to contribute to community cohesion by identifying opportunities to foster good relations between different groups.

Age [Double click here to add impact / Hide](#)

Check box if NOT applicable ☒

Key borough statistics:

The City has proportionately more people aged between 25 and 69 living in the Square Mile than Greater London. Conversely there are fewer young people. Approximately 955 children and young people under the age of 18 years live in the City. This is 11.8% of the total population in the area. Summaries of the City of London [age profiles from the 2011 Census can be found on our website](#)

A number of demographics and projections for demographics can be found on the [Greater London Authority website in the London DataStore](#). The site details statistics for the City of London and other London authorities at a ward level:

- [Population projections](#)

NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposals – see below under “additional equalities data”.

[Double click here to show borough wide statistics / hide statistics](#)

Age

Additional Equalities Data (Service level or Corporate) *Include data analysis of the impact of the proposals*

Type response here

What is the proposal's impact on the equalities aims? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***

Type response here

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

Type response here

Disability [Double click here to add impact / Hide](#)

Check box if NOT applicable ☐

Key borough statistics:

Day-to-day activities can be limited by disability or long term illness - In the City of London as a whole, 89% of the residents feel they have no limitations in their activities – this is higher than both in England and Wales (82%) and Greater London (86%). In the areas outside the main housing estates, around 95% of the residents responded that their activities were not limited. Extract from summary of the [2011 Census relating to resident population health for the City of London can be found on our website](#).

The 2011 Census identified that for the City of London's population:

- 4.4% (328) had a disability that limited their day-to-day activities a lot
- 7.1% (520) had a disability that limited their day-to-day activities a little.

Source: 2011 Census: [Long-term health problem or disability, local authorities in England and Wales](#)

NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposals – see below under “additional equalities data”.

[Double click here to show borough wide statistics / hide statistics](#)

Disability

Additional Equalities Data (Service level or Corporate) *Include data analysis of the impact of the proposals*

What is the proposal's impact on the equalities aims? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***

The 2011 Census identified that for the City of London's population:

- 4.4% (328) had a disability that limited their day-to-day activities a lot
- 7.1% (520) had a disability that limited their day-to-day activities a little.

No workforce data is available for this protected characteristic and the resident population is too small to identify any trends, as such, the City of London resident population is relied upon.

Page 76

Negative Impact: Disabled people who are passengers or drivers

During the restricted hours all motor vehicles will not be permitted to drive through the restricted part of Charterhouse Square, including red and blue badge holders. This will negatively affect car passengers or drivers that suffer from mobility impairments who need to be dropped off directly in front of the school.

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

An alternative route is available to all motor vehicles during the restricted hours.

Access to properties either side of the restriction will continue to be available at all times, but access to properties in the restricted section by motor vehicles will not be permitted. Consultation and publicity will be carried out to ensure residents, businesses and parents are aware of the restriction before the scheme is implemented and can plan their journeys accordingly, if appropriate.

The restriction is operational for only 2 hours per weekday and only during school term time to further reduce any negative impact.

Regular consultation and communication with the school staff, parents, business and residents will ensure there is a good channel of communication available, so officers can receive comments and feedback on the scheme.

The experimental period will provide an opportunity to understand the nature and extent of any negative impacts on people with disabilities so that this can be taken into consideration if the scheme is to be made permanent.

Pregnancy and Maternity [Double click here to add impact / Hide](#)

[Check box if NOT applicable](#) ☒

Key borough statistics:

Under the theme of population, the [ONS website](#) has a large number of data collections grouped under:

- [Conception and Fertility Rates](#)
- [Live Births and Still Births](#)
- [Maternities](#)

NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposals – see below under “additional equalities data”.

[Double click here to show borough wide statistics / hide statistics](#)

Pregnancy and Maternity

Additional Equalities Data (Service level or Corporate) *Include data analysis of the impact of the proposals.*

Type response here

What is the proposal's impact on the equalities aims? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***

Type response here

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

Type response here

Race [Double click here to add impact / Hide](#)

[Check box if NOT applicable](#) ☒

Key Borough Statistics:

Our resident population is predominantly white. The largest minority ethnic groups of children and young people in the area are Asian/Bangladeshi and Mixed – Asian and White. The City has a relatively small Black population, less than London and England and Wales. Children and young people from minority ethnic groups account for 41.71% of all children living in the area, compared with 21.11% nationally.

White British residents comprise 57.5% of the total population, followed by White – other at 19%.

The second largest ethnic group in the resident population is Asian, which totals 12.7% - this group is fairly evenly divided between Asian/Indian at 2.9%; Asian/Bangladeshi at 3.1%; Asian/Chinese at 3.6% and Asian/Other at 2.9%. The City of London has the highest percentage of Chinese people of any local authority in London and the second highest percentage in England and Wales. The City of London has a relatively small Black population comprising 2.6% of residents. This is considerably lower than the Greater London wide percentage of 13.3% and also smaller than the percentage for England and Wales of 3.3%.

[See ONS Census information](#) or [Greater London Authority projections](#)

NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposals – see below

[Double click here to show borough wide statistics / hide statistics](#)

Race

Additional Equalities Data (Service level or Corporate) *Include data analysis of the impact of the proposals*

Type response here

What is the proposal's impact on the equalities aims? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***

Type response here

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

Type response here

Religion or Belief [Double click here to add impact / Hide](#)

Check box if NOT applicable ☒

Key borough statistics – sources include:

The ONS website has a number of data collections on [religion and belief](#), grouped under the theme of religion and identity.

[Religion in England and Wales provides a summary of the Census 2011 by ward level](#)

NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposals – see below under “additional equalities data”.

[Double click here to show borough wide statistics / hide statistics](#)

Religion or Belief

Additional Equalities Data (Service level or Corporate) *Include data analysis of the impact of the proposals*

Type response here

What is the proposal’s impact on the equalities aims? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***

Type response here

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

Type response here

Sex [Double click here to add impact / Hide](#)

Check box if NOT applicable ☒

Key borough statistics:

At the time of the [2011 Census the usual resident population of the City of London](#) could be broken up into:

- 4,091 males (55.5%)
- 3,284 females (44.5%)

A number of demographics and projections for demographics can be found on the [Greater London Authority website in the London DataStore](#). The site details statistics for the City of London and other London authorities at a ward level:

- [Population projections](#)

NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposals – see below under “additional equalities data”.

[Double click here to show borough wide statistics / hide statistics](#)

Sex

Additional Equalities Data (Service level or Corporate) *Include data analysis of the impact of the proposals*

Type response here

What is the proposal’s impact on the equalities aims? *Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact***

Type response here

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

Type response here

Sexual Orientation and Gender Reassignment [Double click here to add impact / Hide](#)

[Check box if NOT applicable](#) ☒

Key borough statistics – suggested sources include:

- [Sexual Identity in the UK – ONS 2014](#)
- [Measuring Sexual Identity – ONS](#)

NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposals – see below under “additional equalities data”.

[Double click here to show borough wide statistics / hide statistics](#)

Sexual Orientation and Gender Reassignment

Additional Equalities Data (Service level or Corporate) *Include data analysis of the impact of the proposals*

Type response here

What is the proposal’s impact on the equalities aims? Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact**

Type response here

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

Type response here

Marriage and Civil Partnership [Double click here to add impact / Hide](#)

[Check box if NOT applicable](#) ☒

Key borough statistics - sources include:

- [The 2011 Census contain data broken up by local authority on marital and civil partnership status](#)

NB: These statistics provide general data for these protected characteristics. You need to ensure you have sufficient data about those affected by the proposals – see below under “additional equalities data”.

[Double click here to show borough wide statistics / hide statistics](#)

Marriage and Civil Partnership

Additional Equalities Data (Service level or Corporate) *Include data analysis of the impact of the proposals*

Type response here

What is the proposal’s impact on the equalities aims? Look for **direct impact** but also evidence of **disproportionate impact** i.e. where a decision affects a protected group more than the general population, including **indirect impact**

Type response here

What actions can be taken to avoid or mitigate any negative impact or to better advance equality and foster good relations?

Type response here

This section seeks to identify what additional steps can be taken to promote these aims or to mitigate any adverse impact. Analysis should be based on the data you have collected above for the protected characteristics covered by these aims. In addition to the sources of information highlighted above – you may also want to consider using:

- Equality monitoring data in relation to take-up and satisfaction of the service

- Equality related employment data where relevant
- Generic or targeted consultation results or research that is available locally, London-wide or nationally
- Complaints and feedback from different groups.

[Double click here to show borough wide statistics / hide statistics](#)

Additional Impacts on Advancing Equality & Fostering Good Relations	
Additional Equalities Data (Service level or Corporate)	
Type response here	
Are there any additional benefits or risks of the proposals on advancing equality and fostering good relations not considered above? Type response here	What actions can be taken to avoid or mitigate any negative impact on advancing equality or fostering good relations not considered above? Provide details of how effective the mitigation will be and how it will be monitored. Type response here

Conclusion and Reporting Guidance

Set out your conclusions below using the EA of the protected characteristics and submit to your Director for approval.

If you have identified any negative impacts, please attach your action plan to the EA which addresses any negative impacts identified when submitting for approval.

If you have identified any positive impacts for any equality groups, please explain how these are in line with the equality aims.

Review your EA and action plan as necessary through the development and at the end of your proposal/project and beyond.

Retain your EA as it may be requested by Members or as an FOI request. As a minimum, refer to any completed EA in background papers on reports, but also include any appropriate references to the EA in the body of the report or as an appendix.

This analysis has concluded that...

We believe that the negative impacts are disproportionate to the positive impacts of trialling a School Street outside Charterhouse Square School, specifically improving safety and creating more space for young children to safely enter and exit their school.

The proposal could affect people who suffer from a disability because during the specified hours all motor vehicles will not be permitted to drive through the restricted part of Charterhouse Square, including red and blue badge holders. This will negatively affect car passengers or drivers that suffer from mobility impairments who need to be dropped off close to their destination. The EA has identified several recommendations that can minimise the impact on this protected characteristic. These are listed above but of particular importance are: ensuring access to properties either side of the restriction will continue to be available; keeping the restrictions to only two 2 hours per weekday and only during school term time; and ensuring local residents, businesses and school parents and staff are aware of the restriction and can plan their journeys accordingly, if appropriate. Monitoring of the scheme and continued communication with people using the area will also further reduce these impacts and will be important to determine the success of the scheme.

Outcome of analysis - check the one that applies

☐ Outcome 1

No change required where the assessment has not identified any potential for discrimination or adverse impact and all opportunities to advance equality have been taken.

☒ Outcome 2

Adjustments to remove barriers identified by the assessment or to better advance equality. Are you satisfied that the proposed adjustments will remove the barriers identified?

☐ Outcome 3

Continue despite having identified some potential adverse impacts or missed opportunities to advance equality. In this case, the justification should be included in the assessment and should in line with the duty have 'due regard'. For the most important relevant policies, compelling reasons will be needed. You should consider whether there are sufficient plans to reduce the negative impact and/or plans to monitor the actual impact.

☐ **Outcome 4**

Stop and rethink when an assessment shows actual or potential unlawful discrimination.

Signed off by Director:		Name:		Date:	
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Appendix 3

Charterhouse Square School Street Comms Plan November 2020			
Who	What	When	How
Stakeholders	Notification to ward members	w/c 23/11/2020	Email
	Copy of stakeholder letters to ward members	w/c 30/11/2020 AND when ETO starts	Email
	Letters to Islington residents and businesses	w/c 30/11/2020 AND when ETO starts	tbc and coordinated with LB Islington
	Letters to City of London residents, Smithfield Market and businesses	w/c 30/11/2020 AND when ETO starts	Letter drop and circulation by Smithfield Market
	Charterhouse School parents	w/c 30/11/2020 AND when ETO starts	send copy to the school that they can distribute to parents
Experimental Traffic Order (ETO) Statutory process	Letters to statutory consultees	ahead of ETO start date	
	ETO notice to be published	ahead of ETO start date	Local Press and on street & Guildhall
	ETO statement of reasons to be published	ahead of ETO start date	Local press and on street & Guildhall
General comms	Installation of road signs for information and enforcement	tbc	On site
	City of London newsletters	ETO start date	Email
	Press release	ETO start date	Press release
	Tweets announcing launch of School Street	ETO start date	squarehighways twitter

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Appendix 1

S106 Agreement	Heads of Terms	Scope	Options within agreed priorities	Status	Recommended or available allocation	Balance (£)	Total additional S106 funding (£)
11/00854/FULEIA Fenchurch Street 120 30/03/2012	Transportation	City Cluster Area	City Cluster Programme	No variation reqd	City Cluster Programme – (delivery of City Cluster Vision)	99,993.17	765,852
09/00450/FULMAJ Bevis Marks 6 25/06/2010	Public Realm (LCEIW)	City Cluster Area	City Cluster Programme	No variation reqd		1,086.69	
06/01123/FULEIA Pinnacle 30/11/2007	Public Realm (LCEIW)	City Cluster Area	City Cluster Programme	No variation reqd		427,939.06	
12/00870/FULEIA Lime Street 52-54 11/06/2013	Public Realm (LCEIW)	City Cluster Area	City Cluster Programme	No variation reqd		128,840.00	
08/00739/FULEIA St Mary Axe 60-70 10/06/2010	Public Realm (LCEIW)	City Cluster Area	City Cluster Programme	No variation reqd		107,993.00	
06/00500/FULL Lothbury 1 28/12/2006	Public Realm (LCEIW)	Bank Area	All Change at Bank, Pedestrian Priority Streets Programme (Bank Area only)	No variation reqd	All Change at Bank – (delivery of improvements at Bank Junction)	5,895.72	63,189
06/00500/FULL Lothbury 1 28/12/2006	Public Realm (LCEIW)	Bank Area	All Change at Bank, Pedestrian Priority Streets Programme (Bank Area only)	No variation reqd		11,799.75	
06/00903/FULL New Court 25/07/2007	Transportation	Bank Area	All Change at Bank, Pedestrian Priority Streets Programme (Bank Area only)	No variation reqd		498.28	

04/00633/FULLEIA Cannon Street Station 11/01/2006	Transportation	Bank Area	All Change at Bank, Pedestrian Priority Streets Programme (Bank Area only)	De Minimis		17,785.05	
06/00692/FULL Walbrook 18/06/2007	Public Realm (LCEIW)	Bank Area	All Change at Bank, Pedestrian Priority Streets Programme (Bank Area only)	De Minimis		22,887.26	
06/00692/FULL Walbrook 18/06/2007	Transportation	Bank Area	All Change at Bank, Pedestrian Priority Streets Programme (Bank Area only)	De Minimis		4,174.68	
05/00929/FULL Old Jewry 26 16/06/2006	Transportation	Bank Area	All Change at Bank, Pedestrian Priority Streets Programme (Bank Area only)	No variation reqd		148.11	
10/00904/FULEIA Broadgate 5 29/07/2011	Transportation	Broadgate Area	None	Variation agreed with developer to extend boundary to include Liverpool Street	Liverpool St - Crossrail Urban Integration (delivery of improvements adjacent to Crossrail station)	35,000.00	35,000
10/00832/FULEIA London Wall Place 26/08/2011	Public Realm (LCEIW)	Fore Street, Wood Street, London Wall	None	No variation reqd	Crossrail Moorgate - Urban Integration delivery of improvements adjacent to Crossrail station)	68,787.15	68,787

11/00332/FULEIA Bishopsgate 100 23/11/2011	Public Realm (LCEIW)	City Cluster Area	City Cluster Programme, Sculpture in the City	S106 agreement requires allocation in consultation with developer, who has expressed wish for funding to be used on public art	Sculpture in the City (delivery of public art project)	63,335.19	63,335
11/00213/FULL Bath House 08/08/2011	Transportation	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	No variation reqd	Globe View Walkway (completion of riverside walkway)	151,583.00	163,924
11/00213/FULL Bath House 08/08/2011	Public Realm (LCEIW)	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21., Public Space and Placemaking Review, Pedestrian Priority Street Programme	No variation reqd		12,340.66	
11/00935/FULEIA Bucklersbury House 30/03/2012	Public Realm (LCEIW)	Citywide (Greening)	Prioritised (greening) project where TfL LIP funding has been lost in 2020/21.	No variation reqd	Little Trinity Lane (formerly Mansion House Station Environs - 11945) (delivery of improvements adjacent to Mansion House station)	48,842.72	68,842
11/00049/FULEIA Old Bailey 30 08/08/2011	Public Realm (LCEIW)	Citywide (Greening)	Prioritised (greening) project where TfL LIP funding has been lost in 2020/21.	No variation reqd		20,000	
	Transportation	Citywide		De Minimis		86	102,495

03-5027C New Street Square 01/03/2005			Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme			
03-5027C New Street Square 01/03/2005	Public Realm (LCEIW)	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis		6,994.00
11/00317/FULMAJ Trinity Square 10 29/03/2012	Public Realm (LCEIW)	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis	Public Space and Placemaking Review (update of Supplementary Planning Document, Technical Manual and place-making work in support of corporate priorities)	4,525.00
06/01160/FULEIA Milton Court 30/01/2008	Public Realm (LCEIW)	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis		24,686.03
06/01160/FULEIA Milton Court 30/01/2008	Public Realm (LCEIW)	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis		1,688.90
11/00210/FULMAJ New Street Square 1 29/03/2012	Public Realm (LCEIW)	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis		20,000.00
11/00935/FULEIA Bucklersbury House 30/03/2012	Transportation	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis		473.51

12/00145/FULMAJ Minorities 24-26 24/08/2012	Public Realm (LCEIW)	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis	4,721.50	
12/00145/FULMAJ Minorities 24-26 24/08/2012	Public Realm (LCEIW)	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis	1,712.97	
06/00214/FULL Mariner House 02/02/2007	Public Realm (LCEIW)	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis	18,160.08	
06/00214/FULL Mariner House 02/02/2007	Transportation	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	No variation reqd	437.86	
12/00256/FULEIA Bartholomew Close 29/05/2013	Public Realm (LCEIW)	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis	2,317.53	
07/00387/FULL St Botolph's 25/04/2008	Public Realm (LCEIW)	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis	8,400.61	
10/00904/FULEIA Broadgate 5 29/07/2011	Public Realm (LCEIW)	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	No variation reqd	3,838.89	

06/01123/FULEIA Pinnacle 30/11/2007	Public Realm (LCEIW)	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis		3,007.15	
12/01225/FULEIA Fleet Building 28/10/2013	Transportation	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	No variation reqd		1,445.00	
14/00860/FULMAJ King William Street 33 24/06/2015	Public Realm (LCEIW)	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis	Pedestrian priority streets programme (delivery of transportation and public realm improvements in support of Climate Action Strategy – zero emissions)	15,562.53	148,453
06/00240/FULL Dashwood House 12/12/2006	Public Realm (LCEIW)	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis		8,133.31	
06/00240/FULL Dashwood House 12/12/2006	Transportation	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis		16,719.73	
02-4962Y Cheapside 150 21/12/2004	Public Realm (LCEIW)	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis		6,329.67	
05/00864/FULL Bartholomew Lane 1 21/11/2006	Public Realm (LCEIW)	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis		8,279.43	

06/00903/FULL New Court 25/07/2007	Public Realm (LCEIW)	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis	4,063.20
03-5027C New Street Square 01/03/2005	Public Realm (LCEIW)	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis	8,208.28
05/00864/FULL Bartholomew Lane 1 21/11/2006	Transportation	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis	10.80
06/00500/FULL Lothbury 1 28/12/2006	Transportation	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis	314.47
06/00613/FULL Fleetway House 14/03/2007	Public Realm (LCEIW)	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis	125.00
13/00049/FULMAJ Monument Street 23/09/2013	Public Realm (LCEIW)	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis	49.27
13/00049/FULMAJ Monument Street 23/09/2013	Transportation	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis	207.91

13/00339/FULMAJ Cannon Street 39-53, 11-14 Bow Lane And Watling Court 27/02/2014	Transportation	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis	15,000.00
14/00322/FULMAJ Fann Street 2 06/03/2015	Public Realm (LCEIW)	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis	1,182.00
05/00653/FULEIA Mondial House 20/12/2006	Transportation	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis	509.51
06/00240/FULL Dashwood House 12/12/2006	Transportation	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis	899.7
06/00613/FULL Fleetway House 14/03/2007	Public Realm (LCEIW)	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis	125
06/00903/FULL New Court 25/07/2007	Public Realm (LCEIW)	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis	104.97
04/01005/FULEIA Old Stock Exchange 15/09/2005	Public Realm (LCEIW)	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis	895.02

09/00450/FULMAJ Bevis Marks 6 25/06/2010	Public Realm (LCEIW)	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis		1,086.69	
10/00889/FULMAJ Angel Court & 33 Throgmorton Street 15/03/2013	Public Realm (LCEIW)	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis		1,532.69	
10/00889/FULMAJ Angel Court & 33 Throgmorton Street 15/03/2013	Transportation	Bank/Moorgate area (in accordance with S106 plan area)	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis		35,233.50	
12/00256/FULEIA Bartholomew Close 29/05/2013	Transportation	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis		12,915.94	
12/00474/FULMAJ Moorgate 8-10 19/10/2012	Public Realm (LCEIW)	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis		150.92	
12/00474/FULMAJ Moorgate 8-10 19/10/2012	Transportation	Citywide	Prioritised project where TfL LIP funding has been lost in 2020/21, Public Space and Placemaking Review, Pedestrian Priority Street Programme	De Minimis		10,813.52	
					TOTAL		1,479,877

Appendix 2

PROJECT PRIORITISATION METHODOLOGY

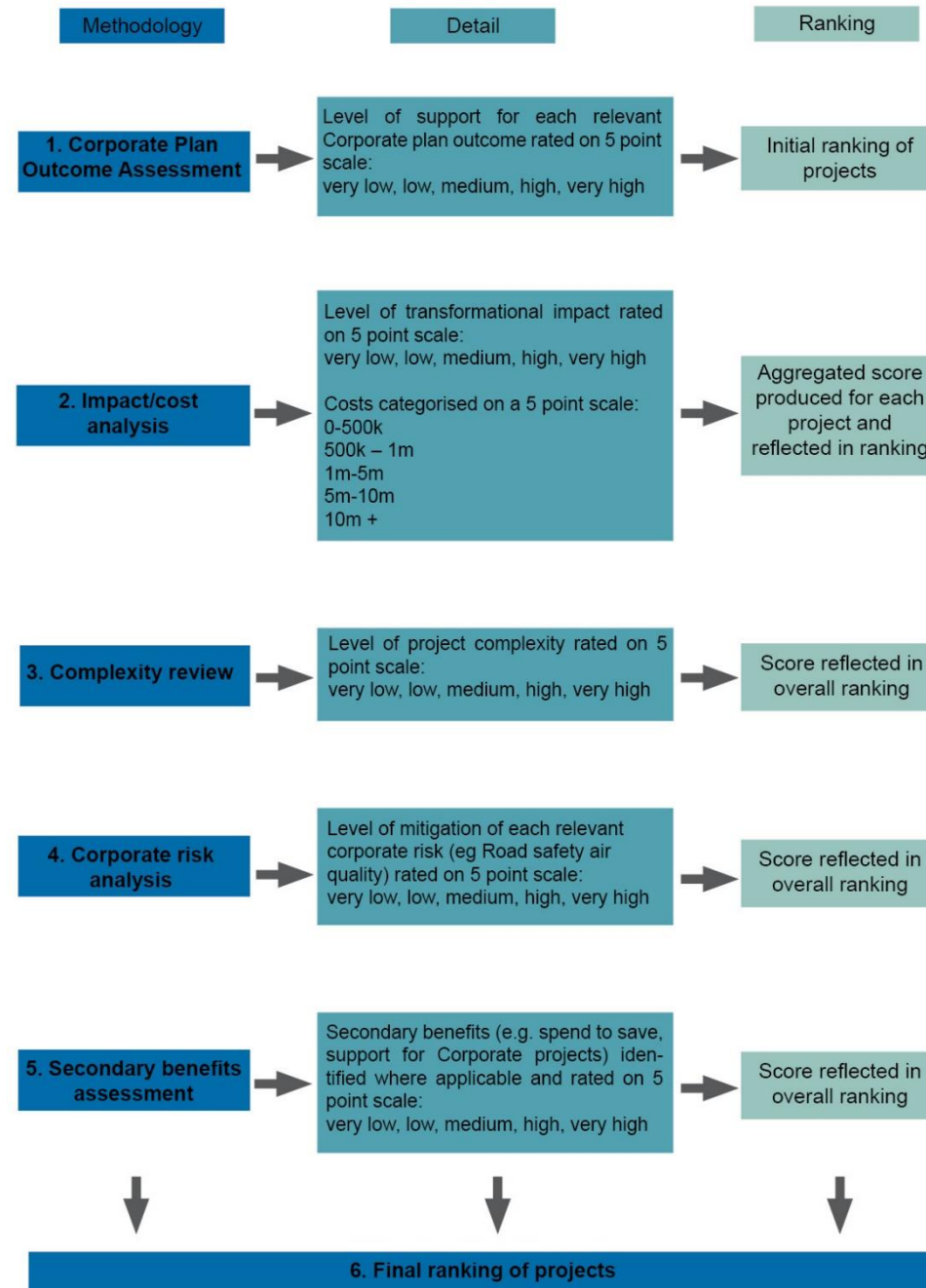


Table 1: Top ten results of DBE prioritisation exercise (2019), with 2020 update

Rank	Project	Project Description	Nov 2020 Update
1	St Pauls Gyratory (inc. Centre for Music) (11377)	Transportation and Public Realm changes to St Paul's Gyratory between Newgate Street and London Wall	Project cancelled following Fundamental review
2	Liverpool Street (Crossrail Urban Integration) (11375)	Transportation and Public Realm changes to improve local streets in connection with to access to Crossrail station	Project being progressed through Gateway process
3	Bank Junction (All Change at Bank) (11401)	Transportation and Public Realm changes to Bank junction	Project being progressed through Gateway process
4	Healthy Street Plans – City Cluster and Fenchurch Street	Identification of transportation and public realm improvements in the City Cluster and Fenchurch Street area that support delivery of the Transport Strategy	Project was on hold following withdrawal of TfL funds but due to be restarted using TfL funding
4	Healthy Street Plans – Fleet Street and Temple	Identification of transportation and public realm improvements in the Fleet Street and Temples area that support delivery of the Transport Strategy	Project being progressed through Gateway process
6	Moorgate (Crossrail Urban Integration) (11381)	Transportation and Public Realm changes to improve local streets in connection with to access to Crossrail station	Project being progressed through Gateway process
7	City Cluster - Implementation	Programme of transportation and public realm changes that support delivery of the City Cluster Vision	Programme being progressed through Gateway process
8	London Wall Car Park - Joints and Waterproofing (12002)	Structural repairs and water-proofing works to London Wall Car Park	Project being progressed through Gateway process
9	Healthy Street Plans – Barbican & Smithfield	Identification of transportation and public realm improvements in the Barbican and Smithfield areas that support delivery of the Transport Strategy	Project being progressed in Smithfield as part of West Smithfield public realm project

10	Healthy Street Plans – Bank and Guildhall	Identification of transportation and public realm improvements in the Bank and Guildhall areas that support delivery of the Transport Strategy	Not yet initiated
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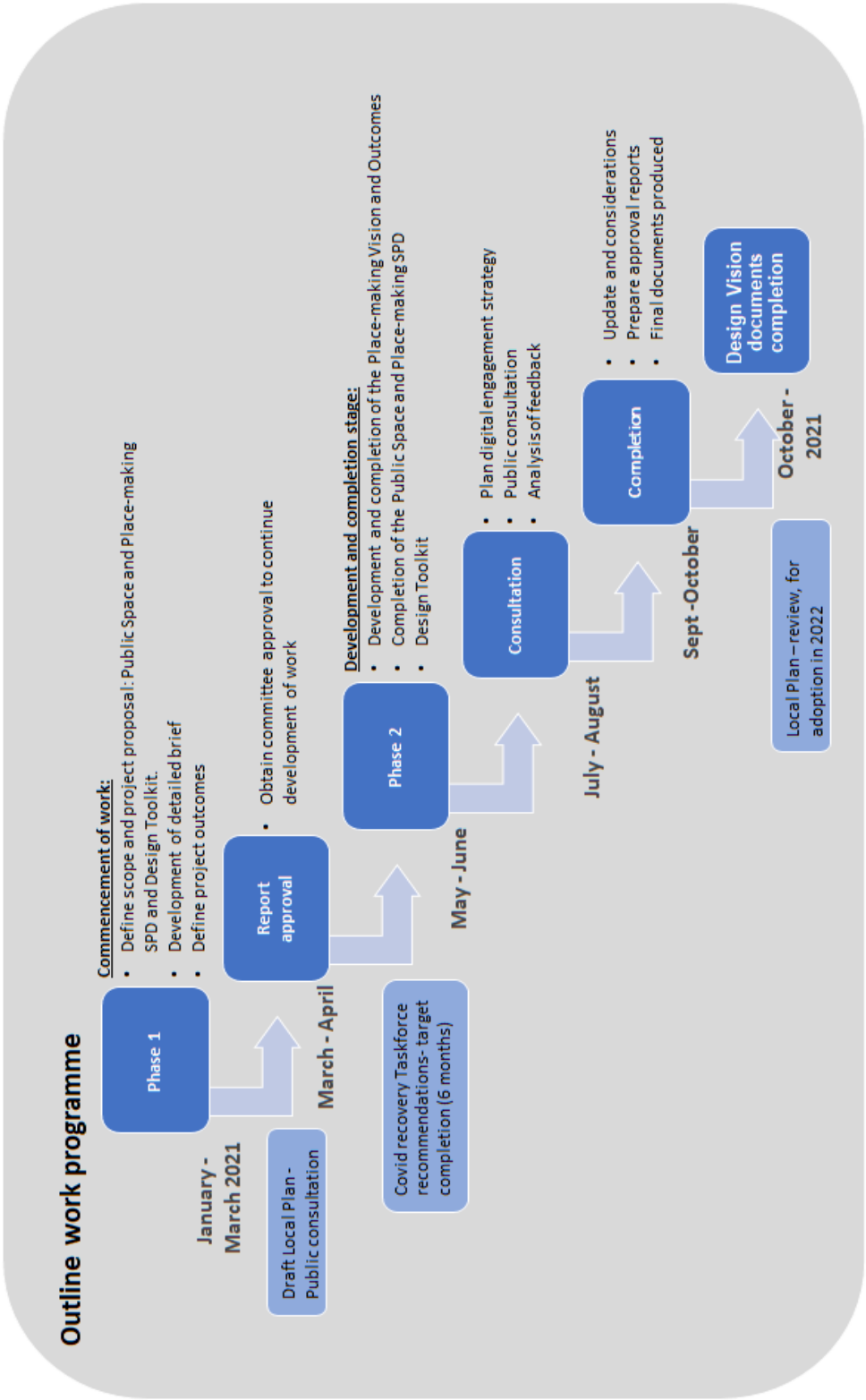
Table 2: DBE Projects prioritised and approved to continue via Fundamental Review (2019)

Project	Project Description
HVM Security (11954)	Measures to mitigate the Square Mile against hostile vehicles
Bank on Safety (11599)	Measures to improve safety at Bank Junction
Pipe Subways - Holborn Viaduct / Snow Hill (9845)	Works to Pipe Subway adjacent to Annexe Building of Smithfield Market and above the Thameslink line.
West Smithfield Area (inc. Museum of London Public Realm) (11956)	Transportation and public realm improvements to accommodate anticipated changes in the area including the new Museum of London development
Fleet Street Area (inc. Central Criminal Courts Public Realm)	Transportation and public realm improvements to accommodate anticipated changes in the area including the new Central Criminal Courts development
Beech St Transportation and Public Realm (10847)	Transportation and public realm improvements in Beech Street

Table 3: Submitted DBE Capital bids 2020

Project	Project Description
Secure City Programme Year 2	Delivery of Year 2 of Secure City Programme, in partnership with City of London Police
Public Realm Security Programme	Delivery of enhanced security measures in the public realm in various locations across the Square Mile
Beech Street Transportation and Public Realm project (Top-Up Bid)	Delivery of works to make permanent the Experimental Traffic Order in Beech Street and associated activities
Climate Action Strategy (DBE implementation)	Delivery of measures to address the causes and effects of climate change on the built environment, including reducing emissions and improving environmental resilience

Appendix 1. Programme milestones



Appendix 2. S106 Deposits allocated to the Public Space and Place-making Review

S106 Agreement	Heads of Terms	Balance
03-5027C New Street Square 01/03/2005	Transportation	£86.00
03-5027C New Street Square 01/03/2005	Public Realm (LCEIW)	£6,994.00
11/00317/FULMAJ Trinity Square 10 29/03/2012	Public Realm (LCEIW)	£4,525.00
06/01160/FULEIA Milton Court 30/01/2008	Public Realm (LCEIW)	£24,686.03
06/01160/FULEIA Milton Court 30/01/2008	Public Realm (LCEIW)	£1,688.90
11/00210/FULMAJ New Street Square 1 29/03/2012	Public Realm (LCEIW)	£20,000.00
11/00935/FULEIA Bucklersbury House 30/03/2012	Transportation	£473.51
12/00145/FULMAJ Minorities 24-26 24/08/2012	Public Realm (LCEIW)	£4,721.50
12/00145/FULMAJ Minorities 24-26 24/08/2012	Public Realm (LCEIW)	£1,712.97
06/00214/FULL Mariner House 02/02/2007	Public Realm (LCEIW)	£18,160.08
06/00214/FULL Mariner House 02/02/2007	Transportation	£437.86
12/00256/FULEIA Bartholomew Close 29/05/2013	Public Realm (LCEIW)	£2,317.53
07/00387/FULL St Botolph's 25/04/2008	Public Realm (LCEIW)	£8,400.61
10/00904/FULEIA Broadgate 5 29/07/2011	Public Realm (LCEIW)	£3,838.89
06/01123/FULEIA Pinnacle 30/11/2007	Public Realm (LCEIW)	£3,007.15
12/01225/FULEIA Fleet Building 28/10/2013	Transportation	£1,445.00
TOTAL FUNDING		£102,495.03

52-54 Lime Street section 278 phase 2	
Item	£
Highway works	26959
Utility works	8000
Fees	5500
Staff costs: Highways	4000
Staff costs: Transportation	600
Total	45059

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10 Fenchurch Avenue section 278 phase 2

Item	£
Highway works	112382
Utility works	25000
Fees	5500
Staff costs: Highways	11040
Staff costs: Transportation	2592
Total	156514

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