



Streets and Walkways Sub (Planning and Transportation) Committee

Supplementary Agenda

Date: THURSDAY, 8 JULY 2021

Time: 11.00 am

Venue: <https://youtu.be/Sji-2F4949g>

10. **CITY STREETS: TRANSPORTATION RESPONSE TO SUPPORT COVID-19 RECOVERY - PHASE 3 ISSUES REPORT**
Report of the Director of the Built Environment

For Decision

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

John Barradell
Town Clerk and Chief Executive

This page is intentionally left blank

Committees: Corporate Project Board Streets and Walkways – for decision Projects Sub – for decision	Dates: Urgency 08 July 2021 23 July 2021
Subject: City Streets: Transportation response to support Covid-19 recovery - Phase 3 – Issues report Unique Project Identifier: <i>PV Project ID: 12217</i>	Regular Issues report (Gateway 5)
Report of: Director of the Built Environment Report Author: Maria Herrera	For Information
<h1 style="margin: 0;">PUBLIC</h1>	

1. Status update	<p>Project Background</p> <p>Phases 1 and 2 of the City’s Covid-19 Transportation recovery strategy consisted of temporary traffic management measures on City streets to provide additional spaces for people to walk and cycle socially distanced. A Gateway 6 report on these two phases was approved by Planning and Transportation Committee and Projects Sub Committee in April 2021.</p> <p>Phase 3 relates to temporary greening and seating measures, queue management, cycle parking and Charterhouse School Street. This report focusses on the Greening and Seating measures which were progressed following the approval of a Gateway 5 report in August 2020. To date, these measures have successfully been delivered in 10 sites across the City, see Appendix 2 for detailed information and pictures.</p> <p>Project Status:</p> <p>The design and implementation of temporary on-street seating and greening measures, as part of the City’s Covid-19 street response, has been successfully delivered in ten locations across the Square Mile. These measures have supported the local economy, providing additional, high quality, outdoor space adjacent to businesses offering food and beverage.</p>
-------------------------	--

The response from City businesses to these measures has been positive. The Cheapside Business Alliance, for example, has agreed to fund further seating and greening in their area, given the popularity of these measures to date. In addition, a further £60,000 of Government funding to aid recovery has been awarded to the Corporation to provide more temporary seating and greening. Information on these additional measures is provided in Appendix 2.

In addition, Bloomberg, as a major City occupier, have approached the Corporation to propose the delivery of an ‘asphalt art’ programme, to complement the existing Covid-19 street response. This comprises the use of temporary, artistic designs on the footway and carriageway at locations between Cannon Street station and Cheapside. The Culture, Heritage and Libraries Committee endorsed the proposal, in principle, in June 2021, subject to the required approvals overseen by this Sub-Committee. The Cheapside Business Alliance also supports the ‘asphalt art’ initiative and this report confirms the offer of funding from both Bloomberg and the Cheapside Business Alliance to design and deliver ‘asphalt art’ in partnership with the Corporation. The Greater London Authority (GLA) and London Design Festival (LDF) will provide marketing support as part of the Let’s Do London campaign and festival programme respectively.

The various funding offers and successful bids described above, represent an excellent opportunity to leverage a small amount of the existing budget from this Covid 19 street response (Phase 3) project to secure over £290,000 of external funding. This will fully fund further temporary measures on street in support of City recovery and in partnership with City businesses. The funding offers and bids require these recovery measures to be delivered in Summer and Autumn 2021.

RAG Status: Green

Risk Status: Low [Low]

Total Estimated Cost of Project (excluding risk): £801,500
(Please note this is for Phase 3 only and includes “asphalt art” initiative)

Change in Total Estimated Cost of Project (excluding risk):
Increase of £292,850 since last report to Committee (£801,350 - £508,500)

Spend to Date: £351,995

	Costed Risk Provision Utilised: none.																								
2. Requested decisions	<ol style="list-style-type: none"> 1. Note the progress to date on the implementation of the Covid-19 street recovery project (Phase 3). 2. Approve the delivery of additional seating and greening measures as described in the report. 3. Approve the budget adjustment and increase as set out in Section 3 - Table 2, at a total project cost of £580,500 to continue the management and delivery of the project. 4. Note the approval, in principle, of the 'asphalt art' initiative from Cultural, Heritage and Library Committee on 14th June for up to 5 sites, subject to funding and the required highway approvals, overseen by this Sub-Committee. 5. Approve the addition of the 'asphalt art' initiative within this Covid-19 recovery Phase 3 project, to be progressed with a separate Gateway 5 report, submitted under delegated authority. The delivery of the asphalt art is externally funded at a cost of £220,000. 																								
3. Budget	<p>The proposed additional measures are to be funded from the underspend from the project and additional external funding (at a total of £292,000), which has been identified as follows:</p> <ul style="list-style-type: none"> - £ 60,000 from separate bids to the Government <i>Reopening High Street Safely Fund</i> and the <i>Welcome Back Fund</i> for seating and greening measures. - £12,000 from the Cheapside Business Alliance to deliver additional seating in Cheapside. - £70,000 from the Cheapside Business Alliance to contribute to the 'asphalt art' initiative. - £150,000 from Bloomberg Philanthropies for the design and delivery of the 'asphalt art' initiative. <table border="1" data-bbox="512 1579 1449 1989"> <thead> <tr> <th colspan="4">Table 1: Spend to Date - City Streets Covid-19 Recovery Ph 3 - 16800432</th> </tr> <tr> <th>Description</th> <th>Approved Budget (£)</th> <th>Expenditure (£)</th> <th>Balance (£)</th> </tr> </thead> <tbody> <tr> <td>Env Servs Staff Costs</td> <td>6,500</td> <td>1,687</td> <td>4,813</td> </tr> <tr> <td>Open Spaces Staff Costs</td> <td>6,000</td> <td>5,910</td> <td>90</td> </tr> <tr> <td>P&T Staff Costs</td> <td>118,450</td> <td>115,031</td> <td>3,419</td> </tr> <tr> <td>P&T Fees</td> <td>10,000</td> <td>5,898</td> <td>4,103</td> </tr> </tbody> </table>	Table 1: Spend to Date - City Streets Covid-19 Recovery Ph 3 - 16800432				Description	Approved Budget (£)	Expenditure (£)	Balance (£)	Env Servs Staff Costs	6,500	1,687	4,813	Open Spaces Staff Costs	6,000	5,910	90	P&T Staff Costs	118,450	115,031	3,419	P&T Fees	10,000	5,898	4,103
Table 1: Spend to Date - City Streets Covid-19 Recovery Ph 3 - 16800432																									
Description	Approved Budget (£)	Expenditure (£)	Balance (£)																						
Env Servs Staff Costs	6,500	1,687	4,813																						
Open Spaces Staff Costs	6,000	5,910	90																						
P&T Staff Costs	118,450	115,031	3,419																						
P&T Fees	10,000	5,898	4,103																						

Purchases	3,550	2,700	850
Env Servs Works	275,150	193,109	82,041
Open Spaces Works	27,850	27,620	230
Maintenance	61,000	-	61,000
TOTAL	508,500	351,955	156,545

Table 2: Resources required to reach next Gateway - City Streets Covid-19 Recovery Ph 3 (incorporating asphalt art)- 16800432

Description	Approved Budget (£)	Resources Required (£)	Revised Budget (£)
Env Servs Staff Costs	6,500	(4,813)	1,687
Open Spaces Staff Costs	6,000	3,000	9,000
P&T Staff Costs	118,450	20,000	138,450
P&T Fees	10,000	30,000	40,000
Purchases	3,550	(850)	2,700
Env Servs Works	275,150	17,663	292,813
Open Spaces Works	27,850	7,000	34,850
Maintenance	61,000	0	61,000
TOTAL	508,500	72,000	580,500

Table 3: Funding sources – City Streets Covid-19 Recovery Ph 3 - 16800432

Description	Amount
City Fund - OSPR	508,500
Reopening High Streets Safely Fund**	30,000
Welcome Back Fund**	30,000
Cheapside Business Alliance*	12,000
TOTAL	580,500

* subject to funding being received

** funding released upon completion of works to reimburse CoL costs

Table 4: Funding sources – “Asphalt Art” initiative	
Description	Amount
Cheapside Business Alliance*	70,000
Bloomberg Philanthropies*	150,000
TOTAL	220,000

* subject to funding being received

Costed risk provision requested for this gateway: none

4. Issue description	<p><u>Covid-19 Streets Recovery Phase 3 measures:</u> (Refer to Appendix 2)</p> <p>4.1 In line with the aims of the City’s Covid-19 street response, a phase 3 of the project was developed to deliver on-street temporary seating and greening measures with 10 sites implemented between December 2020 and January 2021. The design intention was focused on providing outdoor seating and greening interventions utilising carriageway space to provide outdoor public spaces for people to dwell and enjoy. The site interventions also respond to the need to support the local business community and create an attractive outdoor environment for safe social interaction.</p> <p>4.2 The 10 interventions delivered to date are located in proximity to local amenities, food and beverage outlets and principal shopping streets (refer to summary of sites and pictures included in Appendix 2). In addition, the selection criteria took into consideration the following elements:</p> <ul style="list-style-type: none"> - Streets with medium-low levels of traffic, as well as building on the initial phases of the Covid-19 Transport Strategy which delivered a number of traffic restrictions across the City. - Footway widths to ensure sufficient space is provided to support social distancing. - Areas which perform better within the thermal comfort guidance. - Areas where demand was identified due to the site condition and existing business (food and beverage in particular) - Likelihood for pedestrian footway crowding - Sites which have a forthcoming public realm and transportation project, in order to test solutions and inform the delivery of permanent changes. <p>4.3 The greening and seating measures delivered to date received positive feedback from local businesses and BIDs.</p>
-----------------------------	---

The seating and greening measures in Middlesex Street were particularly well received, with the Lord Mayor and the City of London Sheriffs attending the launch of the new alfresco seating area on 12th April 2021. Measures in Chancery Lane and Cheapside received also lots of supportive comments, and local businesses in other parts of the City also welcomed the additional greening and seating area for people to enjoy and have their lunch(see Appendix 2 for more information and feedback).

4.4 Following the success of the measures delivered to date, it is now proposed to deliver additional interventions where demand from local stakeholders has been identified, and space is available. A number of sites for these additional interventions have been identified and are proposed to be delivered in September (see locations in Appendix 2). Feasibility assessments and internal consultation with colleagues have indicated that the proposed sites will have minimal impact on the road network, whilst delivering important benefits to City workers and visitors.

4.5 Complementary to the above site interventions, the City is working with Sustrans, a UK walking and cycling charity to deliver a parklet in the Golden Lane area. The parklet is currently being developed in consultation with the local community, through a co-design process with local residents from the Golden Lane estate, nearby schools and CoL officers. Engagement workshops have been organised by Sustrans to initiate the process and develop design options in line with stakeholders' objectives. The cost of the design process, stakeholder engagement, implementation, and maintenance is to be fully covered by Sustrans who received a separate grant from TfL (see Appendix 4 for further information).

Bloomberg Asphalt Art project:

4.6 The City Corporation was approached by Bloomberg to propose the programme in the Square Mile. The asphalt art initiative responds to the growing number of cities around the world embracing art as an effective strategy to activate their streets, aiding recovery post-pandemic and improving the attractiveness of cities as places in which to dwell and spend time. The focus of the initiative is to create artistic interventions on footways and carriageways using paint or thermoplastic. Such interventions have been shown to improve safety in reducing vehicles speed and create vibrant urban areas.

4.7 The 'asphalt art' project is a key part of the Recovery Task Force Vibrant Offer in creating a vibrant and visually exciting

environment for workers, visitors and residents to enjoy, making the City a more dynamic place where people want to spend more time and return. The project includes a participatory element which will allow to directly engage with local people stakeholders encouraging them to come into the City to take part on the activity.

4.8 Bloomberg are quoted as follows: “*The Asphalt Art Initiative grant program is designed to fund visual art interventions on roadways, pedestrian spaces, and public infrastructure with the goal of: improving street and pedestrian safety, revitalizing and activating underutilized public space, promoting collaboration and civic engagement in local communities*”.

4.9 The Culture, Heritage and Libraries Committee endorsed the proposal, in principle, in June 2021, subject to the required approvals overseen by this Sub-Committee. The Cheapside Business Alliance also supports the ‘asphalt art’ initiative and this report confirms the offer of funding from both Bloomberg and the Cheapside Business Alliance to design and deliver asphalt art in partnership with the Corporation. The Greater London Authority (GLA) and London Design Festival (LDF) will provide marketing support as part of the Let’s Do London campaign and festival programme respectively.

4.10 Specific locations for the possible delivery of asphalt art in the Square Mile were identified following an initial assessment of sites that were complementary to existing Covid-19 street response measures and meet one of the following criteria:

- Arrival points into the City
- Areas with high number of food and beverage retail
- Close to visitor destinations

Following feedback from officers in Planning and Highways, five sites between Cannon Street station and Cheapside were selected and presented to Bloomberg and the Cheapside Business Alliance. The funding now offered by these organisations can fully fund the design and implementation of asphalt art in four locations. These are:

- Cannon Street/Walbrook junction
- Cannon Street/Queen Street junction
- Cheapside/King Street/Queen Street junction
- Cheapside/New Change junction

The asphalt art is proposed to be delivered within the marked areas of the signalised pedestrian crossings at these locations.

4.11 Particular consideration will be given to matters of sustainability and the impact on users of City streets. The artwork will be created using non-toxic, biodegradable paint or thermoplastic using recycled material and a commitment made

	<p>to recycle those materials used as part of this programme. The brief for the artist will require designs to address colour contrast, number of colours and pattern types to ensure no negative impact on any user of these crossings. A Road Safety Audit will be carried out and the City of London Access Group (CoLAG) will be consulted on the designs once they are produced. The impacts of the installation will be monitored, and further details will be provided at Gateway 5.</p> <p>4.12 Installation of the artworks is planned to commence in September 2021. City workers, residents and visitors will be invited to participate in painting the artwork to be installed at the Cannon Street/Queen Street junction as part of the London Design Festival between 12-26 September. The proposed next steps and programme are presented in Appendix 3.</p>
<p>5. Options</p>	<p>Option 1: Do nothing and all external funding to be returned.</p> <p>Option 2: Deliver greening and seating measures only and return external funding offered for the ‘asphalt art’ initiative.</p> <p>Option 3: Deliver greening and seating measures and progress the ‘asphalt art’ initiative, subject to relevant required approvals.</p> <p>The various funding offers and successful bids described in this report, represent an excellent opportunity to leverage a small amount of the existing budget from this Covid 19 street response (Phase 3) project to secure over £290,000 of external funding. This will fully fund further temporary measures on street in support of City recovery and in partnership with City businesses. Option 3 is, therefore, recommended.</p>

Appendices

- Appendix 1. Project Coversheet
- Appendix 2. Summary of existing and additional site interventions.
- Appendix 3. Bloomberg Asphalt Art project
- Appendix 4. Sustrans - parklet in Golden Lane area
- Appendix 5. Risk register

Contact

Report Author	Maria Herrera
Email Address	Maria.herrera@cityoflondon.gov.uk
Telephone Number	M: 07526 201100

Project Briefing

Project identifier			
[1a] Unique Project Identifier	12217	[1b] Departmental Reference Number	NA
[2] Core Project Name	Covid19 Transport Recovery Phase 3		
[3] Programme Affiliation (if applicable)	Covid19 Transport Recovery Phase 2-3		

Ownership	
[4] Chief Officer has signed off on this document	<i>Ian Hughes (on behalf of Director of the Built Environment)</i>
[5] Senior Responsible Officer	<i>Clarisse Tavin – City Public Realm</i>
[6] Project Manager	<i>Maria Herrera- City Public Realm</i>

Description and purpose					
[7] Project Mission statement					
The project was developed to deliver on-street temporary seating and greening measures as part of the City's Covid19 recovery strategy. The design intention was focused on providing outdoor seating and greening interventions utilising carriageway space to provide outdoor public spaces for people to dwell and enjoy.					
[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)?					
To respond to the need to support the local business community and create an attractive outdoor environment for safe social interaction.					
[9] What is the link to the City of London Corporate plan outcomes?					
<ul style="list-style-type: none"> • People are safe and feel safe. • To shape outstanding environments. • Our spaces are secure, resilient and well-maintained. 					
[10] What is the link to the departmental business plan objectives?					
2. Promoting the construction of high quality, inspiring buildings which attract diverse uses and users 4. Creating an accessible and inclusive City which is stimulating, safe and easy to move around in 6. Enabling a rich and thriving social and cultural offer 7. Improving quality and safety of the environment for workers, residents and visitors					
[11] Note all which apply:					
Officer: Project developed from Officer initiation	Y	Member: Project developed from Member initiation	N	Corporate: Project developed as a large scale Corporate initiative	N
Mandatory:	Y	Sustainability:	Y	Improvement:	Y

Compliance with legislation, policy and audit		Essential for business continuity		New opportunity/ idea that leads to improvement	
---	--	-----------------------------------	--	---	--

Project Benchmarking:	
[12] What are the top 3 measures of success which will indicate that the project has achieved its aims?	
<These should be impacts of the activity to complete the aim/objective, rather than 'finishes on time and on budget'>>	
<ul style="list-style-type: none"> - Improved public realm surrounding business and retail destinations to create an attractive environment. - Enhanced public spaces to support the return of workers and visitors in a safe way. - Providing additional space for people to dwell and spend time-in. 	
[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.)	
Improved pedestrian comfort levels in the area and a safer and enhanced environment, and ensure sufficient space is provided to support social distancing.	
[14] What is the expected delivery cost of this project (range values)[£]?	
Lower Range estimate: £450,000 Upper Range estimate: £600,000 (dependant scope changes and additional funding sources secured)	
[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:	
Maintenance costs will be covered by the project and materials are a per the City's standards pallette of materials. Any specific elements in the project will be assessed and adequate maintenance implications considered.	
[16] What are the expected sources of funding for this project?	
City's internal fund (OSP) and external funding.	
[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: Q2-2020 Upper Range estimate: Q2 - 2021 <Critical deadline(s):> July 2021 – committee approval to deliver a second phase of site interventions by September 2021.	

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?	
Medium-Low. The project could bring media interest given the nature of the temporary interventions and the support to the wider City's recovery and objectives established by the City's Recovery Taskforce.	
[19] Who has been actively consulted to develop this project to this stage?	
<(Add additional internal or external stakeholders where required) >	
Chamberlains: Finance	<i>Officer Name: Olumayowa Obisesan, Darshika Patel.</i>
Chamberlains: Procurement	<i>Officer Name: NA</i>
IT	<i>Officer Name: NA</i>

HR	<i>Officer Name: NA</i>
Communications	<i>Officer Name: NA</i>
Corporate Property	<i>Officer Name: NA</i>
External	Developer's team
External	Transport for London
City Transportation	Bruce McVean, Leah Coburn, Clive Whittle
City Highways	Giles Radford
<p>[20] Is this project being delivered internally on behalf of another department? If not ignore this question. If so:</p> <p>Please note the Client supplier departments.</p> <p>Who will be the Officer responsible for the designing of the project?</p> <p>If the supplier department will take over the day-to-day responsibility for the project, when will this occur in its design and delivery?</p>	
Client	Department: Built Environment
Supplier	Delivered by the City's Term contractor
Project Design Manager	Maria Herrera – City Public Realm Clarisse Tavin – City Public Realm Highways officer (TBC)
Design/Delivery handover to Supplier	Gateway stage: NA <Post Project Proposal>

City Streets Covid-19 recovery strategy - Phase 3 :

Appendix 2

Summary of interventions

Page 14

June 2021

Department of the Built Environment



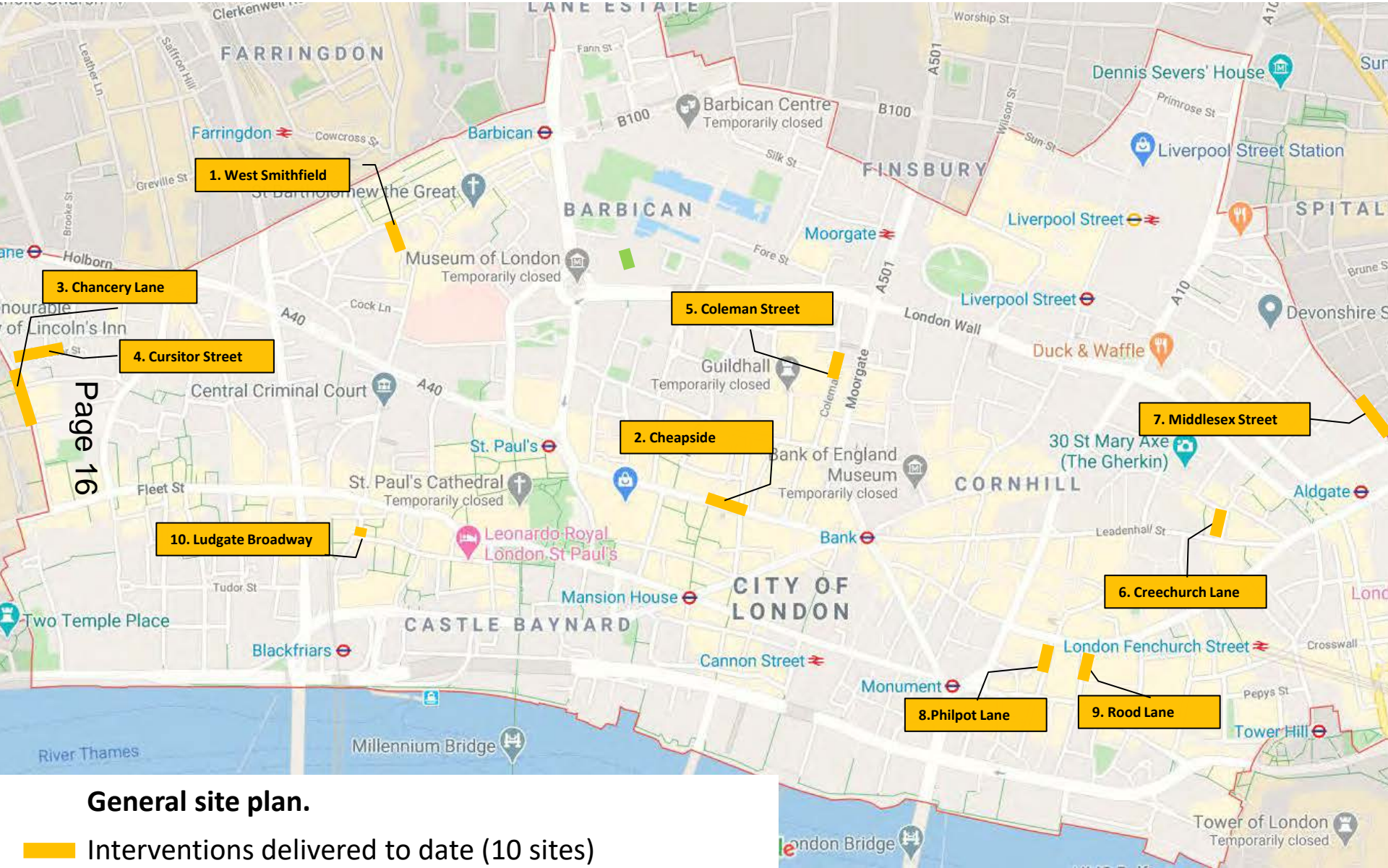
Background and Project Objectives.

The project involves the design and implementation of temporary on-street seating and greening measures, as part of the City Streets Covid-19 recovery strategy. It aims to create an attractive and welcoming environment for residents, workers and visitors, and provide amenities for users of food and beverage businesses.

The main elements and benefits of the project are to:

- Provide outdoor high-quality and inclusive spaces for users of food and beverage businesses.
- Provide additional greening and seating for those who visit, work and live in the City.
- Facilitate the use of public spaces in a safe manner.
- Implement temporary measures to test the viability of long-term public realm improvements.

Site interventions – delivered to date



Cheapside



Before

Cheapside



After

Page 18

Cheapside



Page 19

After

Middlesex Street

Page 20



Before

Middlesex Street



Page 21

After

Middlesex Street

Page 22



Before

Middlesex Street



Page 23

After

Middlesex Street – Alfresco lunch opening on 12th April 2021



Page 24



After

Middlesex Street



Page 25

After

Middlesex Street



Page 26

After

Philpot Lane

Page 27



Before

Philpot Lane



After

Philpot Lane

Page 29

Before



Philpot Lane



Rood Lane



Page 31



Before

Coleman Street



Page 33

Before

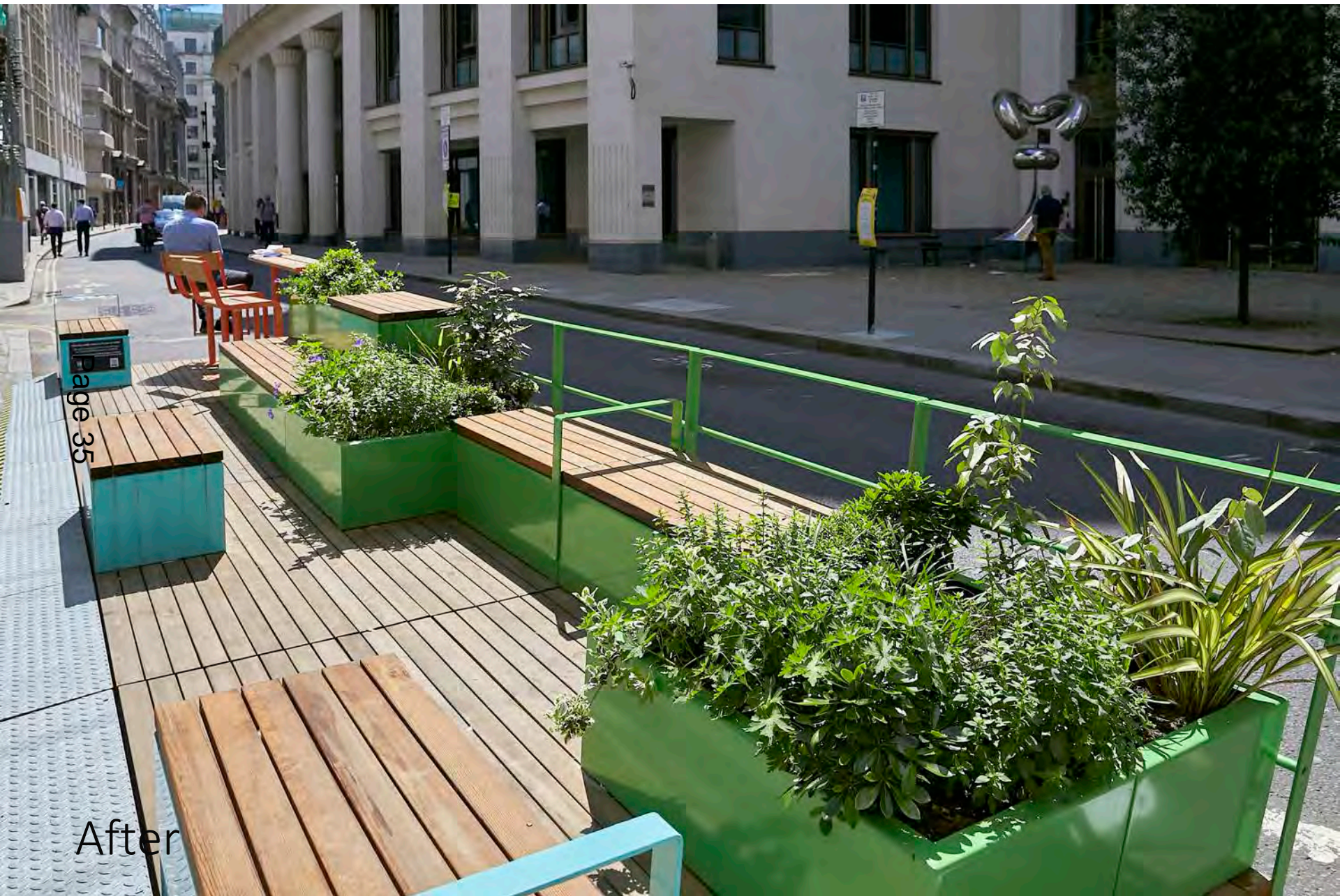
Coleman Street



Page 34

After

Coleman Street



Page 35

After

Creechurch Lane

Page 36



Before

Creechurch Lane



Page 37

After

Creechurch Lane



Page 38

Before

Creechurch Lane



After

Creechchurch Lane



Page 40

After

Creechurch Lane



After

West Smithfield



Page 42

Before

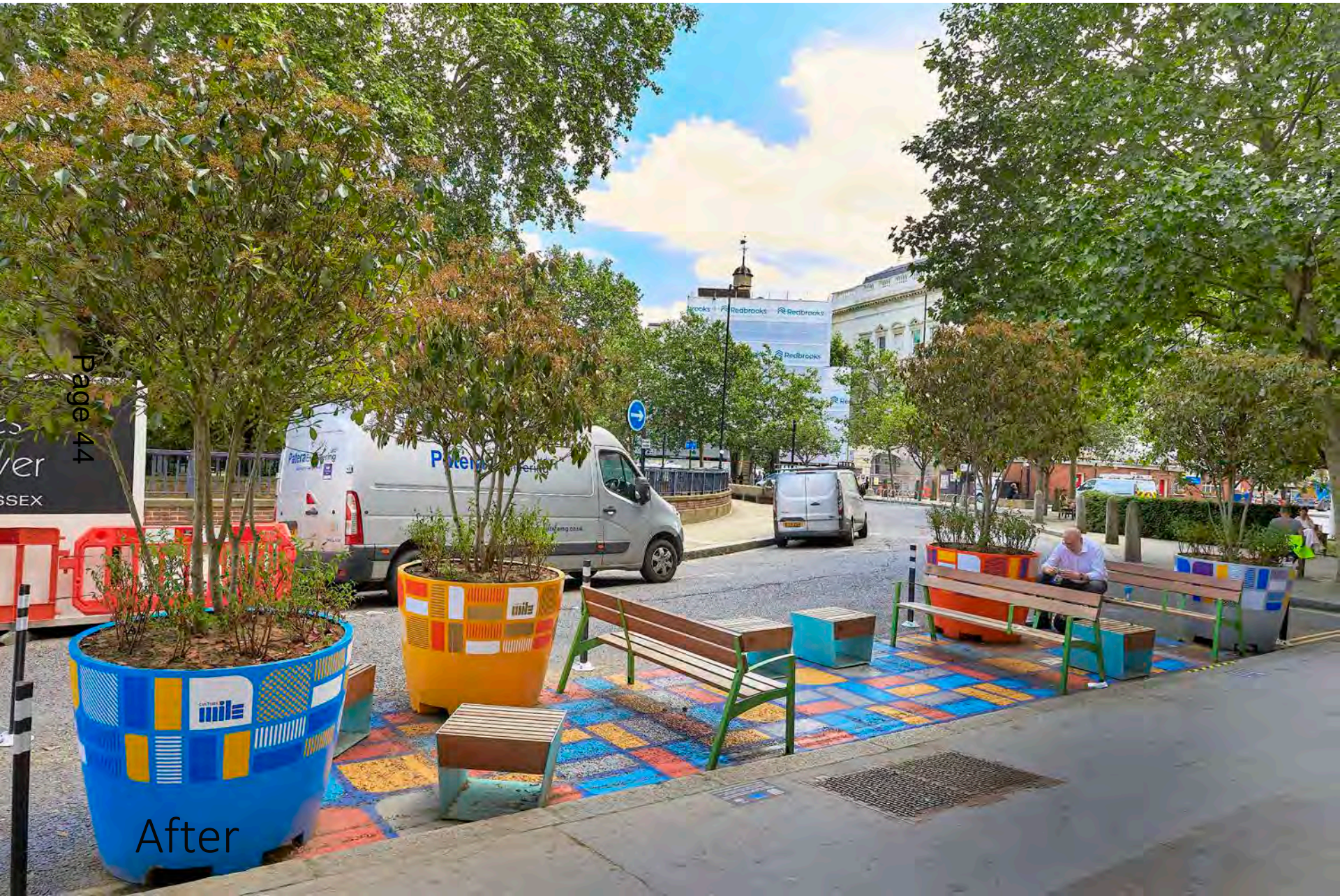
West Smithfield



Page 43

After

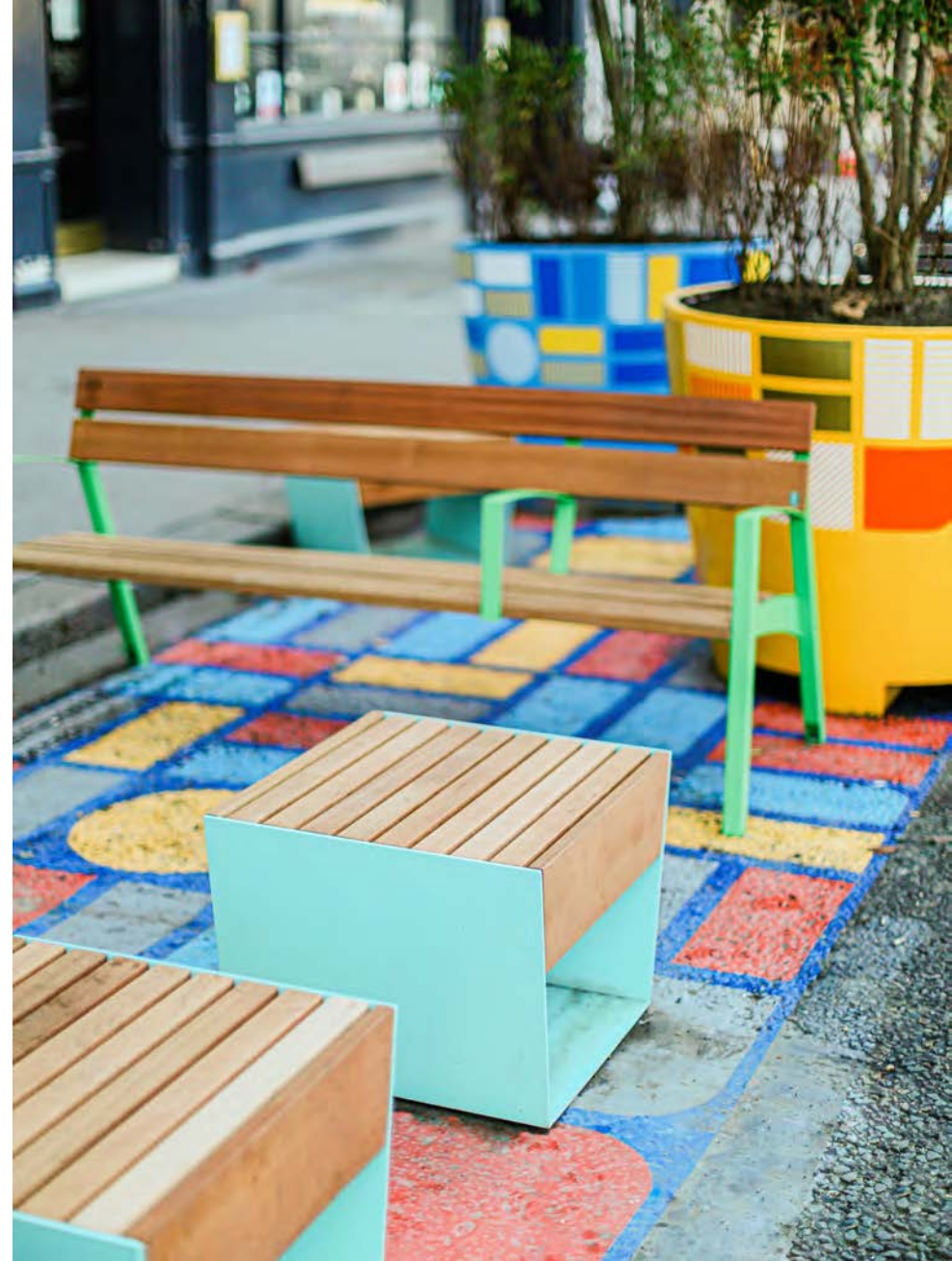
West Smithfield



Page 44

After

West Smithfield. Culture Mile branding integrated in the design



Chancery Lane

Page 46



Before

Chancery Lane

Page 47

After



Chancery Lane



Page 48

After

Chancery Lane

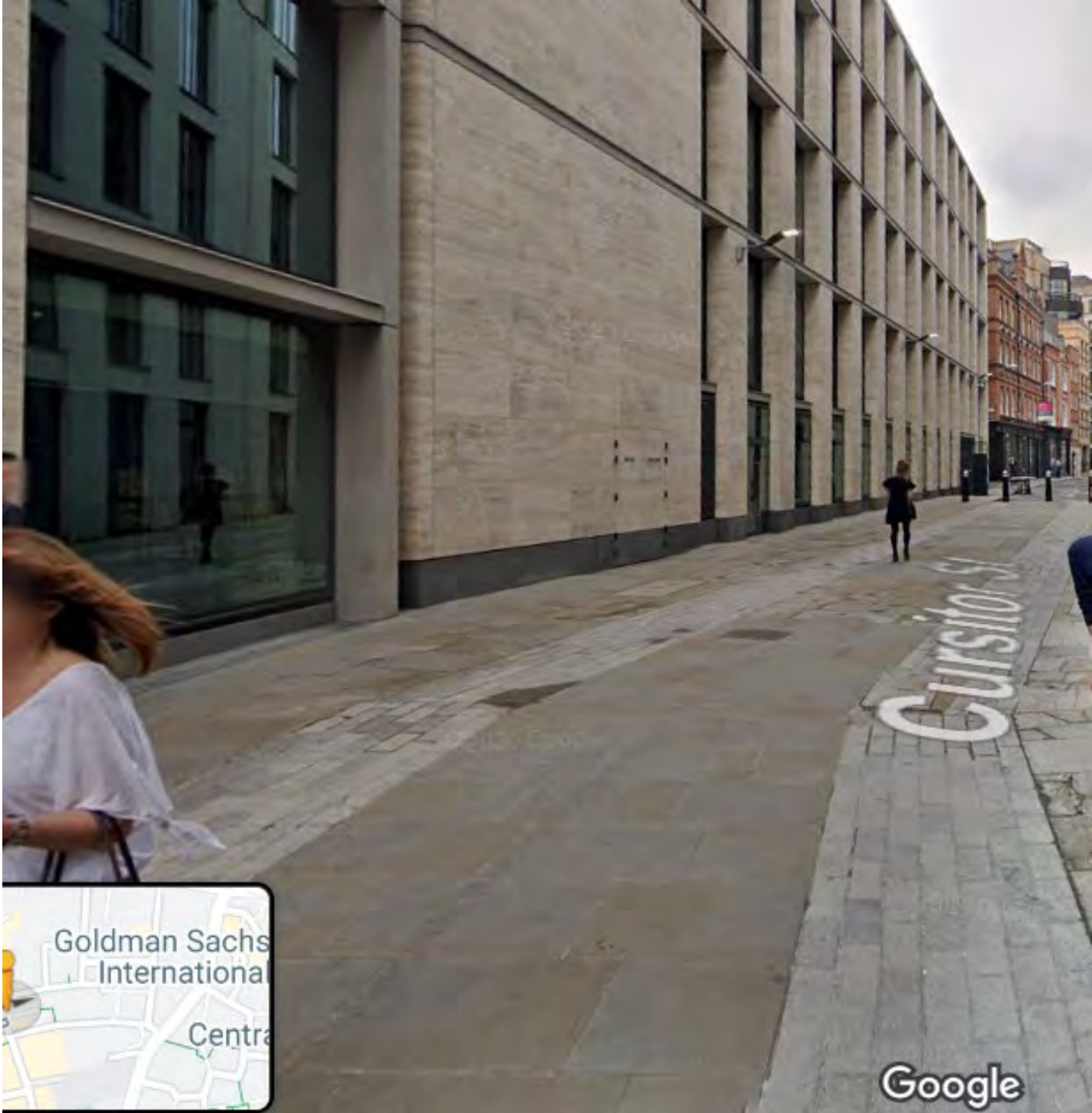


Page 49

After

Cursitor Street

Page 50



Before

Google

Cursitor Street



Page 51

After

Ludgate Broadway

Page 52



Before



Google

Ludgate Broadway

Page 53



After

Ludgate Broadway



Page 54

Before

Ludgate Broadway



After

Additional sites for interventions

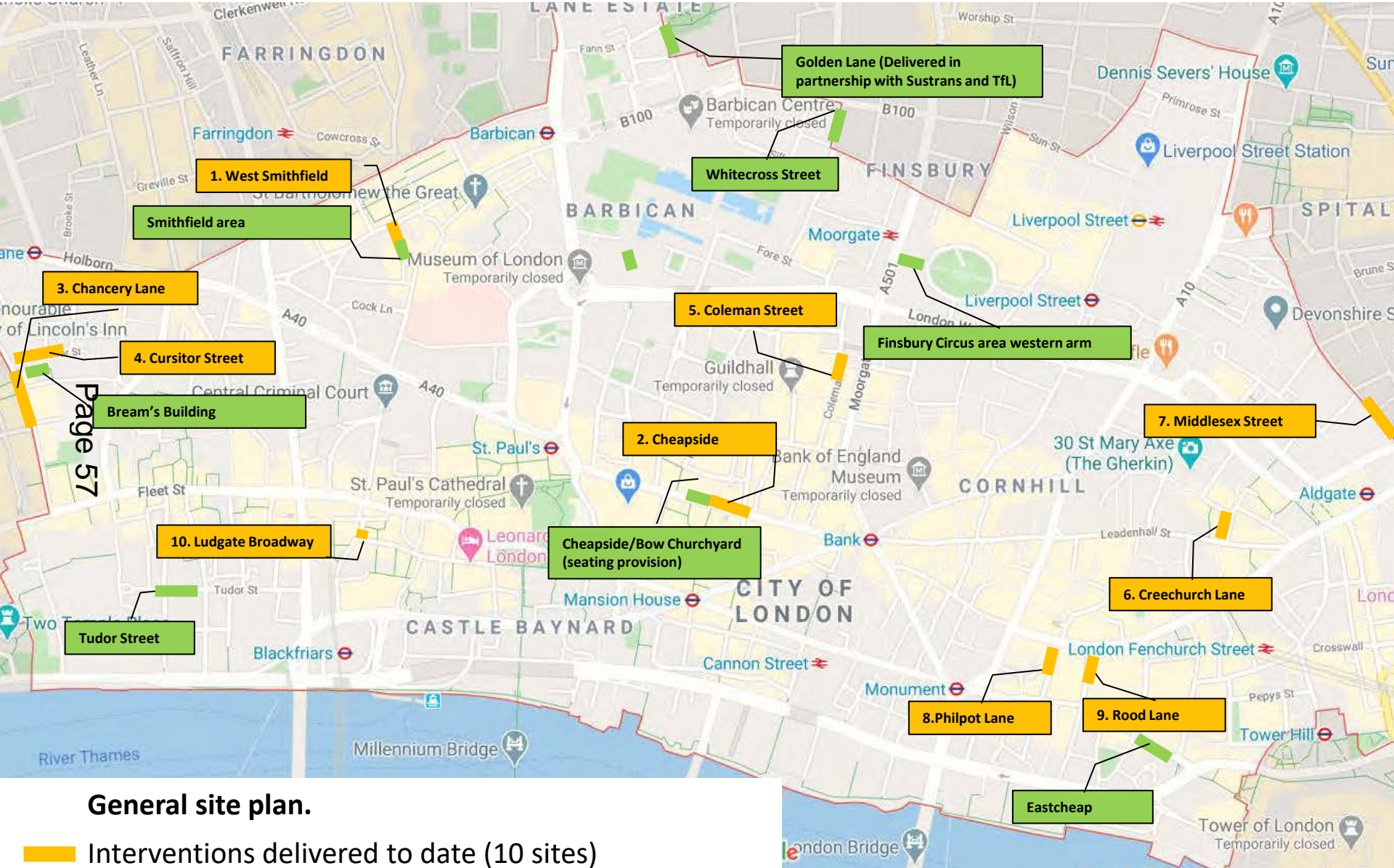
Page 56

June 2021



Department of the Built Environment



Site interventions – delivered to date



General site plan.

-  Interventions delivered to date (10 sites)
-  New locations considered for additional measures

No.	Location (street name)	Proposed changes	Impact	Complexity
1	West Smithfield - ambulance station area	1 parklet on carriageway space	Reallocation of carriageway space, existing double yellow lines.	
2	Finsbury Circus - western arm	Street furniture, and planters on carriageway space, demarcated by traffic wands.	Utilise existing space, created by street closure. Cycle route to be maintained.	
3	Whitecross Street (near junction with Beech Street)	Street furniture, and planters on carriageway space, demarcated by traffic wands.	Reallocation of carriageway space, existing double yellow lines.	
4	Tudor Street	2 parklets	Reallocation of carriageway space, existing single yellow lines.	
5	Old Jewry	Street furniture, and planters on carriageway space, demarcated by traffic wands.	Utilise existing space, created by street closure. Cycle route to be maintained.	
	Breams Buildings	Street furniture pedestrian space.	Utilise existing space	
	7	Coleman Street	2 parklets, on parking spaces.	Utilise parking already suspended as part of Phase 1, CM5 CM6, , opposite White Horse Yard.
8	St Martins Le Grand	Loading area	Security requirements tbc	
9	EastCheap - north side	2 parklets, on parking spaces.	Reallocation of carriageway space, single yellow lines.	
10	EastCheap - Love Lane (south side)	2 parklets, on parking spaces.	Reallocation of carriageway space, single yellow lines.	
11	Chancery lane	2 parklets	Reallocation of carriageway space, and utilise parking bays no. CY1, CY2, CY3, already suspended as part of Phase 1.	
12	West Smithfield rotunda (option 1-2)	Street furniture, and planters, demarcated by carriageway paint.	Reallocation of carriageway space, existing double yellow lines.	



1. Finsbury western arm
Closed to vehicles.
Planters on the carriageway and seating.



Page 60

2. Whitecross Street

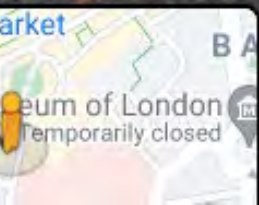
Planters on the carriageway and seating, proximity to food market.



3. Tudor Street.
Installation of 2 parklets



5. Eastcheap
Installation of 2 parklets



4. Hosier Lane– Smithfield area
Planters on the carriageway and seating/parklets



6. Bream's Building
Additional seating.

City Streets Covid-19 recovery strategy - Phase 3 :

Appendix 3.

Bloomberg Asphalt Art project

Page 65

June 2021

Department of the Built Environment





Bloomberg Philanthropies Asphalt Arts Project

Page 66

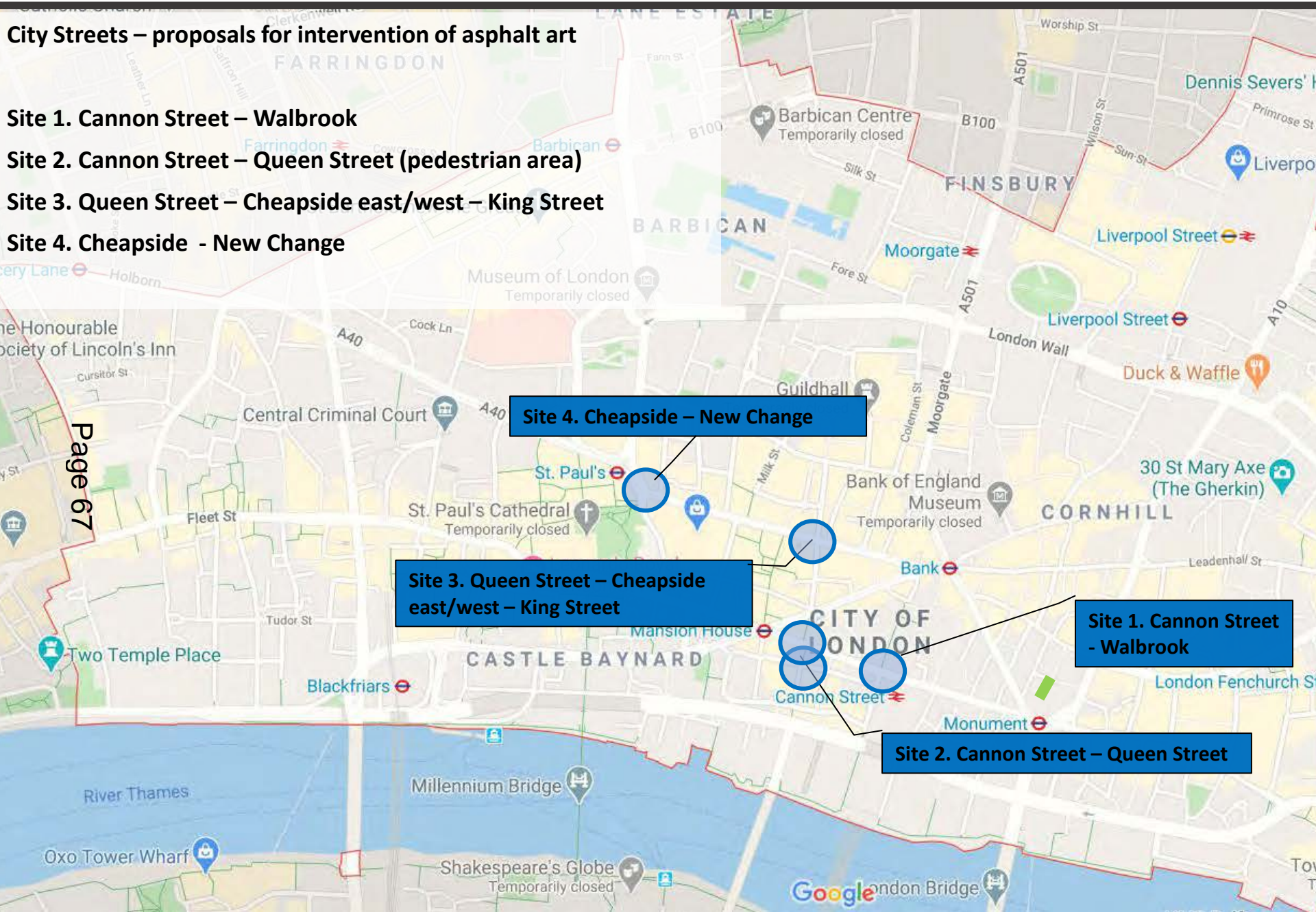
City Streets – proposals for intervention of asphalt art

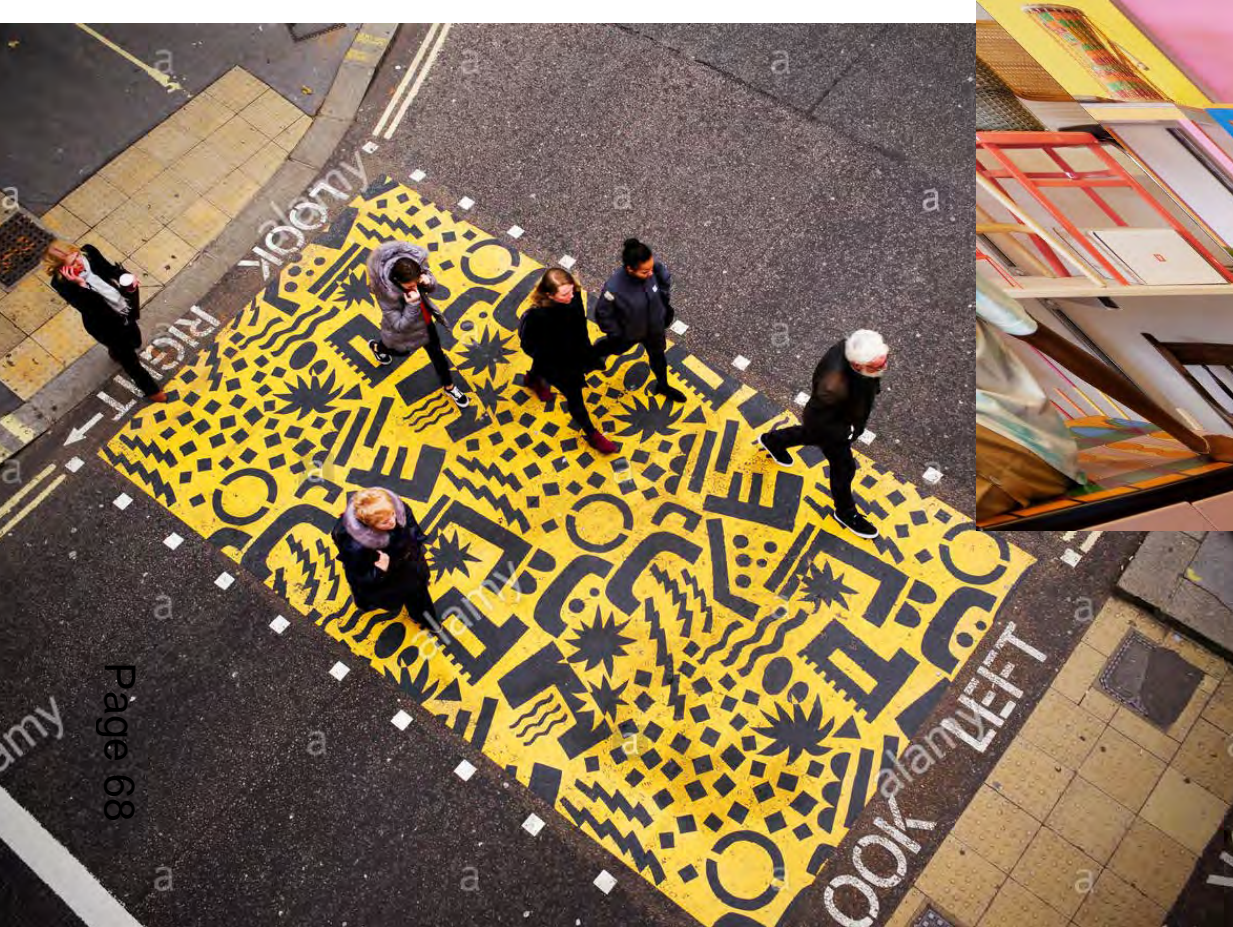
Site 1. Cannon Street – Walbrook

Site 2. Cannon Street – Queen Street (pedestrian area)

Site 3. Queen Street – Cheapside east/west – King Street

Site 4. Cheapside - New Change





Artistic vision

- Proposal to partner with the GLA and London Design Festival to collaborate across City and Westminster locations
- Aim – to create a high impact project to compel the reopening of central London and support London based artists to help aid wider London recovery
- Approached to Yinka Ilori in the role of art director across all the sites, working with emerging artists and design students providing paid professional development opportunity

Community Engagement

- Design – consultation on artwork
- Participation – painting the installations – creating a participatory moment as part of the London Design Festival in September

PR and audience reach

For the London Design Festival, the last full Festival in 2019 attracted 1.15 million visits and near a 1,000 pieces of press & media so the potential reach is significant through the partnership with them. Additional promotions will be done through the GLA, Bloomberg and City of London own channels. As an example, the 2019 CoL Outdoor Festival attracted 96,000 visitors.



Next steps:

May /June 2021

- Agree final locations, scale and budget
- Confirm partnership with GLA and London Design Festival

June 2021

- Commission artists
- Design development
- Community consultation
- Public announcement for the project

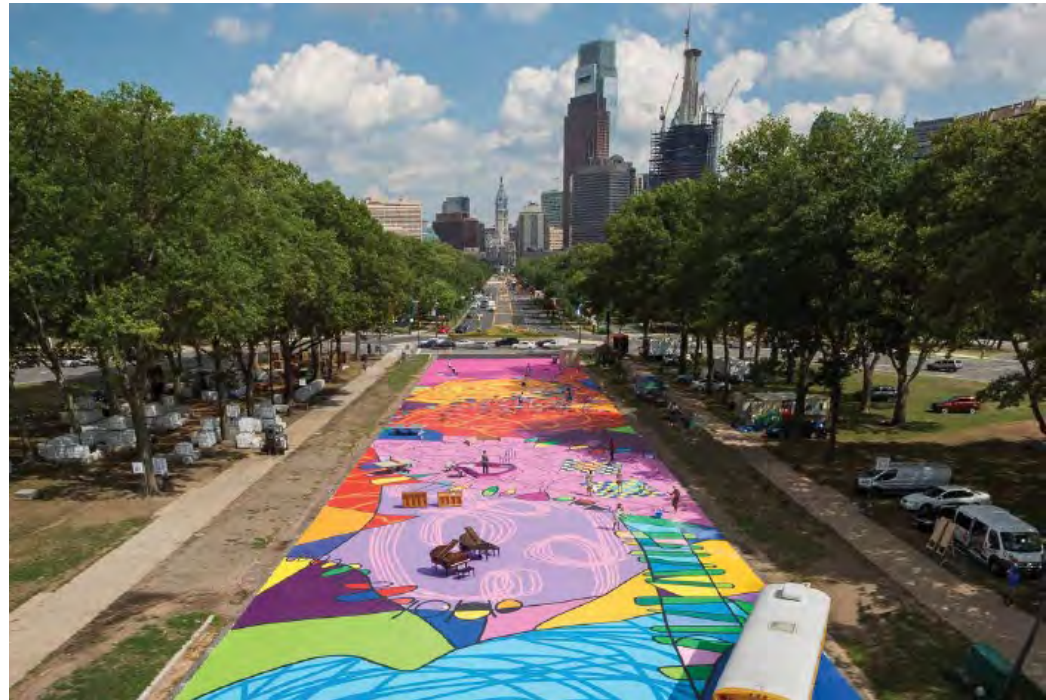
Page 7

July/August 2021

- Designs finalised
- Road closures granted

September 2021

- Delivery of works
- Participatory moment during LDF



City Streets Covid-19 recovery strategy - Phase 3 :

Appendix 4.

Gustrans parklet – Golden Lane area

Page 71

June 2021
Department of the Built Environment



GOLDEN LANE PARKLET

The City of London and Sustrans want to work with the local community, businesses and schools to design and install a temporary parklet that will provide a pleasant space for community members from all walks of life to visit, rest and meet-up, once it is allowed.

WHAT IS A PARKLET?

A parklet is a mini-park that repurposes a car parking space or part of the road to turn it into a space for recreation, play, socialising or resting. They can be made by extending the pavement and providing things like benches, planting, artwork, cycle stands, giant chess games...the limit is your imagination!



WHY?

The project will help deliver healthier streets and facilitate a space for the community to enjoy while socially distancing outdoors. In the face of the Covid-19 pandemic.

WHERE WILL IT BE?

The parklet will be located near the junction of Golden Lane with Beech Street.

GET INVOLVED!

- Fill in our short perception survey and join our mailing list online by scanning the QR code.
- Or fill in our survey available on the leaflets on the side of the postbox we have installed at the Golden Lane / Beech Street junction and simply post them in the box! The survey will be open until 1st March 2021.
- Following the survey, we will be hosting online co-design workshops in March 2021 – if you would like to get involved sign up to our mailing list or contact irene.tortajada@sustrans.org.uk for further information.

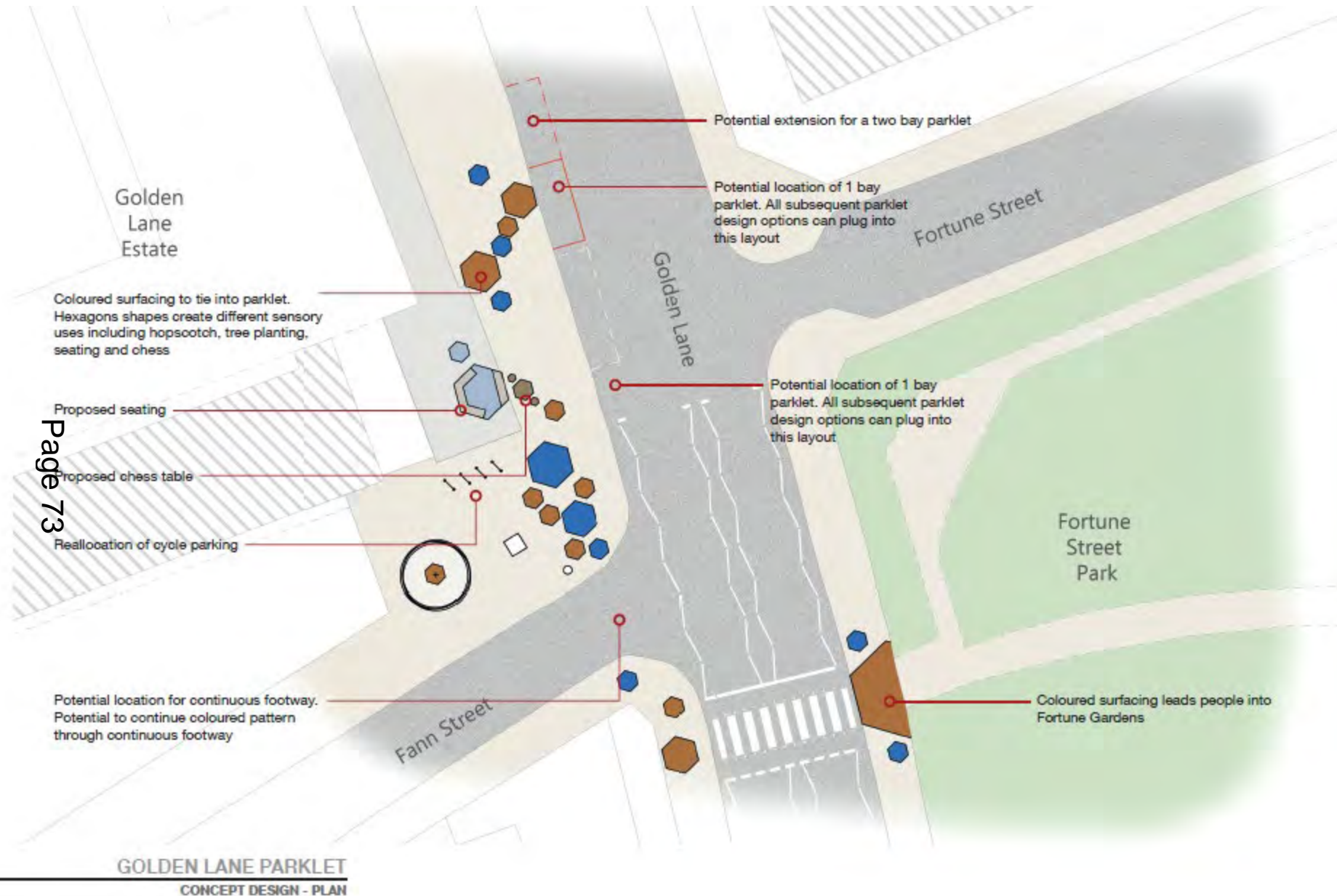
We are hoping the parklet will be installed in Spring 2021.



[@sustrans](https://sustrans.org.uk)

Scan the QR code to complete the survey





Page 73

Initial concept design – exact location of parklets to be confirmed

Appendix 5. Risk register

City of London: Projects Procedure Corporate Risks Register

Project Name: **City Streets: Transportation response to support Covid-19 recovery - PHASE 3**

PM's overall risk rating: **Low**
 Total estimated cost (exec risk): **£ 600,000**

CRP requested this gateway
 Total CRP used to date **£ -**

Average unmitigated risk **3.9**
 Average mitigated risk score **2.3**

Open Risks **8**
 Closed Risks **0**

Unique project identifier: ID 12217

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	Mitigating actions	Mitigation cost (£)	Likelihood Classification on post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/Realised & moved to Issues	Comment(s)
R1	5	(4) Contractual/Partnership	Delays to the Procurement of materials	A significant delay to the receipt of materials will impact the programme for implementation	Possible	Serious	6	£0.00	N	Officers have investigated a number of suppliers and lead-in times vary from 2-8 weeks. Officers are confident that the requirements of each location can be met.	£0.00	Possible	Serious	£0.00	6	£0.00	N/A	27/07/2020	Clarisse Tavin, City Public Realm	Maria Herera, City Public Realm		
R1	5	(3) Reputation	Objections to installations received from neighbouring occupiers.	Local occupiers or businesses objecting or complaining about the measures delivered	Possible	Serious	6	£0.00	N	Officers will inform businesses about the upcoming installations. Where sites are close to residential areas, seating areas will generally be limited in number and the installations will be closely monitored to ensure amenity is protected	£0.00	Unlikely	Serious	£0.00	4	£0.00	N/A	27/07/2020	Clarisse Tavin, City Public Realm	Maria Herera, City Public Realm		
R1	5	(10) Physical	Project not delivered to programme	These measures have to be delivered in a very tight programme and therefore any delays could impact on the programme	Likely	Minor	4	£0.00	N	Map out programme and regular communication with City internal teams to keep project on programme	£0.00	Unlikely	Serious	£0.00	4	£0.00	N/A	27/07/2020	Clarisse Tavin, City Public Realm	Maria Herera, City Public Realm		
R1	5	(10) Physical	Unauthorised movement or theft of installations	Installation that are left in streets could be moved or theft	Likely	Minor	4	£0.00	N	the planters that are proposed are generally very heavy and cannot be manually moved. Where necessary benches will be bolted down and where moveable tables and chairs are proposed these will be managed by commercial occupiers via a letter of agreement.	£0.00	Unlikely	Minor	£0.00	2	£0.00	N/A	27/07/2020	Clarisse Tavin, City Public Realm	Maria Herera, City Public Realm		
R1	5	(10) Physical	Damage to installations from vehicles	Installations are mainly in areas where traffic is limited however damage could happen from vehicles driving in close proximity	Likely	Minor	4	£0.00	N	Each site will be subject to a road safety audit and any necessary safety measures will be provided.	£0.00	Unlikely	Minor	£0.00	2	£0.00	N/A	27/07/2020	Clarisse Tavin, City Public Realm	Maria Herera, City Public Realm		
R3	5	(10) Physical	Impact of external works to the City's work programme	External unforeseen work impacting on delivery of Phase 3 measures	Possible	Minor	3	£0.00	N	Site visit to be undertaken to check site condition and keep regular contact with Highway team	£0.00	Possible	Minor	£0.00	3	£0.00	N/A	27/07/2020	Clarisse Tavin, City Public Realm	Maria Herera, City Public Realm		
R4	5	(2) Financial	Unforeseen funding constraint/ conditions implications lead to project delay or unplanned costs	Further resources may be required to identify additional funding or make alternative arrangements if constraints/ conditions that came with existing funding we're originally unforeseen, unappreciated or have subsequently changed.	Likely	Serious	8	£0.00	N	Map out priority sites and adapt the delivery plan to the funding available, and investigate potential alternative funding streams (S106, CIL, TfL, etc)	£0.00	Unlikely	Serious	£0.00	4	£0.00	N/A	27/07/2020	Clarisse Tavin, City Public Realm	Maria Herera, City Public Realm		
R5	5	(10) Physical	Accessibility, equalities and/ or security concerns lead to changes being required to either designs or implemented measures that in-turn results in additional resources being required to compensate.	Further changes may be required if accessibility, equalities and/ or security concerns are raised.	Possible	Minor	3	£0.00	N	* Include the City's Accessibility and Security Officers (if required) in design reviews. * Consider involving accessibility groups in an advisory role.	£0.00	Unlikely	Minor	£0.00	2	£0.00	N/A	27/07/2020	Clarisse Tavin, City Public Realm	Maria Herera, City Public Realm		

R9	5	(10) Physical	Unforeseen technical and/or engineering issues identified which leads to delays and additional costs to rectify.	late identification of any engineering or technical issues that disrupt delivery could result in further costs whether they be time, funding or resources.	Unlikely	Minor	2	£0.00	N	* Work with design engineers to review each site at the appropriate time.	£0.00	Rare	Minor	£0.00	1	£0.00	N/A	27/07/2020	Clarisse Tavin, City Public Realm	María Herera, City Public Realm		
R11	5	(10) Physical	Scheme monitoring and/or Road Safety Audits identify required changes	Scheme monitoring or Road Safety Audits may identify that the designs and/or measures requires changes. This could result in rework costs or further monitoring to assess whether what's built is safe and suitable.	Unlikely	Minor	2	£0.00	N	* Informally monitor on street as work begins to complete to identify any potential changes whilst the contractor is on-site * Ensure the planned monitoring feeds directly into design reviews	£0.00	Rare	Minor	£0.00	1	£0.00	N/A	27/07/2020	Clarisse Tavin, City Public Realm	María Herera, City Public Realm		
R12	5	(10) Physical	Extra maintenance being required or measures being required for longer than expected	Current plans include allocations for maintenance and for the measures to be in place for a given amount of time (approx. until the end of the year). Should there be additional maintenance or it becomes necessary for measures to be in place for longer, extra costs will be incurred to facilitate this.	Possible	Serious	6	£0.00	N	* Monitor the usefulness of measures throughout their lifespan to constantly assess their impacts on social distancing. Its possible that those that aren't as effective could be removed and the resource directed elsewhere. * Should the equipment used be found to not be cost effective in terms of on-going maintenance, consider other products that lower this cost * Monitor what other local authorities are doing and share best practice wherever possible.	£0.00	Possible	Minor	£0.00	3	£0.00	N/A	27/01/2021	Clarisse Tavin, City Public Realm	María Herera, City Public Realm		
R13	5	(1) Compliance/Regulatory	Issues or delays in any required consents such as third party consents, TMO, Permits, etc which cause delays to project delivery	If there was to be any delay in the approval of any required consents, its likely delivery of the measures could suffer from some form of unplanned delay or additional work.	Possible	Minor	3	£0.00	N	* Map out the required consents for each measure and continually monitor & update the consents if required throughout their lifespan * Schedule regular meetings with consent approvers, especially those with long lead in times or complex approval procedures.	£0.00	Unlikely	Minor	£0.00	2	£0.00	N/A	27/07/2020	Clarisse Tavin, City Public Realm	María Herera, City Public Realm		

This page is intentionally left blank