



Projects and Procurement Sub-Committee *** Information Pack**

Date: MONDAY, 10 JUNE 2024

Time: 1.45 pm

Venue: COMMITTEE ROOMS, 2ND FLOOR, WEST WING, GUILDHALL

Members: Deputy Rehana Ameer
Deputy Randall Anderson
Mary Durcan
Alderman Timothy Hailes JP
Deputy Elizabeth King JP
Philip Woodhouse

Enquiries: John Cater
John.Cater@cityoflondon.gov.uk

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Ian Thomas CBE
Town Clerk and Chief Executive

AGENDA

8. ***GW3-4 - CLIMATE ACTION STRATEGY (CAS) - CAPITAL DELIVERY PROGRAMME FOR OPERATIONAL BUILDINGS: MANSION HOUSE - PLANNING PERMISSION APPLICATION**

Report of the City Surveyor.

For Information
(Pages 225 - 242)

9. ***GW5 - CITY GREENING AND BIODIVERSITY: LONDON WALL /MOORGATE RE-LANDSCAPING**

Report of the Interim Executive Director, Environment.

For Information
(Pages 243 - 302)

10. ***GW3-5 - STONECUTTER COURT - SECTION 278 (S278) HIGHWAYS AND PUBLIC REALM WORKS**

Report of the Interim Executive Director, Environment.

For Information
(Pages 303 - 320)

11. ***GW5 - PEDESTRIAN PRIORITY STREETS PROGRAMME - CHANCERY LANE**

Report of the Interim Executive Director, Environment.

For Information
(Pages 321 - 390)

20. ***CITY OF LONDON POLICE - PROJECT CLOSURES**

Report of the Commissioner of the City of London Police.

For Information
(Pages 391 - 398)

21. ***GW1-5 - CITY OF LONDON SCHOOL FOR GIRLS: CATERING AND DINING UPGRADE**

Joint Report of the City Surveyor and the Headmistress of the City of London School for Girls.

For Information
(Pages 399 - 418)

22. ***GW4 - CITY OF LONDON SCHOOL FOR GIRLS: SUMMER WORKS 2024-27**

Joint Report of the City Surveyor and the Headmistress of the City of London School for Girls.

For Information
(Pages 419 - 424)

23. ***GW3 - BARBICAN RENEWAL - DESIGN DEVELOPMENT**

Report of the CEO, Barbican Centre.

For Information
(Pages 425 - 448)

24. ***GW5 - BARBICAN RENEWAL PROGRAMME - CRITICAL WORKS PHASE 0 OF INFRASTRUCTURE RENEWAL PROGRAMME**

Report of the City Surveyor.

For Information
(Pages 449 - 462)

25. ***GW4 - WINDOWS AND COMMON PARTS REDECORATIONS - GOLDEN LANE ESTATE (PHASE 2 CULLUM WELCH, MAISONETTE BLOCKS, STANLEY COHEN AND GREAT ARTHUR HOUSE)**

Report of the Executive Director of Community and Children's Services.

For Information
(Pages 463 - 474)

26. ***GW5 - INSTALLATION OF SPRINKLERS IN SOCIAL HOUSING TOWER BLOCKS**

Report of the Executive Director of Community and Children's Services.

For Information
(Pages 475 - 500)

27. ***GW5 - ORACLE PROPERTY MANAGER (OPN) REPLACEMENT PROGRAMME**

Report of the City Surveyor.

For Information
(Pages 501 - 508)

28. ***GW6 - CENTRAL CRIMINAL COURT: FIRE ALARM REPLACEMENTS AND ASSOCIATED PUBLIC ADDRESS SYSTEM**

Report of the City Surveyor.

For Information
(Pages 509 - 532)

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<p>Committees: Resource Allocation Sub (Policy and Resources) Committee – for Decision. Projects and Procurement Sub Committee – for information.</p>	<p>Dates: 2 May 2024 10 June 2024</p>
<p>Subject: Climate Action Strategy (CAS) – Capital Delivery Programme for Operational Buildings: Mansion House – Planning Permission Application.</p> <p>Unique Project Identifier: 12442</p>	<p>Gateway 3 to 4: Options Appraisal and Authority to Start Work (Regular)</p>
<p>Report of: City Surveyor</p> <p>Report Author: Adam Fjaerem</p>	<p>For Information</p>
<h2 style="margin: 0;">PUBLIC</h2>	

<p>1. Status update</p>	<p>Project Description: This Gateway 3-4 paper requests funding to pay for the planning permission application to install an Air Source Heat Pump (ASHP) and Photovoltaic (PV) array onto the roof of Mansion House.</p> <p>If this planning permission application is approved a separate GW3-5 paper will be submitted to request funding to install ASHP and PV onto the building. These two technologies will reduce the buildings gas consumption, generate electricity for use by the building and help to reduce its carbon emissions.</p> <p>The funding approval for the planning permission represents a significant investment but is required to proceed with the actual installation of the ASHP and PV. If planning permission is awarded the cost of the ASHP and PV array will be approximately £1.5M excluding costed risk but including £200k for upgrading the UK Power Networks (UKPN) substation in the basement needed to provide the extra electrical capacity of the ASHP.</p> <p>RAG Status: Green</p> <p>Risk Status: Medium</p> <p>Total Estimated Cost of Planning Permission (excluding costed risk): £50,000</p> <p>Total Estimated Cost of ASHP and PV installation following planning permission approval (excluding costed risk): £1.5M</p>
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	<p>Change in Total Estimated Cost of Project (excluding costed risk): £0</p> <p>Spend to Date: £4,366.41 on a pre-planning application</p> <p>Costed Risk Provision: £25,000 (requested as part of this paper of which £0 amount has been drawn down since the last report to Committee);</p> <p>Slippage: Note - the Gateway 2 paper sets out the whole programme, of which this is one project, with a completion date of March 2025.</p>
<p>2. Next steps and requested decisions</p>	<p>Next Gateway: Gateway 3,4,5: Funding request for ASHP and PV if planning permission is awarded. This project will be greater than £1M and so will be returned to committee rather than seeking approval via delegated authority.</p> <p>Next Gateway: Gateway 5: Closing project down if planning permission is declined.</p> <p>Next Steps:</p> <ul style="list-style-type: none"> • Establish Project Team, to be managed by City Surveyor’s Minor Works Projects Team. • Instruct works contract for Vital Energi to apply for planning permission. • Vital Energi to instruct their subcontractors to undertake modelling of building to provide data for the planning permission application. • Vital Energi to raise supply orders for their subcontractors. • Apply for planning permission. <p>Requested Decisions:</p> <ol style="list-style-type: none"> 1. That Option 2 is approved to apply for planning permission to install an ASHP and PV array onto the roof of Mansion House. 2. Note the total estimated cost of the planning permission at £50,000 (excluding costed risk); 3. Approve a budget of £50,000 for the fees to apply for planning permission, 4. Approve a Costed Risk Provision of £25,000 (as detailed in the risk register to be drawn down via delegation to Chief Officer in consultation with the Chamberlain. The use of these funds will remove future risk to the project or, should the cost to mitigate the risk be too great, the scope will be changed or project cancelled); 5. Enter into a new works agreement with Vital Energi to apply for planning permission as Principal Contractor and Principal Designer, in accordance with the terms of their existing contract with CoL to deliver services under the National Framework Agreement for Energy Performance Contracting;

	<p>6. Note that should planning permission be awarded the subsequent installation of the ASHP and the PV will be in the region of £1.5M.</p> <p>7. Note that should planning permission be declined a decision could be made to appeal this at further costs or to close the project down.</p>																
<p>3. Budget</p>	<p>The following sets out the budget for the recommended option 2.</p> <p>Total estimated cost of the planning application, including costed risk: £75,000 (including a costed risk budget of £25,000).</p> <p>This will be funded by CAS Year 3 Plan.</p> <p>The funding arrangement is presented in the Options Appraisal Matrix under option 2. The budget requested for option 2 to reach the next gateway is set out below.</p> <table border="1" data-bbox="464 813 1390 1485"> <thead> <tr> <th>Item</th> <th>Reason</th> <th>Funds/ Source of Funding</th> <th>Cost (£)</th> </tr> </thead> <tbody> <tr> <td>Fees: Planning permission application and compliance</td> <td>Compliance</td> <td>CAS Year 3 Plan budget. (this paper, GW3-4 approved budget drawdown)</td> <td>50,000</td> </tr> <tr> <td>Cost risk provision budget</td> <td>Compliance</td> <td>CAS Year 3 Plan budget. (this paper, GW3-4 approved budget drawdown)</td> <td>25,000</td> </tr> <tr> <td colspan="3">Total</td> <td>75,000</td> </tr> </tbody> </table> <p>Costed Risk Provision requested for this Gateway: £25,000 (as detailed in the Risk Register – Appendix 2) to cover any variations which may be required as part of the planning permission application or subsequent appeal depending upon the decision. Should the mitigations costs to make the required changes exceed the costed risk provision a decision will be made to change the scope of the application or cancel the project.</p>	Item	Reason	Funds/ Source of Funding	Cost (£)	Fees: Planning permission application and compliance	Compliance	CAS Year 3 Plan budget. (this paper, GW3-4 approved budget drawdown)	50,000	Cost risk provision budget	Compliance	CAS Year 3 Plan budget. (this paper, GW3-4 approved budget drawdown)	25,000	Total			75,000
Item	Reason	Funds/ Source of Funding	Cost (£)														
Fees: Planning permission application and compliance	Compliance	CAS Year 3 Plan budget. (this paper, GW3-4 approved budget drawdown)	50,000														
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Total			75,000														

<p>4. Overview of project options</p>	<p>Option 1 (not recommended). Cancel the project. Do not proceed with the planning permission application to install an ASHP and PV array onto the roof of the Mansion House. This is not recommended as it will not support the City of London's goals for reducing carbon emissions at this building.</p> <p>Option 2 (recommended): Proceed with the planning permission application to install an ASHP and PV array.</p> <p>This option recommends that the planning permission is submitted by Vital Energi. It should be noted that if planning permission is awarded the subsequent installation of the ASHP and the PV will be in the region of £1.5M.</p> <p>Should planning permission be refused a second alternative location has been identified that still involves an ASHP on the roof but in a space that is currently used by an existing chiller. This option may be explored further if the planning permission application is declined but this option will be more expensive as the ASHP will have to be sized to provide the existing cooling capacity as well as heat.</p>
<p>5. Recommended option</p>	<p>Option 2, to proceed with this planning permission application.</p> <p>If planning permission for the ASHP and the PV array is awarded this will remove an obstacle from the delivery of this project and will allow for a detailed design of the scheme with this risk removed (keeping within the confines of the planning permission).</p>
<p>6. Risk</p>	<p>Planning Permission Cost: The cost of the planning permission application is significant as the Mansion House is a Grade I listed building, is surrounded by other listed buildings and has taller buildings behind it which have uninterrupted views of the building from above.</p> <p>Vital are proposing to work with the sub-contractor Turley to produce a VuCity (https://www.vu.city) model of the building that will show the visual impact of the proposed installation from all lines of sight.</p> <p>This model will be used to allow all stakeholders (heritage officers, Historic England, surrounding buildings, individuals etc) to better understand how the proposed plant would look on the building and in turn how this would look with the surrounding buildings.</p> <p>If the planning permission is refused an alternative location could be reviewed and a new application submitted or the original decision could be appealed. However, this will likely involve more money to appeal with the outcome not definite.</p> <p>Cost to install: If planning permission is awarded the cost of the ASHP and PV array is approximately £1.5M excluding costed risk but including £200k for upgrading the UK Power Networks (UKPN)</p>

	<p>substation in the basement which would be needed to provide the extra electrical capacity of the ASHP. This funding request will be covered in a later GW3-5 paper to Resource Allocation Sub (Policy and Resources) Committee as its value will exceed that of delegated authority levels.</p> <p>The ASHP will result in total annual energy cost savings of £24.6k and will have a simple payback of 74 years. However, realistically the plant will be at end-of-life before this point and so will have had to be replaced before this.</p> <p>The two-year old gas boilers will be retained as the proposed solution is for a bivalent system with the gas boilers being required to ‘top up’ the heating supply during the colder months of the year. The ASHP should work independently during the ‘shoulder’ months of the heating season and provide domestic hot water (DHW) throughout the year.</p> <p>Reputational Risk lies with the publicity potentially associated with this planning permission application from local, national and building/architectural/heritage media. There could be negative impact against the City of London Corporation planning department if the planning permission is refused, or against the City of London Corporations commitment to achieving its climate goals if planning is awarded, but then not proceeded to installation, due to the costs outlined above.</p> <p>Health and safety: the planning permission application will be mainly desk based with some site visits and as such there are negligible risks from electrical, hot works and other related works within the building. Further information available in the Risk Register (Appendix 2) and options appraisal matrix.</p> <p>Costed Risk Provision requested for this Gateway: £25,000 (as detailed in the Risk Register – Appendix 2) to cover any variations which may be required following planning permission submission to cover any further design, additional project management costs or required remedial works.</p>
<p>7. Procurement approach</p>	<p>City of London have an existing Call-off-Contract with Vital Energi under GLA’s Re:fit framework, for which Vital Energi (the Service Provider) will provide a range of services including High Level Assessments, Investment Grade Proposals and Works Contracts to carry out Energy Efficiency Measures under an Energy Performance Guarantee.</p> <p>Vital Energi have undertaken surveys of Mansion House and issued CoL with an Investment Grade Proposal (IGP) in accordance with their contract. The IGP sets out the firm costs, guaranteed savings and Measurement and Verification (M&V) plan for the works.</p>

	The planning permission application falls under this call off contract and should this GW3-4 funding request be approved then Vital Energi will undertake all the requirements of the planning permission application through to decision.
8. Design summary	All the requirements of the planning permission shall be undertaken by Vital Energi as part of their works agreement and submitted to following CoL approval.
9. Delivery team	The project will be led by the Minor Projects Team, City Surveyor's. Project management consultancy support will be procured as a one-off purchase, in accordance with normal procurement rules.
10. Success criteria	<ol style="list-style-type: none"> 1. Planning permission awarded by August 2024 2. Planning permission awarded within budget and without requiring an appeal. 3. Installation of ASHP and PV array as per planning permission approval.
11. Progress reporting	Project Vision progress reports with any required decisions coming back as an Issue Report.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Risk Register

Background documents

Background Paper. GW2 CAS Capital Delivery Programme_Final
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Contact

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Email Address	Adam.Fjaerem@cityoflondon.gov.uk
Telephone Number	07871 107 902

Options Appraisal Matrix: The Mansion House

Option Summary	Option 1	Option 2
1. Brief description of option	Option 1. Cancel the project. Do not proceed with applying for planning permission.	Option 2. Proceed with the planning permission application. To apply for planning permission to install an Air Source Heat Pump (ASHP) and Photovoltaic (PV) array onto the roof of the Grade I listed Mansion House.
2. Scope and exclusions	N/A	To apply for planning permission to install an Air Source Heat Pump (ASHP) and Photovoltaic (PV) array onto the roof of the Grade I listed Mansion House.
Project Planning		
3. Programme and key dates	N/A	<p>Mar 24: GW3-4 approval.</p> <p>Mar 24: Instruct works agreement with Vital Energi.</p> <p>Mar 24: Contractor mobilisation, supply orders raised.</p> <p>April 24: Commence collation of required evidence for planning permission application.</p> <p>June 24: Submit planning permission application.</p> <p>Aug 24: Receive decision.</p> <p>Aug 24: Develop and submit GW3-5 paper for funding request to install ASHP and PV array if planning permission is awarded.</p> <p>Close project down in planning permission is declined.</p>

Option Summary	Option 1	Option 2											
4. Risk implications	Low	Further information available within the Risk Register (Appendix 2). Service interruption. The planning permission application will have no risk of creating a service interruption to the operation of the building however it will come with risk implications with regards to costs and City of London Corporation reputation.											
5. Stakeholders and consultees	N/A	<table border="1"> <tr> <td data-bbox="1032 539 1346 743">1. Corporate Property</td> <td data-bbox="1350 539 2083 743">Peter Collinson, Mark Kober, Paul Friend, Peter Young, Robert Murphy, Matt Baker, Jonathan Cooper, Darren Horrigan, Grayham Howarth, Ian Hughes, Peter Ochser, Andrew Coke, Samantha Williams, Graeme Low, Mark Donaldson, Edmund Tran.</td> </tr> <tr> <td data-bbox="1032 746 1346 778">2. IT</td> <td data-bbox="1350 746 2083 778">N/A</td> </tr> <tr> <td data-bbox="1032 782 1346 813">3. Chamberlains</td> <td data-bbox="1350 782 2083 813">John James, Andrew Little, Sarah Baker</td> </tr> <tr> <td data-bbox="1032 817 1346 849">4. Procurement</td> <td data-bbox="1350 817 2083 849">Jemma Borland</td> </tr> <tr> <td data-bbox="1032 852 1346 884">5. Site users/clients</td> <td data-bbox="1350 852 2083 884">Caroline Jack, David Lamb, Nina Tsindides.</td> </tr> </table>		1. Corporate Property	Peter Collinson, Mark Kober, Paul Friend, Peter Young, Robert Murphy, Matt Baker, Jonathan Cooper, Darren Horrigan, Grayham Howarth, Ian Hughes, Peter Ochser, Andrew Coke, Samantha Williams, Graeme Low, Mark Donaldson, Edmund Tran.	2. IT	N/A	3. Chamberlains	John James, Andrew Little, Sarah Baker	4. Procurement	Jemma Borland	5. Site users/clients	Caroline Jack, David Lamb, Nina Tsindides.
1. Corporate Property	Peter Collinson, Mark Kober, Paul Friend, Peter Young, Robert Murphy, Matt Baker, Jonathan Cooper, Darren Horrigan, Grayham Howarth, Ian Hughes, Peter Ochser, Andrew Coke, Samantha Williams, Graeme Low, Mark Donaldson, Edmund Tran.												
2. IT	N/A												
3. Chamberlains	John James, Andrew Little, Sarah Baker												
4. Procurement	Jemma Borland												
5. Site users/clients	Caroline Jack, David Lamb, Nina Tsindides.												
6. Benefits of option	No funding required.	Being awarded planning permission would allow for the installation of an ASHP and a PV array which would combine to make a significant decrease in the carbon emissions of this building towards the City of London Corporations targets.											
7. Disbenefits of option	Higher ongoing energy and maintenance costs	<p>Planning permission costs.</p> <p>Capital costs should the application be approved.</p> <p>Reputational risk.</p> <p>Staff management and resource implications.</p>											

Option Summary	Option 1	Option 2
<i>Resource Implications</i>		
8. Total estimated cost	N/A	Total estimated cost (excluding costed risk): £50,000 Relatively confident in the cost at this stage. Total estimated cost: (including costed risk): £75,000
9. Funding strategy	N/A	The total estimated cost (including costed risk) shall be met from the CAS Year 3 Plan .
10. Investment appraisal	N/A	There is no payback for the investment in applying for planning permission.
11. Estimated capital value/return	N/A	There is no capital return for this planning permission application.
12. Ongoing revenue implications	N/A	Should planning permission be awarded there will be significant costs involved to install the ASHP and the PV array.
13. Affordability	N/A	The cost for this option can be accommodated within funding allocations already approved in principle, as set out in item 9 above.
14. Legal implications	N/A	None.

Option Summary	Option 1	Option 2
15. Corporate property implications	Does not align with the Corporate Property Asset Management Strategy 2020-2025	<ul style="list-style-type: none"> This project that would be possible if planning permission is awarded aligns with the Corporate Property Asset Management Strategy 2020-2025 in reducing energy costs and carbon emissions.
16. Traffic implications	N/A	Planning permission contractors will be expected to attend site using public transport.
17. Sustainability and energy implications	Cancelling the project would be a missed opportunity to reduce carbon emissions for this site and does not support the City of London's net zero carbon targets.	This project supports the City of London's net zero carbon targets as set out in the Climate Action Strategy.
18. IT implications	N/A	None
19. Equality Impact Assessment	N/A	None.
20. Data Protection Impact Assessment	N/A	N/A
21. Recommendation	Not recommended	Recommended

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Project Coversheet

[1] Ownership & Status

UPI: 12442

Core Project Name: Climate Action Strategy (CAS) – Capital Delivery Programme for Operational Buildings: Mansion House – Planning Permission Application.

Programme Affiliation: Climate Action Strategy (CAS) – Capital Delivery Programme for Operational Buildings

Project Manager: Adam Fjaerem

Definition of need: this project is part of the ‘Climate Action Strategy (CAS) – Capital Delivery Programme for Operational Buildings’ which aims to deliver reductions in the carbon emissions of our operational buildings in support of the City Corporation’s net zero goal as set out in our Climate Action Strategy.

Key measures of success:

1. Planning permission awarded by August 2024.
2. Completed within budget and without requiring an appeal.
3. Subsequent installation of Air Source Heat Pump (ASHP) and Photovoltaic (PV) array as per planning permission approval.

Expected timeframe for the project delivery: August 2024.

Key Milestones:

May 24:	<ul style="list-style-type: none"> • GW3-4 for planning permission application approved at Resource Allocation Sub (Policy and Resources) Committee.
May 24:	<ul style="list-style-type: none"> • Instruct works agreement with Vital Energi.
June 24:	<ul style="list-style-type: none"> • Contractor mobilisation to build model, apply for planning, engage with stakeholders.
August 24:	<ul style="list-style-type: none"> • Planning application decision.

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

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

Potential media interest in the Resource Allocation Sub (Policy and Resources) Committee. Have made Luke Major, Communications Officer, CoL Communications & External Affairs aware and he will be involved with any required responses to questions raised.

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

‘Project Proposal’ GW2 report (as approved by P&R 15/12/2022):

A GW2 paper titled ‘Climate Action Strategy (CAS) – Capital Delivery Programme for Operational Buildings’ was approved by P&R. This paper set out the specific projects that formed the programme and would be put forward for approval through a series of subsequent separate gateway papers. Appendix 1 of this paper set out a list of the proposed projects for the scope of the programme. This includes several Energy Conservations Measures (ECM) identified at The Mansion House of which two (ASHP and PV array) require planning permission before proceeding. The programme below summarises the stages that are relevant to the GW3-4 paper proposed for The Mansion House planning permission application:

Overall programme:

- Sept 2021: Surveys commenced,
- July 2022: Surveys completed,
- Dec 2022: GW2 approval for overall project programme,
- Jan 2023: First GW3-5 Paper for individual projects, with other GW3-5 papers submitted on an ongoing basis. Preparation of Investment Grade Proposals to support GW3-5 papers,
- Mar 2023: Commencement of construction of individual projects,
- Mar 2025: Completion of construction.

‘Authority to apply for planning permission’ GW3-4 report (subject to approval):

- Total Estimated Cost (excluding risk): £50,000
- Resources to reach next Gateway (excluding risk): £50,000.
- Spend to date: £4,366.
- Costed Risk (pre-mitigation) Against the planning application: £25,000.
- CRP Requested: £25,000.
- CRP Drawn Down: £0
- Estimated Programme Dates:
 - |
 - May 24: GW3-4 approval,
 - May 24: Instruct works agreement with Vital Energi to apply for planning permission,
 - Jun 24: Contractor mobilisation, supply orders raised,
 - Aug 24: Planning permission application decision,
 - Aug 25: Gateway 6.

Total anticipated on-going commitment post-delivery [£]: 0

City of London: Projects Procedure Corporate Risks Register

Project name: Mansion House [Climate Action Strategy (CAS) – Capital Delivery Programme for Operational Building]

Unique project identifier: 12442

Total est cost (exc risk) £50000

PM's overall risk rating

Medium
4.6
3.0
0
9
13

Avg risk pre-mitigation

Avg risk post-mitigation

Red risks (open)

Amber risks (open)

Green risks (open)

Corporate Risk Matrix score table

	Minor impact	Serious impact	Major impact	Extreme impact
Likely	4	8	16	32
Possible	3	6	12	24
Unlikely	2	4	8	16
Rare	1	2	4	8

Costed risks identified (All)

£75,000.00	150%
£75,000.00	150%
£0.00	0%
£25,000.00	50%

Costed risk as % of total estimated cost of project

" "

" "

CRP as % of total estimated cost of project

Costed risk pre-mitigation (open)

Costed risk post-mitigation (open)

Costed Risk Provision requested

- (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
2	3.0	£12,500.00	0	0	2
3	6.0	£17,500.00	0	3	0
0	0.0	£0.00	0	0	0
8	3.5	£20,000.00	0	2	6
4	5.0	£10,000.00	0	2	2
1	4.0	£2,500.00	0	0	1
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
1	12.0	£5,000.00	0	1	0
3	4.7	£7,500.00	0	1	2

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

City of London: Projects Procedure Corporate Risks Register

Project Name: Mansion House [Climate Action Strategy (CAS) - Ca			PM's overall risk rating: Medium	CRP requested this gateway: £ 25,000	Average unmitigated risk: 4.6	Open Risks: 22																	
Unique project identifier: 12442			Total estimated cost (exc risk): £ 50,000	Total CRP used to date: £ -	Average mitigated risk score: 3.0	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	Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR Redefined & moved to issues	Comment(s)
R1	5	(2) Financial	Main works variations/delays Cause: changes during the design or installation stage based on further design work surveys and consultation with building control, planning conservation and other stakeholders. Event: may require further design or installation works and could lengthen the programme.	Additional costs and delays, if no budget is available to meet this then scope of the project would need to be changed or an issue report raised to request the additional budget.	Possible	Serious	6	£5,000.00	Y - for mitigation costs	C - Uncomfortable	CRP requested to address this if it occurs.	£5,000.00	Likely	Serious	£0.00	8	£0.00	To address any need for contract variations.	29/02/24	Daren Horigan	Daren Horigan		There is a high chance of a need to redesign the scheme to accommodate the changes requested by the planning application.
R2	5	(1) Compliance/Regulatory	Permitted development Certificate: this risk is all about planning permission. Event: additional fees for application and input required from contractor that planning permission is not granted and the money spent on the application is wasted.	Cost for planning fees and/or appearing against the planning decision.	Possible	Minor	3	£10,000.00	Y - for mitigation costs	B - Fairly Confident	CRP included for in R1	£10,000.00	Possible	Minor	£0.00	3	£0.00	To address any need for planning application variations.	29/02/24	Daren Horigan	Daren Horigan		To be funded from approved GW4 budget to support project implementation.
R3	5	(2) Financial	Permitted development Certificate: this risk is all about planning permission. Event: additional cost of works.	Additional costs to rectify design to get planning permission.	Possible	Serious	6	£10,000.00	Y - for mitigation costs	B - Fairly Confident	Good design with the application, reacting to feedback from pre-planning application.	£5,000.00	Possible	Minor	£0.00	3	£0.00	NA	29/02/24	Daren Horigan	Daren Horigan		To be funded from approved GW4 budget to support project implementation.
R4	5	(1) Compliance/Regulatory	Permitted development Certificate: this risk is all about planning permission. Event: additional cost of works.	Capital cost for additional works.	Possible	Minor	3	£2,500.00	Y - for mitigation costs	B - Fairly Confident	CRP requested to address potential additional design works cost.	£5,000.00	Possible	Minor	£0.00	3	£0.00	To allow for additional scope of work.	29/02/24	Daren Horigan	Daren Horigan		
R5	5	(10) Physical	Accidental property damage due to movement of equipment. Cause: impact of items to property/fittings from equipment transfer to/from works space, within the space. Event: damage to property within access routes or work space.	Additional project time delay. Cost of repairs. Disruption caused by damage/repairs.	Unlikely	Serious	4	£2,500.00	N	B - Fairly Confident	As this only involves desk based planning application this is not thought to be a risk.		Rare	Minor	£0.00	1	£0.00	Should any building damage occur whilst being surveyed.	29/02/24	Daren Horigan	Daren Horigan		Liability required with building manager.
R6	5	(4) Contractual/Partnership	Inability to enter into contract within fixed price proposal period.	Additional costs due to inflation.	Unlikely	Minor	2	£2,500.00	N	B - Fairly Confident	Fixed price is 90 days and the approval process should be short due to delegated authority under CAS programme. If 90 days was exceeded, the increased costs are likely to be minor.		Unlikely	Minor	£0.00	2	£0.00		29/02/24	Daren Horigan	Main Contractor: Vital Energy		
R7	5	(4) Contractual/Partnership	Supply delivery disruption Cause: disruption to the planning application. Event: delays for submission.	Additional project time delay.	Unlikely	Minor	2	£2,500.00	N	B - Fairly Confident	None of the elements of the planning application are difficult to access from other suppliers and so very low risk to the supply of the selected products.		Rare	Minor	£0.00	1	£0.00		29/02/24	Daren Horigan	Main Contractor: Vital Energy		
R8	5	(4) Contractual/Partnership	Contractor liquidity Cause: contractor cash liquidity. Event: contractor insolvency.	Project delays	Unlikely	Serious	4	£2,500.00	N	B - Fairly Confident	Works to be delivered through call-off contract with existing Main Contractor - Vital Energy. Vital Energy are considered low risk in terms of solvency given the size of the company. There is a risk that the sub-contractor could go insolvent, in which case this could cause delays while the Main Contractor arranges an alternative sub-contractor.		Rare	Serious	£0.00	2	£0.00		29/02/24	Daren Horigan	Main Contractor: Vital Energy		
R9	5	(4) Contractual/Partnership	Commissioning and snagging delays Cause: commissioning and snagging not performed on time. Event: the quality of remaining works might be jeopardised if repeated mistakes are not spotted on time.	Additional project time delay.	Unlikely	Minor	2	£2,500.00	N	B - Fairly Confident	Ensure Main Contractor carries out their QA process effectively on all aspects of the sub-contractor works.		Unlikely	Minor	£0.00	2	£0.00		29/02/24	Daren Horigan	Main Contractor: Vital Energy		
R10	5	(4) Contractual/Partnership	Contract dispute Cause: disputes between the client and the contractor over the planning application delays or pause in the project.	Additional project time delay.	Unlikely	Serious	4	£2,500.00	N	B - Fairly Confident	Works to be delivered through call-off contract with existing Main Contractor - Vital Energy. Considered unlikely due to the existing CAS framework contract being well developed and used for a number of years. A specific JCT contract will be in place for the works in scope of the project.		Rare	Serious	£0.00	2	£0.00		29/02/24	Daren Horigan	Main Contractor: Vital Energy		
R11	5	(4) Contractual/Partnership	Contractor performance Cause: contractor not performing to expectations. Event: programme of works altered and delays in delivering key milestones.	Additional project time delay.	Possible	Serious	6	£2,500.00	N	B - Fairly Confident	Careful contractor selection, using established frameworks. Good project management and controls with frequent meetings, key milestones etc.		Unlikely	Serious	£0.00	4	£0.00		29/02/24	Daren Horigan	Main Contractor: Vital Energy		
R12	5	(4) Contractual/Partnership	Faulty equipment Cause: faulty equipment. Event: modelling software for the basis of the planning permission not operating as intended as detailed in R3.	Application being rejected.	Possible	Serious	6	£2,500.00	N	B - Fairly Confident	Ensure all inputs into the planning application are of good quality. Ensure sub-contractors are experienced and qualified. Ensure effective QA process.		Unlikely	Minor	£0.00	2	£0.00		29/02/24	Daren Horigan	Main Contractor: Vital Energy		
R13	5	(4) Contractual/Partnership	Coordination between the various inputs in the application. Cause: poor coordination between each subcontractor. Event: planning application being refused.	Project delays	Unlikely	Minor	2	£2,500.00	N	B - Fairly Confident	Early and ongoing engagement with all key subcontractors.		Unlikely	Minor	£0.00	2	£0.00		29/02/24	Daren Horigan	Main Contractor: Vital Energy		
R14	5	(5) H&S/Wellbeing	Asbestos Cause: unsurveyed areas of work. Event: asbestos discovery.	Additional project costs and time delay while asbestos is managed.	Unlikely	Serious	4	£2,500.00	N	C - Uncomfortable	Asbestos surveys should not be required as this is a desk based planning permission application.		Rare	Serious	£0.00	2	£0.00	Manage asbestos if discovered during site survey works.	29/02/24	Daren Horigan	Daren Horigan		
R15	5	(5) H&S/Wellbeing	Works Cause: accident while surveying buildings for modelling for software. Event: various - immediate or later injury or death to people undertaking the work or in the vicinity of the works, electrical fire, damage to property.	Project delays. Reputational risk.	Possible	Serious	6	£2,500.00	N	B - Fairly Confident	Selection of experienced and competent contractors. Scrutiny of plans, RAMS and monitoring of works to ensure compliance with CDM, CoS, H&S Policy, and any specific site requirements.		Rare	Major	£0.00	4	£0.00		29/02/24	Daren Horigan	Main Contractor: Vital Energy		
R16	5	(5) H&S/Wellbeing	Covid-19 or similar pandemic Cause: Covid-19 outbreak. Event: disruption to contractor or supply-chain, infections between personnel, restricted or no access to the building.	Additional project time delay and closure of the building.	Possible	Serious	6	£2,500.00	N	B - Fairly Confident	Work in accordance with CoS, COVID-19 and similar public health safe guidelines, including the use of face masks and social distancing between teams, limiting personnel within confined plant rooms where possible. Vaccination of site personnel.		Possible	Serious	£0.00	6	£0.00		29/02/24	Daren Horigan	Main Contractor: Vital Energy		
R17	5	(5) H&S/Wellbeing	Noise nuisance Cause: use of power tools for cutting. Event: noise is audible to occupants/guests.	Nuisance cause to occupants.	Unlikely	Serious	4	£2,500.00	N	B - Fairly Confident	Consultation with stakeholders to understand potential impacts. Careful planning of surveys to avoid time when this may be an issue.		Unlikely	Minor	£0.00	2	£0.00		29/02/24	Daren Horigan	Main Contractor: Vital Energy		
R18	5	(6) Safeguarding	Vehicle access and/or collisions Cause: Vehicle access limited. Event: Possible injuries to drivers, vehicle or pedestrians.	Reputation damage and financial loss.	Unlikely	Serious	4	£2,500.00	N	B - Fairly Confident	Good contractor management, ensuring construction plan and RAMS are in place. No drivers granted permission for access to site.		Unlikely	Serious	£0.00	4	£0.00		29/02/24	Daren Horigan	Main Contractor: Vital Energy		
R19	5	(10) Physical	Redeclaration Cause: any surveying points do not match up with existing fixing points highlighting the need for redeclaration. Event: minor damage to the surface, or exposing an undecoated surface.	May cause a noticeable visual appearance issue.	Unlikely	Minor	2	£2,500.00	N	B - Fairly Confident	Surveys for planning permission will be none intrusive.		Unlikely	Minor	£0.00	2	£0.00		29/02/24	Daren Horigan	Main Contractor: Vital Energy		
R20	6	(10) Physical	Post planning permission decision Cause: a fault with the design, installation or commissioning results. Event: Planning application materially incorrect.	Legal ramifications for providing incorrect data and/or planning application being dismissed.	Unlikely	Major	8	£2,500.00	N	B - Fairly Confident	Careful design and specification with plenty of checking each element before submission.		Unlikely	Minor	£0.00	2	£0.00		29/02/24	Daren Horigan	Main Contractor: Vital Energy		
R21	6	(9) Environmental	Carbon savings lower than estimated in the planning application Cause: Inaccurate assumptions or calculations, installation does not meet specification, post-installation changes to the control settings of the ECMS, post-installation maintenance issues with the wider integration of the ECMS, future energy prices lower than anticipated, future electric grid carbon factor lower than anticipated, change in occupancy usage of the spaces. Event: actual energy cost and carbon savings are lower than estimated.	Unable to verify project meets the GW4 savings targets for carbon emissions and energy costs. Project provides less support to the Climate Action Strategy than anticipated. Energy consumption costs remain higher than anticipated.	Possible	Major	12	£5,000.00	N	B - Fairly Confident	Base saving estimates on conservative assumptions. Refine estimates based on final design. Verify assumptions throughout the project. Savings guarantee provided through energy performance contract with Vital Energy and includes a Monitoring and Verification exercise.		Possible	Serious	£0.00	6	£0.00		29/02/24	Daren Horigan	Main Contractor: Vital Energy		
R22	5	(2) Financial	Extended Project Management Services required Cause: Project programme is extended. Event: need for extended project management services.	Unable to provide sufficient Project Management support to the whole programme.	Possible	Serious	6	£2,500.00	N	B - Fairly Confident	Unlikely for the planning application, more of a reputational risk that it is approved but not installed within the allowed three years.		Possible	Minor	£0.00	3	£0.00		01/02/24	Daren Horigan	Daren Horigan		
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<p>Committees: Streets and Walkways Sub Committee - (For Decision)</p> <p>Projects and Procurement Sub Committee - (For Information)</p>	<p>Dates: 14 May 2024</p> <p>10 June 2024</p>
<p>Subject: City Greening and Biodiversity: London Wall /Moorgate relandscaping</p> <p>Unique Project Identifier: 12332</p>	<p>Gateway 5: Regular Authority to start work.</p>
<p>Report of: Interim Executive Director of Environment</p> <p>Report Author: Maria Curro, Transportation and Public Realm, City Operations</p>	<p>For Information</p>
<h1>PUBLIC</h1>	

<p>1. Status Update</p>	<p>Project Description:</p> <p><u>Summary</u></p> <ul style="list-style-type: none"> • The City Greening and Biodiversity group of projects forms part of the Phase 3 Cool Streets and Greening programme, which is delivering on the Climate Action Strategy targets. • The Programme aims to introduce more trees, resilient planting and enhance biodiversity across the City. • The London Wall Moorgate scheme is one of the various greening and landscaping projects featured as part of the City Greening and Biodiversity portfolio of work. • This report relates to the London Wall/Moorgate scheme only, as a stand-alone project. • The City Greening and Biodiversity Gateway 3/4 report was approved by Committees in December 2022/January 2023, and included the approval of the design and authority to move to Gateway 5. <p><u>London Wall Moorgate Relandscaping Project Overview</u></p> <p>The relandscaping project will improve the public space at the junction of London Wall – Moorgate by providing more space for</p>
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	<p>people to walk through and spend time in a key arrival/destination point for the City. The scheme will introduce resilient planting, trees, and areas to sit.</p> <p>Key design features include:</p> <ul style="list-style-type: none"> • Removing the existing lawn area, which is in poor condition, and introducing raised planting beds with resilient planting and multi-stem trees. • Preserving the existing mature oak tree, by creating planting areas to protect the integrity of the root system. • Integrating seating throughout the project area, including the re-positioning of existing seats to better facilitate pedestrian movement. • Creating a new walking route through the space, providing a more direct visual connection from London Wall/Moorgate to Moorgate station entrance. • Introducing the John Keats bust, commemorating the birthplace and work of the poet. <p>RAG Status: Amber (Amber at last report to Committee, specific to Cool Streets and Greening reporting)</p> <p>Risk Status: Low (Low at last report to committee, specific to Cool Streets and Greening reporting)</p> <p>Total Estimated Cost of Project (excluding risk): £612,335</p> <p>Change in Total Estimated Cost of Project (excluding risk): This project has been developed as part of the Cool Streets and Greening programme. This phase (Phase 3) of the programme has a total estimated cost of £2.6m, which involves the design development and evaluation of various projects.</p> <p>Spend to Date: This project has been developed as part of the Cool Streets and Greening programme which includes a number of projects. Please refer to the programme report for the spend to date.</p> <p>Costed Risk Provision Utilised: None</p> <p>Slippage: The construction works were initially anticipated to commence in summer 2024, however the programme has been adjusted to reduce disruption to immediate businesses over the summer period. The construction works are now planned to commence in the autumn 2024.</p>
<p>2. Requested decisions</p>	<p>Next Gateway: Gateway 6</p> <p>Next Steps: To reach construction stage (estimated for Autumn 2024) the following steps will be undertaken.</p> <ul style="list-style-type: none"> • Completion of the construction package which includes details of the raised planters, drainage, and planting palette (outlined in Section 4).

	<ul style="list-style-type: none"> • Liaise with external consultants and sculptor in relation to the introduction of the Keats Bust as required. • Develop construction programme with City's Term contractor. • Communicate to immediate stakeholders regarding timescales for implementation. <p>Requested Decisions:</p> <ol style="list-style-type: none"> 1. Agree authorisation to initiate public realm works for the delivery of the London Wall/Moorgate Green space at a total cost of £612,335, to be funded from the Cool Streets and Greening Programme (£442,655) and Section 106 Contributions (£168,680). 2. Agree to the installation of Keats Bust under S115B of the Highways Act (1980), to commemorate the birthplace of the poet, and formally enter into the legal agreement with the funder and sculptor (see section 4). 3. Agree to delegate the drawdown of the costed risk provision to the Chief Officer. 																						
<p>3. Budget</p>	<p>Total cost of the project is £612,335 which consists of £442,655 from the Cool Streets and Greening programme, and £168,680 from the Section 106 Agreements*.</p> <p>Table 1: Resources Required for delivery of London Wall Moorgate Relandscaping</p> <table border="1" data-bbox="528 1384 1182 1935"> <thead> <tr> <th>Description</th> <th>Resources Required (£)</th> </tr> </thead> <tbody> <tr> <td>Env Servs Staff Costs</td> <td>40,000</td> </tr> <tr> <td>Open Spaces Staff Costs</td> <td>5,000</td> </tr> <tr> <td>P&T Staff Costs</td> <td>35,000</td> </tr> <tr> <td>P&T Fees</td> <td>10,000</td> </tr> <tr> <td>Env Servs Works</td> <td>332,335</td> </tr> <tr> <td>Open Spaces Works</td> <td>50,000</td> </tr> <tr> <td>Maintenance (Soft landscaping & Cleansing)</td> <td>90,000</td> </tr> <tr> <td>Maintenance (Keats Bust)</td> <td>20,000</td> </tr> <tr> <td>Costed risk provision</td> <td>30,000</td> </tr> <tr> <td>TOTAL</td> <td>612,335</td> </tr> </tbody> </table> <p>Refer to Appendix 2 for detailed financial information.</p>	Description	Resources Required (£)	Env Servs Staff Costs	40,000	Open Spaces Staff Costs	5,000	P&T Staff Costs	35,000	P&T Fees	10,000	Env Servs Works	332,335	Open Spaces Works	50,000	Maintenance (Soft landscaping & Cleansing)	90,000	Maintenance (Keats Bust)	20,000	Costed risk provision	30,000	TOTAL	612,335
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	<p>*Section 106 monies have been allocated to this project, approved by the Streets & Walkways Sub-Committee on September 26, 2023.</p> <p>Costed Risk Provision requested for this Gateway: £30k is requested and also included in the programme report on the Cool Streets and Greening programme.</p>
<p>4. Design summary</p>	<p>The London Wall/Moorgate relandscaping project will create an enhanced public space, improving the experience of people walking to/from Moorgate station, providing space for outdoor seating, and an enhanced green space which can accommodate the increasing number of users in the area.</p> <p>The current lawn space was laid out several years ago as part of works connected to the Moorhouse development. It was always intended to be temporary and has outlived its design intent due to the continuing damage it suffers each year. The proposed design will deliver a long-term sustainable and attractive solution for this area.</p> <p>Project objectives:</p> <ul style="list-style-type: none"> • To improve the quality and function of the public space by relandscaping the oval area and removing the lawn, to introduce raised planters. • To increase the amount of greening by introducing a climate resilient planting pallet, which better adapts to the changing weather patterns and requires less maintenance in the long term. • To protect the integrity of the mature Oak tree by providing a dedicated walking route through area, in order to prevent further root damage. This route will also provide additional space for people to walk to/from London Wall-Moorgate junction towards Moorgate Station. • To plant three trees in the western part of the space. One to be planted within a raised planter and two trees planted in the ground. • To introduce seating areas at the western side of the space, providing places to stop and rest. • To introduce permeable paving along the northern edge of the planters to drain surface water run-off into the planters. This paving material is also to be used for the central walking path, which will ensure that the area retains permeability, reducing the amount of water going into the sewers.

- To improve and enhance opportunities for biodiversity and deliver the outcomes of the City's Biodiversity Action Plan.

Refer to Appendix 3 for detailed plans and images.

Keats Bust

The relandscaping project will incorporate a bust to commemorate and celebrate the life and work of the poet John Keats, who was born in the vicinity of the site.

The Bust was submitted by the project sponsor, former Alderman Robert Hall, and endorsed through the City Arts Initiative and approved by the Culture, Heritage and Libraries Committee. It has been granted planning permission. It will be sculpted by renowned sculptor, Martin Jennings. The Bust will sit upon a York stone plinth, with the bust being fabricated in bronze.

The Bust will be located north-west of the London Wall Moorgate relandscaping site. The site of the Bust has been chosen as it is in close proximity to the original birthplace of John Keats and will add a cultural focal point of the relandscaped green space.

City Officers and the City Legal Team have worked closely with Mr. Hall and Martin Jennings to bring forward to the fabrication and installation of Keats Bust. A detailed fabrication plan and installation plan have been agreed, as well as a post-installation maintenance programme.

The City have agreed a draft tripartite agreement with Mr. Hall and Martin Jennings. Committee approval is required to provide the City with the authority to enter into the agreement and provide authority to rely on the powers specified in S115B of the Highways Act 1980 (power to place objects or structures on the highway for the purpose of enhancing the amenity of the highway and its immediate surroundings).

An image and location of Keats Bust is shown in Appendix 3.

Stakeholder Engagement

Local Ward Member and Stakeholder Engagement with businesses and a resident adjacent to the London Wall Moorgate scheme was undertaken.

In autumn 2023. A Members' briefing session was held in October/November 2023 to inform Ward Members of scheme progress and project objectives.

Businesses consulted included: The Globe Pub, Fox Fine Wines and Spirits and Rosslyn. Officers held in-person consultations with these businesses in October and November 2023. The City Licensing Team and the City of London Police were also consulted and present at these in-person consultations.

Businesses acknowledged the current poor condition of the lawn area due to visitors using the space to congregate. It was agreed that an enhancement of the space was required. There were concerns from The Globe Pub that changes to the green space would reduce overall patronage to the pub and remove an area of public space that is popular for City workers and visitors. The Globe Pub and Fox Fine Wines and Spirits requested that the location of permanent seating be revised to better reflect the use of the space and existing licenses for outdoor tables and chairs.

These comments have been taken into account and are reflected in the revised design of the space. In addition, the recently completed public realm space to the west in Moorfields, outside Moorgate Tube Station, has provided an additional paved area that visitors to the pub can occupy.

All stakeholders consulted agreed with the proposals to include Keats Bust and felt that this compliments the space, as well as enriching the local culture of the area.

Online Engagement

In addition to the in-person engagement with businesses, officers organised a public consultation via an online platform (Commonplace) to obtain feedback from a wider user group. This consultation was included as part of a wider consultation exercise for the Moorgate area projects that launched in October and ended on 12 December 2023.

From the online platform, a total of thirty-one responses were received for the London Wall/Moorgate scheme. Of these responses, seventeen responses were in favour of the scheme, 10 not in favour of the scheme. The remaining responses were neutral.

Respondents in favour of the scheme supported an enhanced green space, enhanced protection of the established tree and new seating for people to spend time in the area. Other

feedback noted the importance of including new trees and other green infrastructure to help improve air quality and create a welcoming place at London Wall/Moorgate.

Respondents not in favour of the scheme indicated that the existing oval green space did need to be improved and that the existing tree needed to be protected, but expressed concern that changes to the existing layout would result in reduced space to be used for visitors to the adjacent businesses, in particular to the Pub. Most of these respondents were identified as owning a business adjacent to the scheme.

Officers have written to the businesses which expressed concerns and have advised that amendments to the design and programming of the works have been undertaken in response to feedback. These amendments have dealt with the main concerns. However, it is acknowledged that outdoor drinkers will no longer be able to congregate on the green public space and will instead be confined to paved areas.

Ongoing Engagement

Ongoing communication with key stakeholders will continue throughout the pre-construction and construction process to ensure disruption during the construction is reduced and access to businesses is kept at all times.

Moorgate/London Wall: Green Space Area Uses and Sense of Place study.

In addition to the above stakeholder engagement and public consultation on the scheme. The City engaged with researchers at Brunel University London to undertake a pilot study to map out the daily uses and experiences of those using and walking through the space.

A range of research methods were used to determine users, their experience of the space. This research also included mapping how people feel when walking, spending time in and exploring the London Wall-Moorgate area. It included on site observation and informal conversations. Results from the study concluded that people using the London Wall/Moorgate space wanted an 'enhanced space and experience' that includes, but not limited to, the following:

- Focus on highlighting the history of the area.
- Additional seating and spaces to rest.
- Enhanced spaces that are adaptable during hot weather and provide shade.

- Enhanced green spaces that are pleasant and inviting, interesting, and interactive.
- Additional walking routes through the area, as the current layout of the oval acts as a barrier to pedestrian movement.

Equality Analysis (EA)

Following an EA assessment, the proposed London Wall/Moorgate landscaping project designs will provide benefits for people with protected characteristics, including improved accessibility and comfort levels. These improvements would be enjoyed by all users and are likely to particularly benefit groups with protected characteristics relating to age, disability, and pregnancy/maternity.

Officers explored widening the footway on the southern part of the Oval space, on London Wall by the mature tree. However, a detailed tree root survey indicated that this is not feasible due to the extent of the rooting system and the proximity of the tree trunk to the kerb edge. As a result, the scheme will retain the existing footway width on the southern side of the Oval Space.

In the new central path and areas where trees and planters are being considered, a minimum of 2m clear width is considered to meet accessibility standards.

The benches considered include a range of seating with back rests and arm rests, along with single seats.

Lighting levels are considered appropriate in line with the City of London Lighting Strategy and no changes are considered within the scope of this project.

The Equality Analysis assessment can be found in Appendix 4.

Healthy Streets Design Check

A Healthy Streets (HS) check was not undertaken for the London Wall/Moorgate Relandscaping project. A HS check was not required, as the project does not meet the street type thresholds needed for an assessment.

CoLSAT

	A CoLSAT assessment was not undertaken for the London Wall/Moorgate Relandscaping project. A CoLSAT assessment was not undertaken as the existing layout of the space does not include a traditional highways layout required for the assessment.	
5. Delivery team	<ol style="list-style-type: none"> 1. FM Conway (City Corporation highways contractor) to deliver the construction works. 2. City Gardens team: soft landscape works and planting. 3. Any nominated sub-contractors, under the supervision of the Environment Department and FM Conway. 4. City Transport and Public Realm Project Officers 5. City Highways Officers 	
6. Programme and key dates	Activity	2024
	Complete construction pack	May- July
	Procurement of materials following sign-off of the construction package, including commission of Keats Bust.	July
	Prepare programme and site management plans.	July
	Installation of Keats Bust	July
	Initiate site mobilisation	August/ September
	Main Construction works commence.	October
		2025
	Completion of construction works.	January
	Planting	February - March
<i>Gateway 6 Outcome Report</i>	<i>September</i>	
7. Risks	<p>Key risks include:</p> <p>A. <u>Underground structures and utilities limit ability to include green infrastructure and planting.</u></p> <p><i>Mitigation:</i> Surveys have been commissioned and the design of the scheme reflects current site restrictions. As construction works commence, any unexpected underground constraint will be dealt by adjusting the location of the trees. Two trees are planned to be planted in ground with 3-4 multi-stem trees considered within the raised planters.</p>	

	<p>B. <u>Mature tree roots limit ability to include green infrastructure and planting.</u></p> <p><i>Mitigation:</i> A thorough tree root survey was commissioned at the design stage to ensure the integrity of the Oak tree is protected. The design, location and depth of the planters reflect the requirements established by the tree specialist.</p> <p>C. <u>Works cost increase due to inflationary costs of goods and services.</u></p> <p><i>Mitigation:</i> Work closely with term contractors and Highways Team to identify changes in material costs, etc. This will take place throughout the lifecycle of the project.</p> <p>D. <u>Objections received to scheme proposals from stakeholders.</u></p> <p><i>Mitigation:</i> Consult local occupiers/businesses and stakeholders at key project milestones and throughout the lifecycle of the project. Ongoing stakeholder engagement will be undertaken during the construction phase of the project.</p> <p>E. <u>Planting maintenance costs limit planting proposals</u></p> <p><i>Mitigation:</i> The project budget accounts for maintenance costs of the soft landscaping elements (as shown in Section 3). Further discussions are to be undertaken with the cleansing team to consider provision of bins and an additional maintenance regime in this busy area.</p> <p>Costed Risk Provision Utilised at Last Gateway: NA Change in Costed Risk: £30k</p> <p>Further information available in the Risk Register (Appendix 5).</p>
<p>8. Success criteria</p>	<p>Key measures of success from the Cool Streets and Greening programme include:</p> <ol style="list-style-type: none"> 1. To improve the Square Mile's Urban Greening Factor 2. To increase the amount of the climate resilient planting throughout the City. 3. To improve opportunities and corridors for biodiversity and deliver in the outcomes of the City's Biodiversity Action Plan.

	4. To provide outdoor amenable space for people to visit and enjoy.
9. Progress reporting	Monthly updates to be provided via Project Vision and any project changes will be sought by exception via Issue or Update report to Streets and Walkways Sub Committee/Delegated Authority should there be a fundamental change to the project scope.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Detailed financial information (see below)
Appendix 3	Detailed Plans and Images Keats Bust
Appendix 4	Equality Analysis
Appendix 5	Risk Register

Contact

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Telephone Number	020 7332 3132

Appendix 2. Detailed financial information.

Description	Resources Required (£)
Env Servs Staff Costs	40,000
Open Spaces Staff Costs	5,000
P&T Staff Costs	35,000
P&T Fees	10,000
Env Servs Works	332335
Open Spaces Works	50,000
Maintenance (Soft landscape & Cleansing)	90,000
Maintenance (Keats Bust)	20,000
Costed Risk Provision	30,000
TOTAL	612,335

Funding Source	Funding Adjustments (£)	Revised Funding Allocation (£)
03-3297AS Basinghall Street 35 10/02/2005	26,177	26,177
04/00958/FULL Austral House 09/03/2005	14,181	14,181
07/00092/FULL Telephone Exchange 29/06/2009	129,322	129,322
CAS - Cool Streets and Greening*	442,655	442,655
TOTAL	612,335	612,335

Project Coversheet

[1] Ownership & Status

UPI: 12332

Core Project Name: London Wall Moorgate Relandscaping (City Greening and Biodiversity)

Programme Affiliation (if applicable): Cool Streets and Greening (part of Climate Action Strategy)

Project Manager: Maria Curro

Definition of need:

The City's climate is changing. We need to adapt the City's environment to hotter drier summers, warmer wetter winters and more frequent extreme weather events. The Cool Streets and Greening Programme is a key delivery mechanism of the City's Climate Action Strategy that aims to create resilient streets and open spaces in the Square Mile.

The London Wall Moorgate scheme is one of the landscaping projects featured as part of the City Greening and Biodiversity portfolio of work. The benefits of greenery in the public realm are well documented. Trees and planting aid in softening the built environment and have the potential to improve environmental conditions offering shade, pollutant filtration and habitat creation as well as reducing greenhouse gas emissions.

The report focuses only on the London Wall Moorgate scheme, as a stand-alone project.

Key measures of success:

- To improve the Square Mile's Urban Greening Factor
- To Increase the amount of climate resilient planting in the City
- To improve opportunities and corridors for biodiversity and deliver on the outcomes of the City's Biodiversity Action Plan

Expected timeframe for the project delivery: 2022-2025

Key Milestones:

- Finalise detailed designs and cost estimates – Summer 2023
- Undertake local stakeholder engagement – Fall 2024
- Prepare G5 report – March 2024
- Finalise construction information – May/June 2024
- Scheme implementation – September – October 2024
- Gateway 6 will be submitted June 2025

Are we on track for completing the project against the expected timeframe for project delivery? No. The implementation timescales were initially considered to commence in summer 2024, however they have been adjusted to reduce disruption to immediate businesses over the summer period. The construction works are now planned to commence in the autumn 2024.

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

Yes. Managed as part of Climate Action Strategy.

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

'Project Briefing' G1 report: COOL STREETS AND GREENING PROGRAMME (as approved by Chief Officer April 2022)

- Total Estimated Cost (excluding risk): £1.5m - £2.5m
- Costed Risk Against the Project: n/a
- Estimated Programme Dates: 2022-2025

Scope/Design Change and Impact: no change

'Project Proposal' G2 report: COOL STREETS AND GREENING PROGRAMME (as approved by PSC May 2022)

- Total Estimated Cost (excluding risk): £1.5-2.5m
- Resources to reach next Gateway (excluding risk) £80,000
- Spend to date: N/A
- Costed Risk Against the Project: none
- CRP Requested: none
- CRP Drawn Down: none
- Estimated Programme Dates: 2022-2025

Scope/Design Change and Impact: no change

'Options Appraisal and Design' G3-4 report: COOL STREETS AND GREENING PROGRAMME (Dec 2022 and Jan 2023 the subject of this report)

Note: The tree planting element of the London Wall/Moorgate relandscaping project went straight to GW5 in order to not miss the opportunity to plant trees in the planting season (Nov – March)

- Total Estimated Cost (excluding risk): £2.5m
- Resources to reach next Gateway (excluding risk): 95k
- Spend to date: £49,804 (for the whole of Ph 3)
- Costed Risk Against the Project: None
- CRP Requested: None
- CRP Drawn Down: None
- Estimated Programme Dates: 2023 - 2025

Scope/Design Change and Impact: no change

'Authority to start Work' G5 report – LONDON WALL MOORGATE SCHEME

- Total Estimated Cost (excluding risk): £612,335
- Resources to reach next Gateway (excluding risk): £612,335
- Spend to date: NA
- Costed Risk Against the Project: £30,000
- CRP Requested: NA
- CRP Drawn Down: NA
- Estimated Programme Dates: 2023 - 2024

Scope/Design Change and Impact: A two-month programme delay as a result of the extensive design considerations to ensure the project is delivered on budget and to stated milestones, and have been amended as a result.

Total anticipated on-going commitment post-delivery [£]: £90,020 maintenance costs included within capital project costs **Programme Affiliation [£]:** Cool Streets and Greening (CAS)

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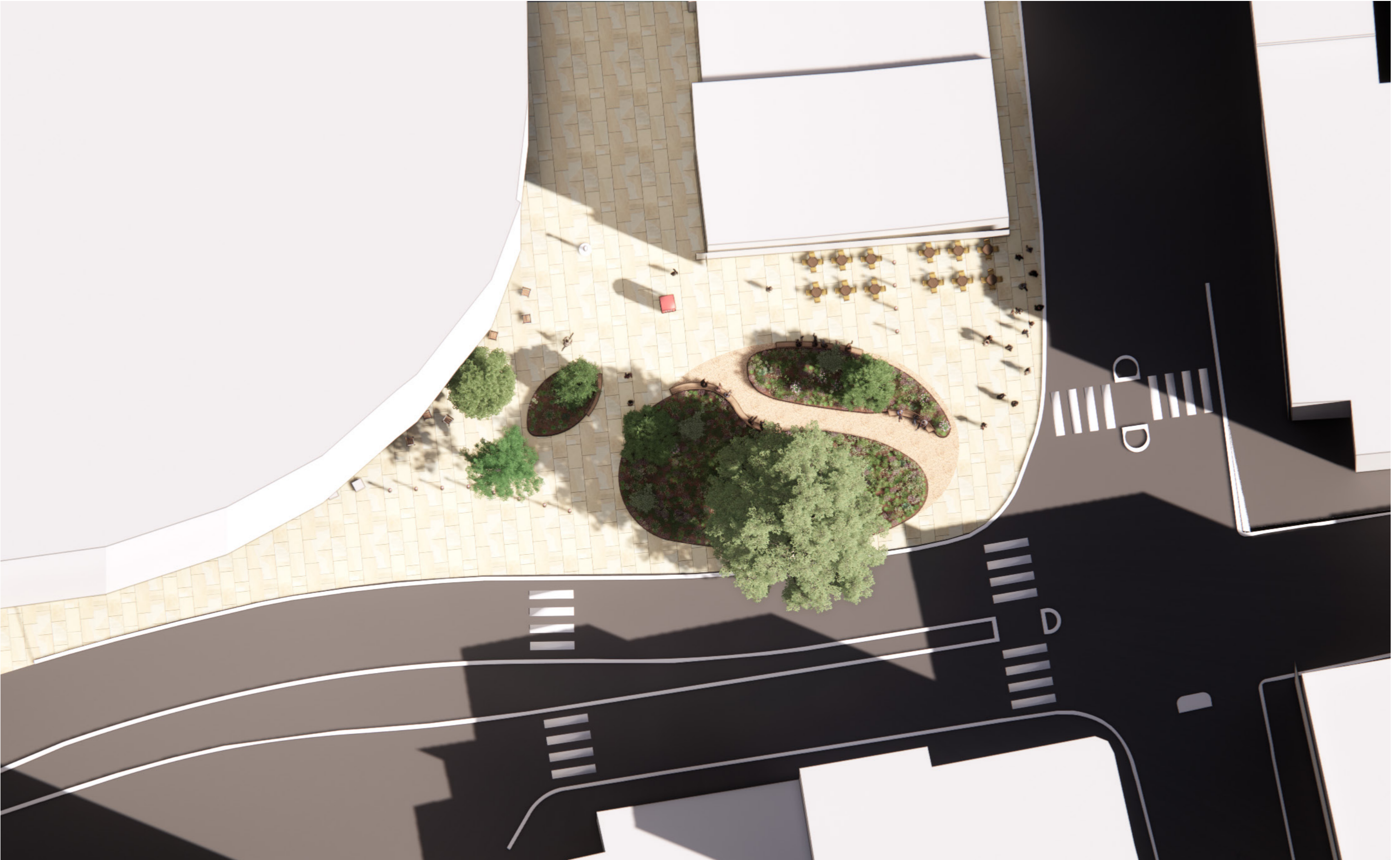


Moorgate / London Wall Landscape Sketchbook

March 2024

LDĀDESIGN

Landscape View 1



Landscape View 2



Landscape View 3



Landscape View 4



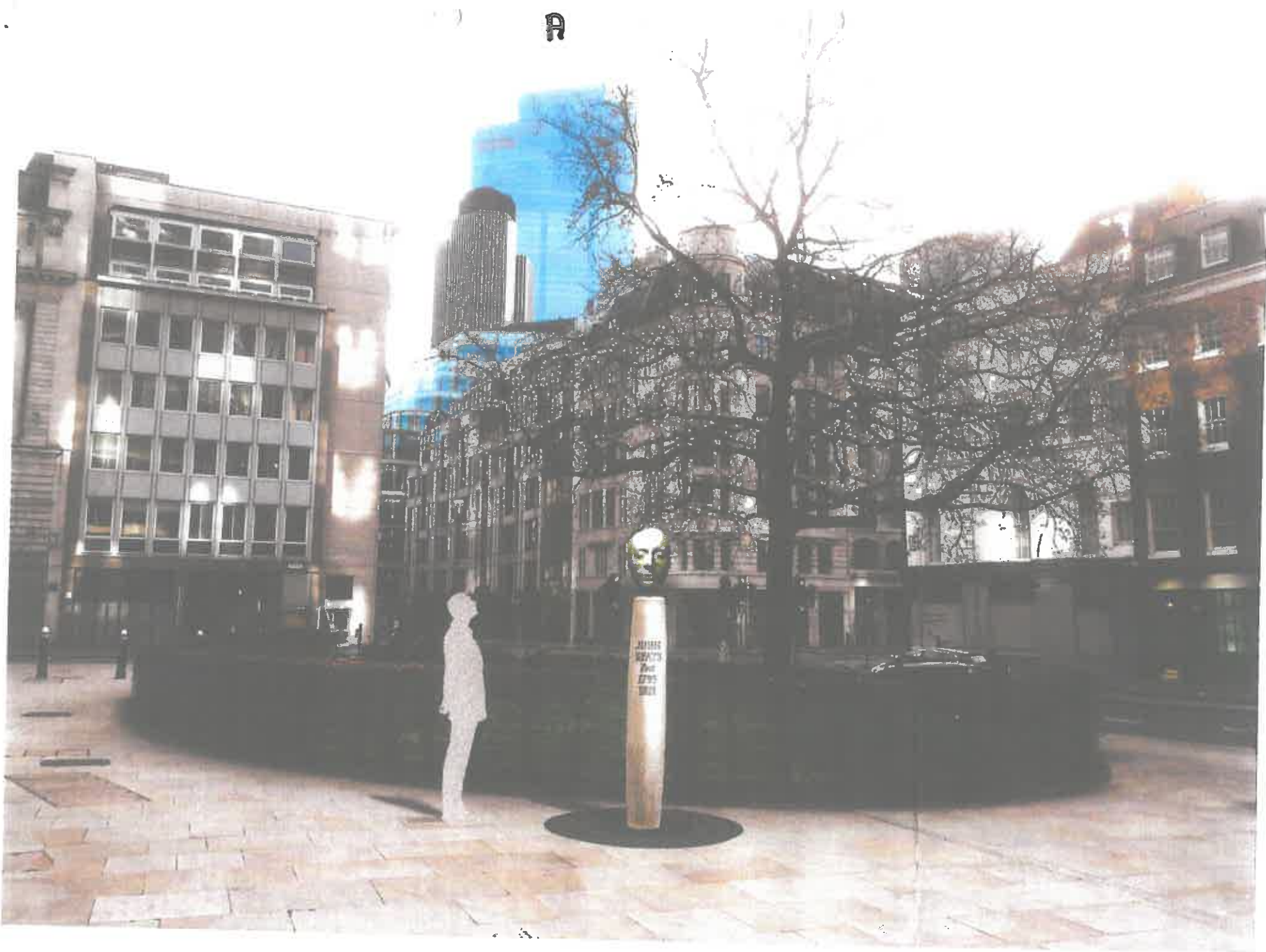
Landscape View 5



Landscape View 6

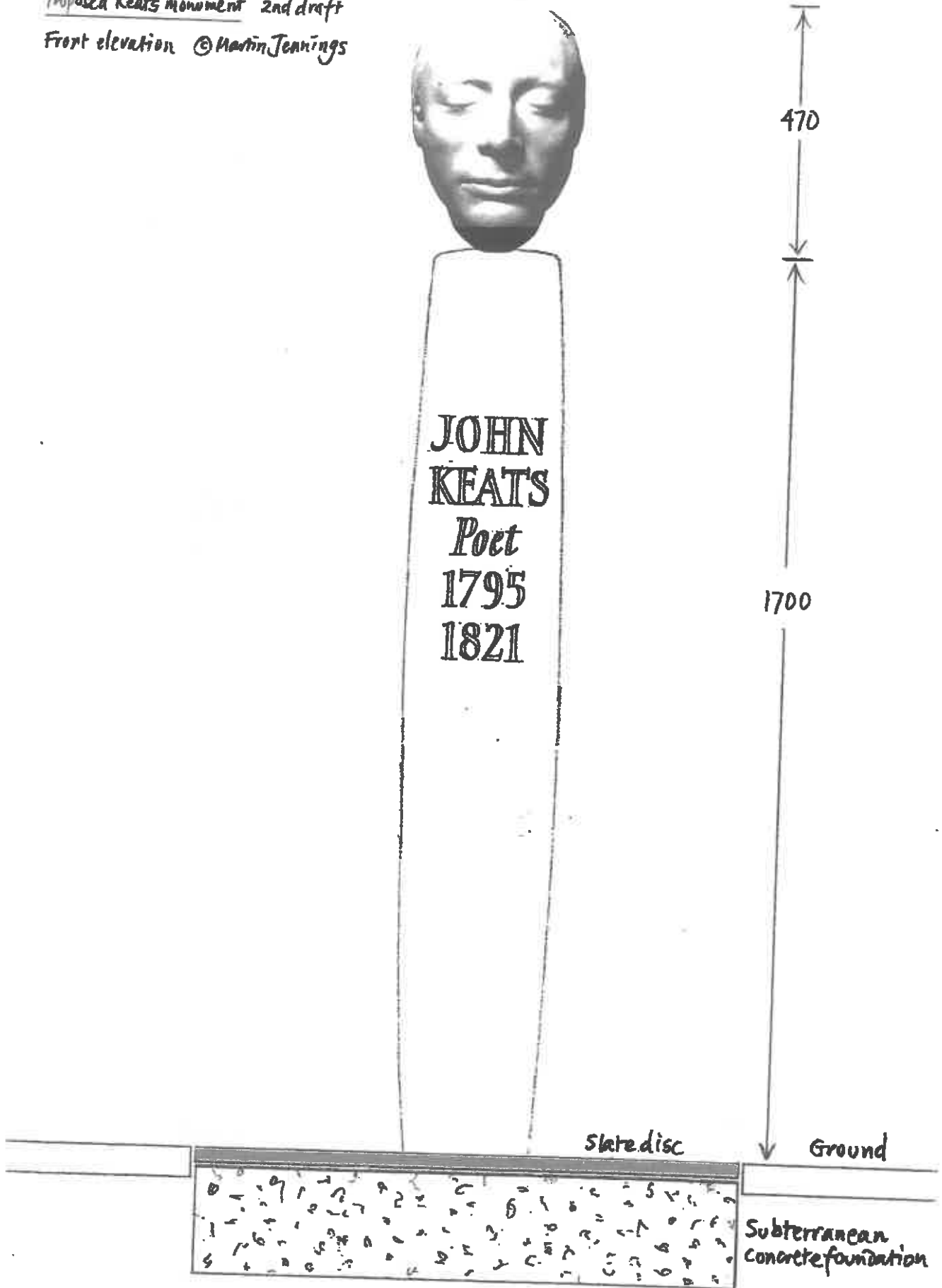


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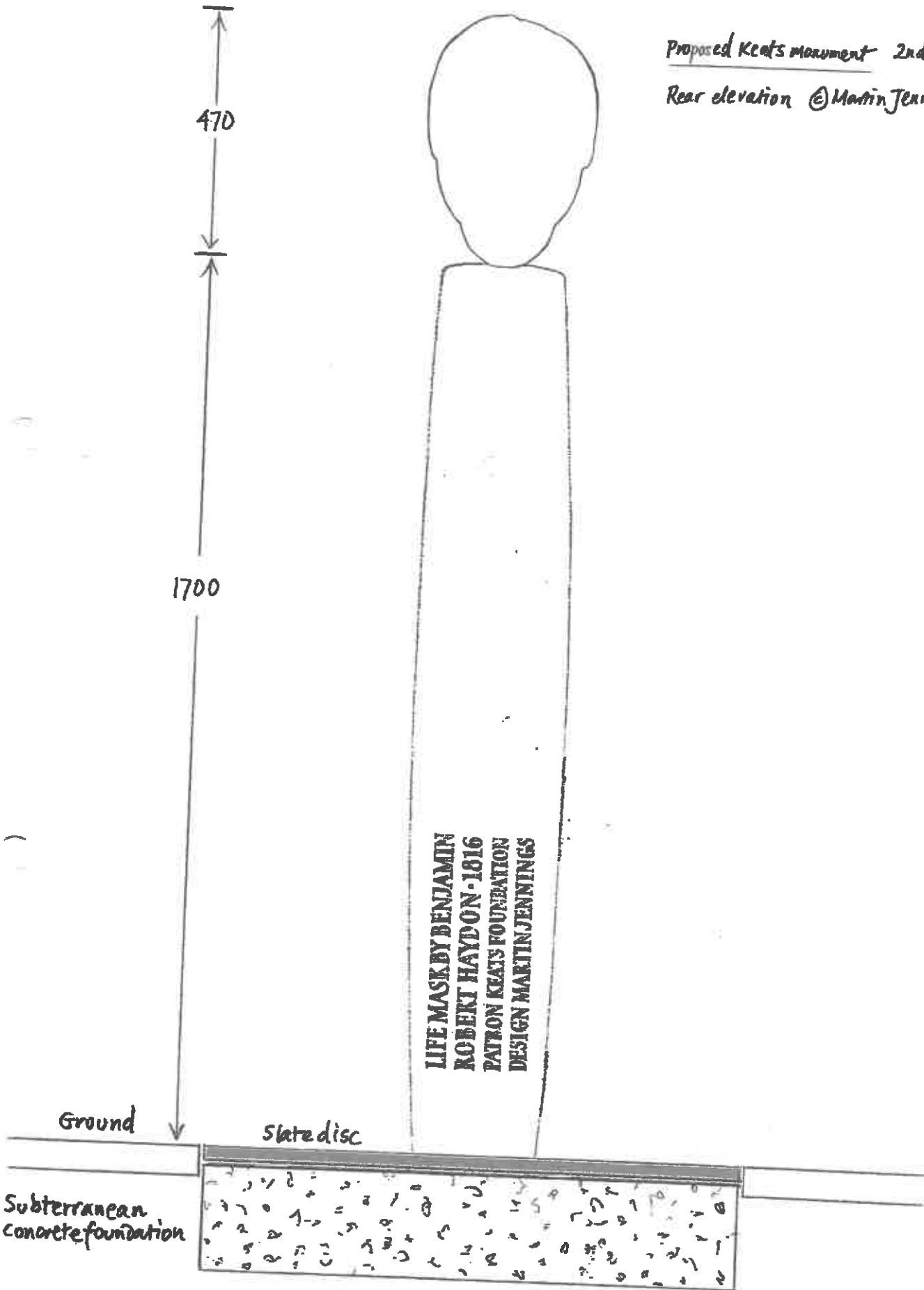
B

Proposed Keats monument 2nd draft
Front elevation © Martin Jennings



C

Proposed Keats monument 2nd draft
Rear elevation © Martin Jennings



D

Proposed Keats monument 2nd draft

Plan view of inscribed slate disc
(level with paving) showing
position of column

© Martin Jennings



EQUALITY ANALYSIS (EA) TEMPLATE

Decision

Click or tap here to enter text.

Date

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What is the Public Sector Equality Duty (PSED)?

The Public Sector Equality Duty (PSED) is set out in the Equality Act 2010 (s.149). This requires public authorities, in the exercise of their functions, to have 'due regard' to the need to:

- Eliminate discrimination, harassment and victimisation
- Advance equality of opportunity between people who share a protected characteristic and those who do not, and Foster good relations between people who share a protected characteristic and those who do not

The characteristics protected by the Equality Act 2010 are:

- Age
- Disability
- Gender reassignment
- Marriage and civil partnership
- Pregnancy and maternity
- Race
- Religion or belief
- Sex (gender)
- Sexual orientation

What is due regard?

- It involves considering the aims of the duty in a way that is proportionate to the issue at hand
- Ensuring real consideration is given to the aims and the impact of policies with rigour and with an open mind in such a way that influences the final decision

The general equality duty does not specify how public authorities should analyse the effect of their business activities on different groups of people. However, case law has established that equality analysis is an important way public authorities can demonstrate that they are meeting the requirements.

Case law has established the following principles apply to the PSED:

- **Knowledge** – the need to be aware of the requirements of the Equality Duty with a conscious approach and state of mind.
- **Sufficient Information** – must be made available to the decision maker.
- **Timeliness** – the Duty must be complied with before and at the time that a particular policy is under consideration or decision is taken not after it has been taken.
- **Real consideration** – consideration must form an integral part of the decision-making process. It is not a matter of box-ticking; it must be exercised in substance, with rigour and with an open mind in such a way that it influences the final decision.
- **Sufficient information** – the decision maker must consider what information he or she has and what further information may be needed in order to give proper consideration to the Equality Duty.
- **No delegation** – public bodies are responsible for ensuring that any third parties which exercise functions on their behalf are capable of complying with the Equality Duty, are required to comply with it, and that they do so in practice. It is a duty that cannot be delegated.
- **Review** – the duty is not only applied when a policy is developed and decided upon, but also when it is implemented and reviewed.

- Due regard should be given before and during policy formation and when a decision is taken including cross cutting ones as the impact can be cumulative.

What is an Equality Analysis (EA)?

An equality analysis is a risk assessment tool that examines whether different groups of people are, or could be, disadvantaged by service provision and decisions made. It involves using quality information, and the results of any engagement or consultation with particular reference to the protected characteristics to understand the actual effect or the potential impact of policy and decision making decisions taken.

The equality analysis should be conducted at the outset of a project and should inform policy formulation/proposals. It cannot be left until the end of the process.

The purpose of the equality analysis process is to:

- Identify unintended consequences and mitigate against them as far as possible, and
- Actively consider ways to advance equality and foster good relations.

The objectives of the equality analysis are to:

- Identify opportunities for action to be taken to advance quality of opportunity in the widest sense;
- Try and anticipate the requirements of all service users potentially impacted;
- Find out whether or not proposals can or do have any negative impact on any particular group or community and to find ways to avoid or minimise them;
- Integrate equality diversity and inclusion considerations into the everyday business and enhance service planning;
- Improve the reputation of the City Corporation as an organisation that listens to all of its communities;

However, there is no requirement to:

- Produce an equality analysis or an equality impact assessment
- Indiscriminately collect diversity data where equalities issues are not significant
- Publish lengthy documents to show compliance
- Treat everyone the same. Rather, it requires public bodies to think about people's different needs and how these can be met
- Make service homogenous or to try to remove or ignore differences between people.

An equality analysis should indicate improvements in the way policy and services are formulated. Even modest changes that lead to service improvements are important. In it is not possible to mitigate against any identified negative impact, then clear justification should be provided for this.

By undertaking an equality analysis officers will be able to:

- Explore the potential impact of proposals before implementation and improve them by eliminating any adverse effects and increasing the positive effects for equality groups
- Contribute to community cohesion by identifying opportunities to foster good relations between different groups
- Target resource more effectively
- Identify direct or indirect discrimination in current policies and services and improve them by removing or reducing barriers to equality

- Encourage greater openness and public involvement.

How to demonstrate compliance

The Key point about demonstrating compliance with the duty are to:

- Collate sufficient evidence to determine whether changes being considered will have a potential impact on different groups.
- Ensure decision makers are aware of the analysis that has been undertaken and what conclusions have been reached on the possible implications.
- Keep adequate records of the full decision making process.

In addition to the protected groups, it may be relevant to consider the impact of a policy, decision or service on other disadvantaged groups that do not readily fall within the protected characteristics, such as children in care, people who are affected by socio-economic disadvantage or who experience significant exclusion or isolation because of poverty or income, education, locality, social class or poor health, ex-offenders, asylum seekers, people who are unemployed, homeless or on a low income.

Complying with the Equality Duty may involve treating some people better than others, as far as this is allowed by discrimination law. For example, it may involve making use of an exception or the positive action provisions in order to provide a service in a way which is appropriate for people who share a protected characteristic – such as providing computer training to older people to help them access information and services.

Taking account of disabled people's disabilities

The Equality Duty also explicitly recognises that disabled people's needs may be different from those of non-disabled people. Public bodies should therefore take account of disabled people's impairments when making decisions about policies or services. This might mean making reasonable adjustments or treating disabled people better than non-disabled people in order to meet their needs.

Deciding what needs to be assessed

The following questions can help determine relevance to equality:

- Does the policy affect service users, employees or the wider community, including City businesses?
- How many people are affected and how significant is the impact on them?
- Is it likely to affect people with particular protected characteristics differently?
- Is it a major policy, significantly affecting how functions are delivered?
- Will the policy have a significant impact on how other organisations operate in terms of equality?
- Does the policy relate to functions that engagement has identified as being important to people with particular protected characteristics?
- Does the policy relate to an area with known inequalities?
- Does the policy relate to any equality objectives that have been set?

Consider:

- How the aims of the policy relate to equality.
- Which aspects of the policy are most relevant to equality?
- Aims of the general equality duty and which protected characteristics the policy is most relevant to.

If it is not clear if a policy or decision needs to be assessed through an equality analysis, a Test of Relevance screening tool has been designed to assist officers in determining whether or not a policy or decision will benefit from a full equality analysis.

Completing the Test of Relevance screening also provides a formal record of decision making and reasoning. It should be noted that the PSED continues up to and after the final decision is taken and so any Test of Relevance and/or full Equality Analysis should be reviewed and evidenced again if there is a change in strategy or decision.

Role of the assessor

An assessor's role is to make sure that an appropriate analysis is undertaken. This can be achieved by making sure that the analysis is documented by focusing on identifying the real impact of the decision and set out any mitigation or improvements that can be delivered where necessary.

Who else is involved?

Chief Officers are responsible for overseeing the equality analysis proves within departments to ensure that equality analysis exercises are conducted according to the agreed format and to a consistent standard. Departmental equality representatives are key people to consult when undertaking an equality analysis.

Depending on the subject it may be helpful and easier to involve others. Input from another service area or from a related area might bring a fresh perspective and challenge aspects differently.

In addition, those working in the customer facing roles will have a particularly helpful perspective. Some proposals will be cross-departmental and need a joint approach to the equality analysis.

How to carry out an Equality Analysis (EA)

There are five stages to completing an Equality Analysis, which are outlined in detail in the Equality Analysis toolkit and flowchart:

2.1 Completing the information gathering and research stage – gather as much relevant equality-related information, data or research as possible in relation to the policy or proposal, including any engagement or consultation with those affected;

2.3 – Developing an action plan – set out the action you will take to improve the positive impact and / or the mitigation action needed to eliminate or reduce any adverse impact that you have identified;

2.4 Director approval and sign off of the equality analysis – include the findings from the EA in your report or add as an appendix including the action plan;

2.2 Analyse the evidence – make and assessment of the impact or effect on different equality groups;

2.5 Monitor and review – monitor the delivery of the action plan and ensure that changes arising from the assessment are implemented.

The Proposal

Assessor Name:	<i>Maria Curro</i>	Contact Details:	Maria.curro@cityoflondon.gov.uk
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1. What is the Proposal

The London Wall/Moorgate Oval Relandscaping project comes under the Cool Streets and Greening programme. The Oval is one of the only green spaces along the Moorgate corridor. In its current design, the Oval is significantly underused as it is not accessible to pedestrians and its enclosed design impedes pedestrian movement to/from the new Moorgate Crossrail entrance. The existing design does not provide the opportunity for enhanced biodiversity and climate resistant mitigations.

The London Wall/Moorgate relandscaping project reimagines the Oval, creating a more welcoming and interesting space. Revised designs provide a planting approach that will create a tranquil oasis of green for people working, visiting and travelling to/from the Crossrail station. The revised design of the Oval and surrounding area further creates an environment which allows pedestrians to interact with surrounding green infrastructure. The relandscaping design includes enhanced planting throughout the site and encourages people to stop and rest and will provide varying interest throughout the year.

Key features of the London Wall/Moorgate Oval Relandscaping project include:

- Removal of existing hedges surrounding the Oval, creating an open space
- New pathway through the Oval, allowing pedestrian movement through the Oval
- Introduction of green infrastructure, including planters with integrated seating, throughout the wider project area
- Introduction of trees and planting of diverse biodiversity
- Inclusion of a statue of poet John Keats, born in Moorgate in 1795

The London Wall/Moorgate Oval Relandscaping project aligns with the City's Climate Action Strategy and Transport Strategy by way of:

- Providing more public space that is accessible to all and delivering world-class public realm
- Incorporating protection from adverse weather in the design of streets and the public realm
- Introducing climate resistant and adaptive landscaping in planned work



Image 1: London Wall/Moorgate Oval Relandscaping (City Greening and Biodiversity: Masterplan Report)

2. What are the recommendations?

The to achieve the objectives of the London Wall/Moorgate Oval Relandscaping project the following is recommended:

- **Footway Widths:** It is advised that the footways are the appropriate width to accommodate the subsequent increase in trip generation and footfall within the area, taking into consideration the Moorage Crossrail entrance and surrounding developments. It is also advised footway widths are reviewed in relations to the placement of the planters. This will prevent vulnerable road users, which includes people with disabilities, as well as elderly people and young people, from having

to cross the road unnecessarily or navigate around the planters, improving road safety for all users. It is recommended that the footway widths, including the new pathway through the Oval, are designed in conjunction with TfL's Pedestrian Comfort Guidance Technical guide¹. The same approach is also recommended where the Oval sits adjacent to The Globe pub, thus ensuring appropriate widths relative to footfall.

- **Level Access:** In line with DfT's Inclusive Mobility Guide 2021², it is recommended that level access is provided throughout the Oval and that the placement and building of the planters do not obstruct or alter level access across the site. This will enable easy access for elderly people, those with limited mobility and those using mobility aids and pushchairs.
- **Tactile Paving:** In line with Department for Transport's (DfT) Inclusive Mobility Guide 2021 guidance³, it is recommended that tactile paving is in place to aid visually impaired people, specifically, but not limited to, planters and when accessing the Oval.
- **Planters/Seating:** It is recommended that the location of the proposed planters/seating within the Oval and throughout the wider site is carefully positioned to avoid obstructing any key routes which may be used by wheelchair and pushchair users and should also be picked out in contrasting colours to help those with visual impairments **Error! Bookmark not defined.** It is recommended that the location and arrangement of the proposed positioning of the planters are developed in consultation with landscape architects and the designs align with existing City accessibility principles. This will help to prevent street clutter and ensure visibility for all users of the space.
- **Greening/Trees:** It is recommended that the location and arrangement of the proposed greening/trees are developed in consultation with landscape architects and the designs align with existing City accessibility principles. This will help to prevent street clutter, ensure visibility, and avoid impeding pedestrian routes⁴. Consideration should also be given to the tree species, selecting those with minimal leaf shedding to avoid a slippery footway. Street maintenance could also be procured to carry out appropriate clearing during the Autumn/Spring.
- **Lighting:** It is recommended that the Oval and wider surrounding area is lit appropriately to prevent any anti-social behaviour, improve user safety for groups vulnerable to crime and further aid visually impaired members of the public. It is recommended that streetlights and signs should be mounted on walls or buildings whenever possible; if not, then placing them at the back of the footway as near the property line as possible is acceptable⁵.
- **Maintenance of Pathway/Footways:** The pathway proposed along the Oval and, more generally the footways throughout the surrounding area, will need to be regularly maintained. This is because uneven and/or gaps between setts, can cause issues for some users, including those who are vision impaired, wheelchair users, and those using crutches and sticks⁶.

¹ [Pedestrian Comfort Guidance for London \(tfl.gov.uk\)](https://tfl.gov.uk)

² [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

³ [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

⁴ [Manual for the Streets \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

⁵ [City of London Lighting Strategy](#)

⁶ [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

- Construction: A Construction Logistics Plan (CLP) should be implemented to minimise construction impacts. It should include measures such as suitable diversion routes with appropriate signage for any required footway closures, noise and pollution mitigation, and an appropriate CLP to avoid sensitive receptors. Continued liaison with stakeholders should also be undertaken to inform them of the diversion routes. On completion of the works, the City could also offer a guide to familiarise the changes to those who are visually impaired.

3. Who is affected by the Proposal?

The proposed scheme is located in the City of London, within the Coleman Street Ward. The City of London is a key commercial district, hosting the primary business district for the capital. The area around the proposed scheme also comprises of retail space, as well as restaurants, cafes, and pubs. The London Wall/Moorgate Oval is located within a short distance of new Moorgate Crossrail station entrance (two-minute walk) and is also accessible by Liverpool Street and Bank Underground and rail stations.

Given the proposed works are located within a key commercial district and the area boasts a high Public Transport Accessibility Level (PTAL) rating of 6b⁷, those that are likely to be affected by the proposals are pedestrians, cyclists, and other non-motorised users. These users are more likely to be of the working population commuting to their places of work. The City of London estimates approximately 513,000 daily commuters⁸ to the city. The opening of the Moorgate Crossrail station and other large-scale developments along the Moorgate corridor (i.e. 120 Moorgate, 21 Moorfields and 1 Ropemaker Street⁹) will further generate a significant number of additional commuter trips to the area. It is also important to note that although the population of the City of London is comparatively small compared to other London boroughs, residents living in the borough have the highest overall active, efficient, and sustainable mode share (93%)¹⁰, suggesting that residents are also likely to benefit from the improvements.

Although a predominantly business district, several other trip generators are located within close proximity of the London Wall/Moorgate Oval, which will attract users to the area. These include places of health facilities, listed buildings and a link to the Finsbury Circus Gardens. The site is easily accessible by sustainable modes, therefore, users are most likely to travel to these trip generators on foot, by bike and/or public transport.

It is assumed that although the relandscaping of the Oval will take place within hoarding boundaries, some protected characteristic groups, particularly disabled and elderly/younger groups, may be adversely impacted if the appropriate pedestrian diversions, noise and pollution mitigation, and CLPs are not in place. A full assessment of the potential impacts on each of the protected characteristic groups with regards to construction is provided below.

Age

Check this box if NOT applicable

Age - Additional Equalities Data (Service Level or Corporate)

The Office for National Statistics (ONS) Mid-2020¹¹ population estimates for the City of London states a total population of 10,938 for the borough. The age breakdowns for the City of London and London are detailed in Table 1 below:

⁷ [WebCAT planning tool - Transport for London \(tfl.gov.uk\)](#)

⁸ [Our role in London - City of London](#)

⁹ [City of London Web Mapping](#)

¹⁰ [Travel in London Report 13 \(tfl.gov.uk\)](#)

¹¹ <https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationestimates/datasets/populationestimatesforukenglandandwalescotlandandnorthernireland>

Table 1: Age Breakdown for City of London and London (Source: ONS Census Data 2020)

Age	City of London %	Greater London %
Under 5 years	4.3%	6.6%
5 to 15 years	11%	14%
16 to 24 years	13%	10.3%
25 to 64 years	55.8%	56.9%
65 years and over	15.8%	12.2%
Total	100%	100%

The figures above illustrate that the City of London has slightly fewer people under the age of 15 (15.3%) compared to Greater London (20.6%). Conversely, the City of London has a slightly higher percentage of people aged 16 to 24 years and 65 years and over, when compared to Greater London. The percentage of people aged 25 to 64 years is similar between the City of London and Greater London region.

It should be noted that this data is not considered representative of the majority of the people likely to be affected by the proposed scheme given the large percentage of commuters regularly travelling to the area, rather than residents.

Table 2: Workforce Age Structure, City of London and Greater London 2011 (Source: City of London Workforce CENSUS 2011- Analysis by Age and Occupation)

Age Band	City of London		Greater London	
	Actual	%	Actual	%
16 - 19	2,521	1%	81,959	2%
20 - 24	26,806	8%	387,569	9%
25 - 29	67,481	19%	685,431	15%
30 - 34	70,450	20%	697,643	16%
35 - 39	56,574	16%	591,814	13%
40 - 44	45,902	13%	548,352	12%
45 - 49	35,964	10%	507,549	11%
50 - 54	24,541	7%	405,451	9%
55 - 59	14,941	4%	295,937	7%
60 - 64	8,293	2%	196,176	4%
65 - 69	2,370	1%	73,115	2%
70 - 74	863	0%	29,485	1%

Total	356,706	100%	4,500,481	100
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Table 2 shows the age breakdown of the workforce of the City of London compared to Greater London. The figures show that the ages of 25-34 contribute a substantial proportion of the workforce at 39%. The same age range for Greater London comprises 31% of the workforce. This shows that the City of London has a greater proportion of young professionals compared to Greater London. Similarly, the 35-49 age group comprises 39% of the workforce in the City of London, compared to 36% of the Greater London workforce. The percentage of the workforce in the City of London aged 50 years and above (14%) is lower than the percentage for Greater London (23%), showing that the City of London has a smaller proportion of older professionals.

Sensitive receptors

With regards to sensitive receptors relevant to age, there are pharmacies and private health facilities (including medical, dental and optical) within the area. As noted elsewhere, the entrance to Moorgate Crossrail station is located in close proximity to the relandscaping project.

Locations where higher proportions of young people and older adults are likely to be concentrated include:

- Boots Pharmacy – 100 metres of the proposed scheme
- Nut Tree Pharmacy – 100 metres of the proposed scheme
- Health facilities (McMillan Healthcare, Medical Prime Centre, Roodlane Medical, ODL Dental Clinic, David Clulow Opticians) – 100/150 metres of the proposed scheme

While not considered sensitive receptors, there are a number of financial institutions and retail units in close proximity to the project site. The Globe pub sits adjacent to the Oval.

What is the proposal's impact on the equalities aim?

The Oval Greening relandscaping project is likely to positively benefit people of all ages, including elderly and younger people.

Research by TfL has found that walking is the most frequently used mode of transport by older Londoners aged 65 and over¹², with 87% walking at least once a week. Looking at the census data above, a large proportion of the City of London's population (15.8%) would therefore benefit from the proposals to improve the pedestrian environment at the London Wall/Moorgate junction.

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

Given that the proposals are at the preliminary design stage (See General Arrangement drawing for more details), it is highly recommended that the following is considered to mitigate any negative impact on elderly and younger people when developing the detailed design:

¹² [Travel in London: Understanding our diverse communities 2019 \(tfl.gov.uk\)](https://www.tfl.gov.uk/road-together/understanding-our-diverse-communities-2019)

Building on this, the DfT underlines the need to provide plenty of appropriately placed and designed seating in locations where people may have to wait and along pedestrian routes¹³. The proposals to provide seating as part of the public realm improvements within the Oval will help to achieve this, providing a place to rest along the pedestrian route.

Seating provision and clear, high-quality footways are particularly important for elderly people, who are more likely to be living with a long-term health condition and may have more limited mobility and stamina. Research undertaken by Age UK underlines this intersectionality between age and disability further, with figures showing that 52% of those aged 65 and over are disabled compared with only 9% under 64¹⁴.

Street trees and other greening can also play a key role in helping to remove harmful PM¹⁰ particulates and NO² roadside emissions¹⁵ and mitigating against climate change impacts such as heating of streets (and provision of shaded areas), both of which young people and elderly people are disproportionately affected by¹⁶¹⁷.

The relandscaping project provides the opportunity to enhance the public realm, benefitting both elderly and younger users and help to address some of the key barriers to active travel for the elderly population.

Although the City of London has a smaller population under the age of 15 compared to London as a whole, 15.3% compared to 20.6% respectively, children and young people travelling through the area likely to benefit from the improved pedestrian environment on their journeys. For children and young people the enhanced space encourages more trips by active modes and provides a more attractive space to travel through.

While it should be acknowledged however that the majority of users are likely to be

- **Level Access:** In line with the DfT's Inclusive Mobility Guide 2021¹⁹, it is recommended that level access is provided throughout the Oval to enable easy access for elderly people, particularly those using mobility aids, as well as those travelling with young children in pushchairs.
- **Footway Widths:** Given the scale of the development, it is advised that the new footway through the Oval and leading to the Moorgate Crossrail entrance is an appropriate width to accommodate an increase in trip generation and footfall. It is recommended that the footway widths are designed in conjunction with TfL's Pedestrian Comfort Guidance Technical guide (See Appendix B **Error! Bookmark not defined.**). This will ensure vulnerable road users, as well as those using pushchairs, have a maintained level of comfort when using this space.
- **Seating:** As the relandscaping project includes seating, it is advised that all seating requirements meet DfT's Inclusive Mobility Guide 2021²⁰ seating guidelines. This will enable pregnant women and those with young children to access seating.
- **Construction:** A CEMP or CLP should be implemented to minimise construction impacts. It should include measures such as suitable diversion routes with appropriate signage for any required footway closures. Continued liaison with stakeholders should also be undertaken to inform the plans.

¹³ [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/101422/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf)

¹⁴ <https://www.ageuk.org.uk/london/about-us/media-centre/facts-and-figures/>

¹⁵ https://www.london.gov.uk/sites/default/files/valuing_londons_urban_forest_i-tree_report_final.pdf

¹⁶ <https://www.unep.org/news-and-stories/blogpost/young-and-old-air-pollution-affects-most-vulnerable>

¹⁷ <https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution>

¹⁹ [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/101422/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf)

²⁰ [Inclusive mobility \(publishing.service.gov.uk\)](https://www.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/101422/inclusive-mobility-a-guide-to-best-practice-on-access-to-pedestrian-and-transport-infrastructure.pdf)

those commuting to or visiting the area. As illustrated in Table 2, those commuting to the City of London are most likely to be between the ages of 25-49 (78% of the workforce) and are therefore not considered vulnerable to the factors listed above due to their age.

Relandscaping Construction Process:

The proposed relandscaping works will be undertaken within the existing hoarding boundaries and pedestrian diversions/wayfinding signage will be put into place.

In addition to this, it is not envisioned that ramps/other materials that will lead to step change will be used for the relandscaping construction phase. If ramps are needed at the time of construction, the quality of ramps will need to be considered as poor-quality ramps may pose accessibility issues for some users and are also likely to affect elderly people during the construction phase.

Building on this, several potential negative impacts on elderly and younger people have been identified if the appropriate measures are not in place during the construction phase¹⁸. These include:

- Wheelchair and mobility aid users may find it difficult to utilise the temporary ramps
- Construction noise can negatively affect elderly and young people
- Construction can also generate additional dust and pollutants which negatively impact people with respiratory or long-term illnesses

It is expected that the construction phase will lead to access issues or longer journey times for the elderly and those with limited mobility. This is because the works will not require road or bus stop closures therefore, access to the site and surrounding area via public transport or car will still be possible.

Summary:

In summary, the positive impacts associated with the improved pedestrian environment and public realm, are likely to be felt by all users, including residents, visitors, and commuters to the area, regardless of age.

¹⁸ [Transport, health and wellbeing \(publishing.service.gov.uk\)](https://publishing.service.gov.uk)

<p>With regards to construction, the proposed pedestrian diversions are deemed sufficient. Should ramps be used, it is recommended that any negative impact on access for elderly and younger people is offset by ensuring that suitable, clear diversions with ramps and appropriate signage are provided.</p>	
<p>Key borough statistics:</p> <ul style="list-style-type: none"> • The City of London is dominated by businesses and the residential population is significantly lower compared to other London boroughs. • 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. 	<ul style="list-style-type: none"> • There is a smaller percentage of younger people (under 25) working in the City of London in comparison to Greater London, as well as a smaller percentage of over 45s. There is a larger percentage working in the City in the 25-44 age bands in comparison to Greater London.

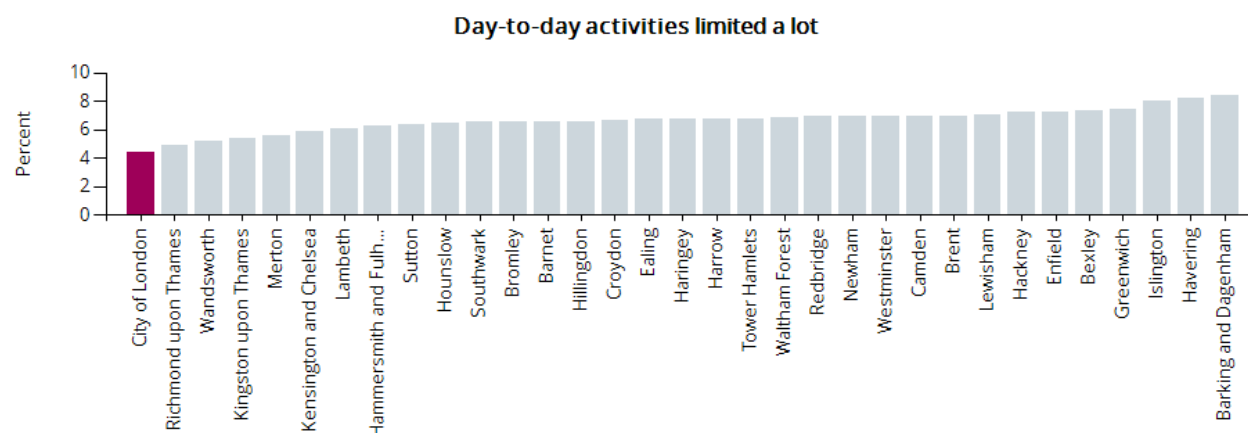
Disability

Check this box if NOT applicable

Disability - Additional Equalities Data (Service Level or Corporate)

ONS disability and well-being 2020 analysis shows that disability can negatively affect wellbeing. For example, the average well-being ratings for people aged 16 to 64 with a self-reported long-standing illness, condition or impairment which causes difficulty with day-day activities between July 2013 to June 2020 showed lower scores for life satisfaction each year²¹.

As per the Census 2011, the below graph (Figure 1) shows the percentage of the City of London residents who considered their day-to-day activities limited a lot due to disability or long-term illness compared with other London boroughs. The City of London compares favourably as it has the lowest percentage at 4.4%.

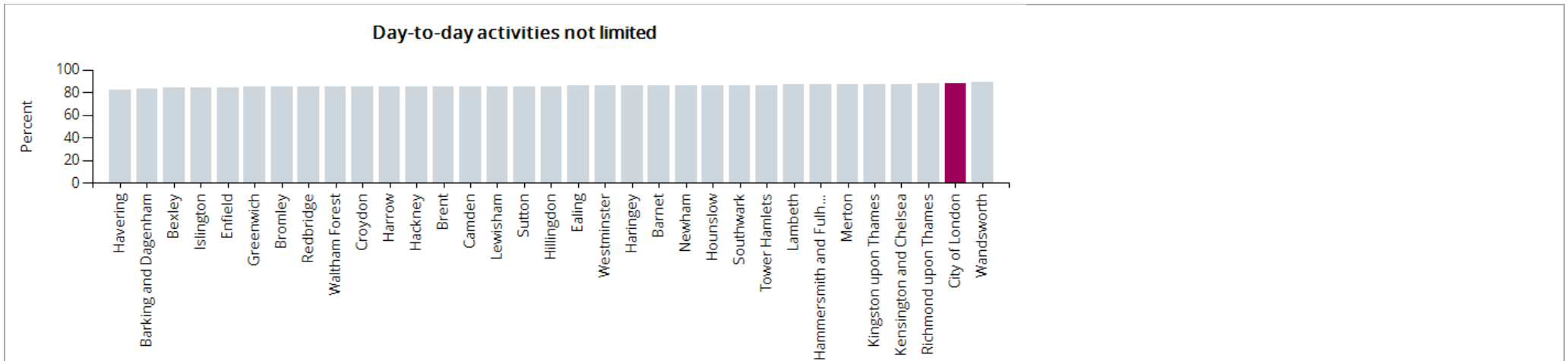


Source: ONS Census 2011

Figure 1: Limited activities due to disability (Source: ONS Census Data 2011)

The below graph (Figure 2) shows the percentage of the City of London residents who considered their day-to-day activities not to be limited by disability or long-term illness compared to other London boroughs. The City of London again compares favourably, as it had the second highest percentage at 88.5%.

²¹ <https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/disability/datasets/disabilityandwellbeing>



Source: ONS Census 2011

Figure 2: Unlimited activities due to disability (Source: ONS Census Data 2011)

Public Health England statistics support the above trend, as they report the percentage of people with a limiting long-term illness or disability in the City of London is 11.5% compared to 17.6% for England. This is considered significantly better than the national average²².

It should be noted that this data is not considered representative of the majority of the people likely to be affected by the proposed scheme given the large percentage of commuters regularly travelling to the area, rather than residents. Given that the area is likely to be visited by individuals living outside of the City, it is important to note that approximately one in ten individuals are estimated to be neurodivergent in Greater London (equating to approximately 900,000), and one-tenth of those are possibly autistic²³. Further to this, there are over 2 million people in the UK living with sight loss²⁴. With these statistics in mind, it is therefore paramount that the construction of and design of the proposed works considers all users.

Sensitive receptors

With regards to sensitive receptors relevant to age, there are pharmacies and private health facilities (including medical, dental and optician) within the area. As noted elsewhere, the entrance to Moorgate Crossrail station is located in close proximity to the relandscaping project.

Locations where higher proportions of young people and older adults are likely to be concentrated include:

²² https://www.localhealth.org.uk/#c=report&chapter=c05&report=r01&selgeo1=lalt_2021.E09000001&selgeo2=eng.E92000001

²³ <https://www.london.gov.uk/questions/2022/1716#:~:text=Andrew%20Boff%20AM%3A%20With%20approximately,900%2C000%20Londoners%20with%20neurodivergent%20conditions>

²⁴ <https://www.rnib.org.uk/professionals/health-social-care-education-professionals/knowledge-and-research-hub/key-information-and-statistics-on-sight-loss-in-the-uk/> (data is not available at a local scale)

- Boots Pharmacy – 100 metres of the proposed scheme
- Nut Tree Pharmacy – 100 metres of the proposed scheme
- Health facilities (McMillan Healthcare, Medical Prime Centre, Roodlane Medical, ODL Dental Clinic, David Clulow Opticians) – 100/150 metres of the proposed scheme

While not considered sensitive receptors, there are a number of financial institutions and retail units in close proximity to the project site. The Globe pub sits adjacent to the Oval.

What is the proposal's impact on the equalities aim?

The Oval Greening relandscaping project is likely to positively benefit all users, including those with disabilities.

The baseline data shows that there is a low comparative percentage of people with disabilities in the City of London. As illustrated in the section above however, the majority of people likely to be affected by the proposed works are less likely to be residents, therefore it is acknowledged that there may be a larger number of disabled people accessing the Oval and the surrounding area than the data suggests. This is likely to be facilitated by the accessibility of the area by Moorgate Crossrail station, enabling those with limited mobility to access the site and surrounding area given bus and step-free tube/train station provision.

Statistics show that 14% of Londoners currently consider themselves to have a disability that impacts their day-to-day activities 'a little' or 'a lot', and this is expected to rise to 17% by 2030²⁵. Further to this, walking is the main mode of travel for disabled Londoners, with 78% reporting they walk at least once a week.

With this in mind, it is therefore important that the design considers these requirements, which aligns with the City of London's Transport Strategy proposal to develop and apply the City of London Street Accessibility Standard (see page 52 of the strategy for more information **Error! Bookmark not defined.**).

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

Given that the proposals are at the preliminary design stage (See General Arrangement drawing for more details), it is highly recommended that the following is considered to mitigate any negative impact on people with disabilities, when developing the detailed design:

- **Tactile paving:** In line with Department for Transport's Inclusive Mobility Guide 2021 guidance²⁷, it is recommended that tactile paving is in place to aid visually impaired people. This is particularly important to consider given that the Royal National Institute of Blind People (RNIB) report that walking is the main mode of travel for blind and partially sighted people, many of whom will have fewer transport options available to them than others²⁸.
- **Level Access:** In line with the DfT's Inclusive Mobility Guide 2021²⁹, it is recommended that level access is provided throughout the scheme to enable easy access for those with limited mobility and mobility aids.
- **Footway Widths:** Given the scale of the development, it is advised that the new footway through the Oval and leading to the Moorgate Crossrail entrance is an appropriate width to accommodate an increase in trip generation and footfall. It is recommended that the footway widths are designed in conjunction with TfL's Pedestrian Comfort Guidance Technical

²⁵ <https://www.ons.gov.uk/peoplepopulationandcommunity/healthandsocialcare/disability/articles/outcomesfordisabledpeopleintheuk/2021>

²⁷ [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](#)

²⁸ [Travel, transport and mobility | RNIB](#)

²⁹ [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](#)

Research by Transport for All²⁶ has identified some of the key barriers to active travel for those with disabilities, including:

- Pavements cluttered by obstacles are difficult for those with mobility impairments to navigate and can pose a hazard to those with visual impairments. They are also confusing and overwhelming for those who are neurodivergent.
- Pavements that are steep, uneven, or bumpy are difficult to traverse in a wheelchair and can be trip-hazards. Tree roots, cobblestones, and poorly laid paving stones all contribute to this.

Similarly, these findings are echoed by DfT's Inclusive Mobility **Error! Bookmark not defined.** guide, whereby a number of barriers to navigating the pedestrian environment were identified, including obstacles, uneven surfaces, navigating slopes and ramps, etc. The guidance also underlines that good, inclusive design benefits all users, including those who have non-visible disabilities.

The proposed public realm improvements associated with the project should help to tackle some of these key barriers.

Relandscaping Construction Process:

The proposed relandscaping will be undertaken using hoarding boundaries and there appropriate pedestrian diversions/wayfinding signage will be put in to divert users away from the space.

In addition to this, it is not envisioned that ramps/other materials that will lead to step change will be used for the relandscaping construction phase. If ramps are needed at the time of construction, the quality of ramps will need to be considered as poor quality ramps may pose accessibility issues for some users and are also likely to affect disabled people during the construction phase. People with disabilities accessing health facilities in the area may also be affected on their journeys if the appropriate footway diversions are not in place during construction.

guide³⁰. This will ensure vulnerable road users, as well as those using pushchairs, have a maintained level of comfort when using this space.

- Seating: It is recommended that the location of the proposed seating within the Oval is carefully positioned to avoid obstructing any key routes which may be used by wheelchair users and should also be picked out in contrasting colours to help those with visual impairments³¹.
- Trees: It is recommended that the location and arrangement of the proposed trees and greening are developed in consultation with landscape architects and the designs align with existing CoL guiding principles. This will help to prevent street clutter and ensure visibility³². Consideration should also be given to the tree species, selecting those with minimal leaf shedding to avoid a slippery footway. Street maintenance could also be procured to carry out appropriate clearing during the Autumn.
- Lighting: People with disabilities can feel especially vulnerable in places with limited surveillance and low lighting. It is therefore recommended that sufficient levels of lighting should be included in the design throughout the Oval. This will act to improve safety of all users and minimise any blind spots. The CoL Lighting Strategy should be consulted prior to final design.
- Maintenance of the Oval and other green infrastructure: The proposed landscaping throughout the Oval and the planters within the wider site will need to be regularly maintained. This is because uneven and/or gaps within the footway can cause issues for some users, including those who are vision impaired, wheelchair users, and those using crutches and sticks³³. Overgrown greening can reduce site lines and overgrown tree roots can act as a fall hazard.
- Construction: A CLP should be implemented to minimise construction impact. It should include measures such as suitable diversion routes with appropriate

²⁶ <https://www.transportforall.org.uk/campaigns-and-research/pave-the-way/>

³⁰ [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](#)

³¹ [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](#)

³² https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1072722/Essex_Manual_for_Streets_Redacted.pdf

³³ [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](#)

Several potential negative impacts on people with disabilities have been identified if the appropriate measures are not in place during the construction phase **Error!**

Bookmark not defined.. These include:

- Wheelchair and mobility aid users may find it difficult to utilise the temporary ramps
- Those who are considered sensitive to changes in visual stimuli may find the diversions difficult to navigate
- Construction noise can negatively affect people with autism/other neurological disabilities
- Altered public realm and closures can be confusing to those with visual impairments who are familiar with the area
- Construction can also generate additional dust and pollutants which negatively impact people with respiratory or long-term illnesses

The relandscaping project will not result in reduced access issues or longer journey times for those with disabilities. This is because the works will not require road or bus stop closures therefore, access to the site and surrounding area via public transport or car will still be possible.

Summary:

It is likely that disability would be the protected characteristic group most affected by the proposals. Once construction is complete, the improved pedestrian environment and public realm would provide substantial benefits to disabled people.

As the construction phase commences, it is recommended that any negative impact on access for those with disabilities is offset by ensuring that suitable, clear diversions with ramps and appropriate signage are provided.

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. Additional information on Disability and Mobility data, London, can be found on the [London Datastore](#).

signage for any required footway closures, as well as noise mitigation. Continued liaison with stakeholders should also be undertaken to inform the plans. On completion of the works, the develop could also offer a guide to familiarise the changes to those who are visually impaired.

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](#)

Measures on self-reported health were also collected during the 2011 census for the City of London borough. The responses were categorised into Very Bad, Bad, Fair, Good and Very Good health.

- 0.8% of the population of The City self-reported as having Very Bad health
- 55.8% of the population self-reported as having Very Good health

Gender Reassignment

Check this box if NOT applicable

Gender Reassignment - Additional Equalities Data (Service Level or Corporate)

It is not believed that that the relandscaping project will impact this characteristic.

What is the proposal's impact on the equalities aim? *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*
Click or tap here to enter text.

Key borough statistics:

- [Gender Identity update 2009 - ONS](#)

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

Click or tap here to enter text.

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

Pregnancy and Maternity

Check this box if NOT applicable

Pregnancy and Maternity - Additional Equalities Data (Service Level or Corporate)

The ONS Conception Statistics, England and Wales, 2020 shows the conception numbers for the City of London³⁴. There were 5,659 conceptions in the City of London in 2020³⁵. This equates to a conception rate per 1,000 women aged 15 to 44 years of 74.6%. This is slightly higher than the average for Inner London (66.1%) and lower than the average for London as a whole (76.2%)³⁶.

There were 60 live births in the City of London in 2021. The Total Fertility Rate (TFR) in the City was 1.74. This is the average number of live children that women in the group could bare if they experienced age specific fertility rate of the calendar year throughout their childbearing lifespan. This is higher than the average for Inner London

³⁴ Note these numbers have been combined with the Hackney borough to preserve confidentiality.

³⁵ Note these numbers have been combined with the Hackney borough to preserve confidentiality.

³⁶ <https://www.ons.gov.uk/peoplepopulationandcommunity/birthsdeathsandmarriages/conceptionandfertilityrates/datasets/conceptionstatisticsenglandandwalesreferencetables>.

(1.28) and also for London as a whole (1.52)³⁷.

As mentioned above, it should be noted that this data is not considered representative of the majority of the people likely to be affected by the proposed scheme given the large percentage of commuters regularly travelling to the area, and more specifically the development, rather than residents.

Sensitive receptors

Facilities providing services for sensitive receptors in proximity to the proposed scheme which are most relevant to pregnancy and maternity are the same as those for disability.

³⁷ [Births in England and Wales: summary tables – Office for National Statistics \(ons.gov.uk\)](https://www.ons.gov.uk/peoplepopulationandcommunity/healthandlife/birthsdeathsandmarriages/births)

What is the proposal's impact on the equalities aim?

Pregnant women are known to have restricted mobility due to their pregnancy. The proposed works will provide safety and accessibility benefits to this group in a similar way to those mentioned for the above protected characteristics. The proposed seating locations and type, for instance, offer points of rest for pregnant women.

The relandscaping project provides other positive impacts for pregnant women. Access to green infrastructure is associated with positive outcomes for those who are pregnant, such as healthier birth weights³⁸. Pregnant women are also more likely to be impacted by poor air quality. While the project does not measure air quality, the expansion of green infrastructure will provide improved air quality within the area.

Parents with younger children and push chairs will also benefit from the improvements to the public realm, as the proposed works would improve the overall pedestrian environment.

In terms of sensitive receptors, there are health facilities within 500 metres of the proposed works which may be used by pregnant women. Users of these facilities will benefit from the improved pedestrian environment on their journey's to and from these facilities.

Relandscaping Construction Process:

The proposed works will be undertaken using hoarding, with clearly demarcated boundaries. Clear pedestrian diversions will be in place at the London Wall/Moorgate junction footways and leading to the Moorgate Crossrail station entrance.

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

Given that the proposals are at the preliminary design stage (See General Arrangement drawing for more details), it is highly recommended that the following is considered to mitigate any negative impact on pregnant women and those with young children when developing the detailed design:

- **Level Access and Accessibility Requirements:** In line with the DfT's Inclusive Mobility Guide 2021³⁹ and the City of London's guidelines⁴⁰, it is recommended that level access is provided throughout the project site. This will enable easy access for those travelling with young children in pushchairs.
- **Footway Widths:** Given the scale of the development, it is advised that the new footway through the Oval and leading to the Moorgate Crossrail entrance is an appropriate width to accommodate an increase in trip generation and footfall. It is recommended that the footway widths are designed in conjunction with TfL's Pedestrian Comfort Guidance Technical guide⁴¹. This will ensure vulnerable road users, as well as those using pushchairs, have a maintained level of comfort when using this space.
- **Seating:** As the relandscaping project includes seating, it is advised that all seating requirements meet DfT's Inclusive Mobility Guide 2021⁴² seating guidelines. This will enable pregnant women and those with young children to access seating.
- **Lighting:** Pregnant women and those with pushchairs can feel especially vulnerable in places with limited surveillance and low lighting. It is therefore recommended that sufficient levels of lighting should be included in the

³⁸ [A4 Colour cover, vernacular \(who.int\)](#)

³⁹ [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](#)

⁴⁰ [Accessibility statement - City of London](#)

⁴¹ [Inclusive Mobility. A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure \(publishing.service.gov.uk\)](#)

⁴² [Inclusive mobility \(publishing.service.gov.uk\)](#)

In addition to diversion routes, it is not envisioned that ramps/other materials that will lead to step change will be used for the relandscaping construction phase. If ramps are needed at the time of construction, the quality of ramps will need to be considered as poor quality ramps may pose accessibility issues for some users and are also likely to affect disabled people. Pregnant women travelling to health facilities in the area may also be affected on their journeys if the appropriate footway diversions are not in place during the construction phase.

Building on this, several potential negative impacts on pregnant women and those using pushchairs have been identified if the appropriate measures are not in place during the construction phase. These include:

- Pushchair users may find it difficult to utilise ramps or step change
- Construction can also generate additional dust and pollutants which negatively impact pregnant women

Lastly, it is not considered that relandscaping the Oval will lead to access issues or longer journey times for pregnant women and those travelling with young children. This is because the works will not require road or bus stop closures therefore, access to the site and surrounding area via public transport or car will still be possible.

Summary:

Pregnant women may be negatively affected during the construction phase and without sufficient lighting incorporated into the design, however, the potential adverse impacts would be sufficiently managed through implementation of suitable design measures discussed in the adjacent actions section.

Key borough statistics:

- There were 5,659 conceptions in Hackney and The City in 2020. This equates to a conception rate per 1,000 women aged 15 to 44 years of 74.6%. This is slightly higher than the average for Inner London (66.1%) and lower than the average for London as a whole (76.2%)**Error! Bookmark not defined..**

design throughout the Oval. This will act to improve safety of all users and minimise any blind spots. For the relandscaping project, the CoL Lighting Strategy should be referenced when finalising project designs⁴³.

- Construction: A CLP should be implemented to minimise construction impacts. It should include measures such as suitable diversion routes with appropriate signage for any required footway closures. Continued liaison with stakeholders should also be undertaken to inform the plans.

- There were 60 live births in The City of London in 2021. The Total Fertility Rate (TFR) in the City was 1.74. This is higher than the average for Inner London (1.28) and also for London as a whole (1.52)**Error! Bookmark not defined..**

Race

Check this box if NOT applicable

⁴³ <https://www.cityoflondon.gov.uk/assets/Services-Environment/city-of-london-lighting-strategy.pdf>

Race - Additional Equalities Data (Service Level or Corporate)

It is not believed that that the relandscaping project will impact this characteristic.

What is the proposal's impact on the equalities aim? *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*
Click or tap here to enter text.

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%.

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

Click or tap here to enter text.

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 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 proposal.

Religion or Belief

Check this box if NOT applicable

Religion or Belief - Additional Equalities Data (Service Level or Corporate)

It is not believed that that the relandscaping project will impact this characteristic.

What is the proposal's impact on the equalities aim? *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*

Click or tap here to enter text.

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](#)

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

Click or tap here to enter text.

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

Sex

Check this box if NOT applicable

Sex - Additional Equalities Data (Service Level or Corporate)

It is not believed that that the relandscaping project will impact this characteristic.

What is the proposal's impact on the equalities aim? *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*

Click or tap here to enter text.

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%)

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

Click or tap here to enter text.

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 proposal.

Sexual Orientation

Check this box if NOT applicable

Sexual Orientation - Additional Equalities Data (Service Level or Corporate)

It is not believed that that the relandscaping project will impact this characteristic.

What is the proposal's impact on the equalities aim? *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*

Click or tap here to enter text.

Key borough statistics:

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

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

Click or tap here to enter text.

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

Marriage and Civil Partnership

Check this box if NOT applicable

Marriage and Civil Partnership - Additional Equalities Data (Service Level or Corporate)

It is not believed that that the relandscaping project will impact this characteristic.

What is the proposal's impact on the equalities aim? *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*

Click or tap here to enter text.

Key borough statistics – sources include:

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

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

Click or tap here to enter text.

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

Additional Impacts on Advancing Equality and Fostering Good Relations

Check this box if NOT applicable

Additional Equalities Data (Service Level or Corporate)

Not applicable at this time.

Are there any additional benefits or risks of the proposals on advancing equality and fostering good relations not considered above?

Click or tap here to enter text.

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.

Click or tap here to enter text.

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 the 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.

Additional Impacts on Social Mobility

Check this box if NOT applicable

Additional Social Mobility Data (Service level or Corporate)

Not applicable at this time.

Are there any additional benefits or risks of the proposals on advancing Social Mobility?

Click or tap here to enter text.

What actions can be taken to avoid or mitigate any negative impact on advancing Social Mobility not considered above?

Provide details of how effective the mitigation will be and how it will be monitored.

Click or tap here to enter text.

This section seeks to identify what additional steps can be taken to promote the aims or to mitigate any adverse impact on social mobility. This is a voluntary requirement (agreed as policy by the Corporation) and does not have the statutory obligation relating to protected characteristics contained in the Equalities Act 2010. Analysis should be based on the data you have available on social mobility and the access of all groups to employment and other opportunities. In addition to the sources of information highlighted above – you may also want to consider using:

- Social Mobility employment data
- Generic or targeted social mobility consultation results or research that is available locally, London-wide or nationally
- Information arising from the Social Mobility Strategy/Action Plan and the Corporation's annual submissions to the Social Mobility Ind

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.

It is anticipated that the once complete, the proposed that the Oval Greening landscaping works will provide benefits for protected characteristics including improved accessibility and comfort levels. These improvements would be enjoyed by all users and are likely to particularly benefit groups with protected characteristics related to age, disability and pregnancy/maternity.

As detailed throughout the assessment, there are opportunities for enhancement and impact mitigation during the construction phase. Further to this, designs should be developed to take into consideration the needs of key accessibility groups. The CoL Project Team should regularly review designs and to share and address any accessibility concerns. In line with the City of London's existing practices, it is advised that the final detailed design is assessed by CoL's in-house accessibility expert. Given the level of intervention, it is advised that this level of consultation is sufficient.

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 adjustment 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 be in line with the duty to 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: *Click or tap here to enter text.*

Name: *Click or tap here to enter text.*

Date *Click or tap to enter a date.*

Appendix**Appendix 1: General Arrangement Drawing**

Agenda Item 10

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Committees: Streets and Walkways Sub - for decision Planning and Transportation – for decision Projects & Procurement Sub - for information	Dates: 19 March 2024 16 May 2024 10 June 2024
Subject: Stonecutter Court S278 Unique Project Identifier: 12319	Gateway 3/4/5: Options Appraisal and Authority to Start Work (Regular)
Report of Executive Director Environment Report Author: Clive Whittle	For Information
<h1>PUBLIC</h1>	

1. Status update	<p>Project Description: Section 278 (S278) Highways and public realm works required to integrate the new building at 1 Stonecutter Street into the surrounding public highway.</p> <p>RAG Status: Green. (no status at last report to Committee)</p> <p>Risk Status: Low – project is fully reimbursable (Low at last report to committee)</p> <p>Total Estimated Cost of Project (excluding risk): £696,400</p> <p>Change in Total Estimated Cost of Project (excluding risk): Increase of £146,400 since last report to Committee</p> <p>Spend to Date: £55,173</p> <p>Costed Risk Provision Utilised: 0;</p>
2. Next steps and requested decisions	<p>Next Gateway: <i>Gateway 6: Outcome Report</i></p>

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Next Steps: Complete the detailed design package and finalise the construction planning in advance of works commencing on site.

Requested Decisions:

For Streets & Walkways Sub Committee

1. That a budget of **£631,400** is approved to reach the next Gateway;
2. Note the revised total estimated project budget is £696,400 (excluding risk);
3. That a Costed Risk Provision of £100,000 is approved (to be drawn down via delegation to Chief Officer) as set out in the risk register in Appendix 4.
4. Note the Commuted Maintenance sum of £45,100, is included in the budget and will cover any additional future maintenance costs for a period of 20 years.
5. That the design option shown in Appendix 2 is approved;
6. Note that the making of the necessary Traffic Orders, subject to no objections, or the resolution and consideration of any objections, is delegated to the Director of City Operations under the scheme of delegation;
7. Delegate to the Executive Director Environment authority to approve budget adjustments, above the existing authority within the project procedures and in consultation with the Chamberlain, between budget lines within the approved total project budget;
8. Delegate to the Executive Director Environment authority to further increase or amend the project budgets in the future (above the level of the existing delegated authority) provided any increase be fully funded by the Developer.

For Planning and Transportation Committee

9. Agree to enter into an agreement under Section 38 (S38) of the Highways Act 1980 to dedicate areas of private land (by the steps at Harp Alley as shown on Appendix 2) as public highway maintainable at public expense. The cost to maintain the adopted area for 20 years has been included in the commuted maintenance sum as detailed in paragraph 4, above and in Section 3.

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3. Budget		<i>For recommended option:</i>			
Item	Reason	Funds/ Source of Funding	Cost (£)		
Environmental Services (Highways) Staff costs	To enable Highways staff to undertake design and supervision work to reach Gateway 6	S278 Developer funding	£29,000		
Planning and Transportation (P&T) Staff costs	To enable City P&T staff to project manage the scheme to reach Gateway 6	S278 Developer funding	£11,000		
Street Lighting (M&E) Staff costs	To enable City Street Lighting staff to project manage the scheme to reach Gateway 6	S278 Developer funding	£12,300		
Legal Services Staff Costs	To prepare S38 agreement documents	S278 Developer funding	£3000		
Fees	To fund professional fees to undertake tasks such as surveys and traffic orders.	S278 Developer funding	£17,000		
Works	Funding for construction costs.	S278 Developer funding	£473,000		
Utilities	Funding for provisional and confirmed utility alterations	S278 Developer funding	£41,000		
Sub-total			£586,300		
Risk	S278 Developer funded. Further details can be found in Appendix 4 – Risk Register		£100,000		
Commuted Maintenance (Highways)	S278 Developer funded. A chargeable amount to account for the future maintenance implications of the scheme.		£16,500		

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Commuted Maintenance (Street Lighting M&E)	S278 Developer funded. A chargeable amount to account for the future maintenance implications of the scheme	£28,600
Project Total		£731,400
Detailed financial information is shown in Appendix 3 .		
<u>Environmental Services (Highways) Staff Costs</u>		
An estimated £29,000 will be required for Highways staff to finalise the design, plan, manage and supervise the construction of the work.		
<u>Planning and Transportation Staff Costs</u>		
An estimated £11,000 will be required for Policy and Projects staff to project manage the project to reach the next Gateway. Tasks will include oversight of the construction process, stakeholder engagement, general project management tasks and project close out.		
<u>Street Lighting (M&E) Staff Costs</u>		
An estimated £12,300 will be required for M&E staff to complete the electrical work.		
<u>Legal Services Staff Costs</u>		
An estimated £3,000 will be required for legal staff to complete the work necessary for the S38 agreement.		
<u>Fees</u>		
An estimated £17,000 will be required for professional fees. These are for highway surveys and traffic orders.		
<u>Works</u>		
City Engineers have estimated that the proposed works will cost £473,000. The works themselves are shown in Appendix 2 and detailed in section 4 of this report.		
<u>Utilities</u>		
An estimated £41,000 will be required to fund alterations to utilities apparatus affected by the S278 works.		
<u>Commuted Maintenance (Highways)</u>		
An estimated £16,500 will be required to fund future maintenance arising from the scheme. Specifically, these are to cover additional maintenance liabilities for the next 20 years for street furniture, highway areas constructed in Yorkstone, paving and the additional area of adopted highway.		

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	<p><u>Commuted Maintenance (Street Lighting M&E)</u> An estimated £28,600 will be required to fund future maintenance implications of the scheme. Specifically, these are to cover maintenance liabilities for the next 20 years for the street lighting and electrical works undertaken as part of this project.</p> <p>Costed Risk Provision requested for this Gateway: £100,000 (as detailed in the Risk Register – Appendix 4)</p>
<p>4. Overview of project options</p>	<p>As part of the Planning Permission for the Stonecutter Court development, it was necessary for the developer to enter into a Section 278 agreement to pay for highway improvement measures to make the development acceptable.</p> <p>In terms of options, the scope is limited and defined at planning stage as the package of works required to make the development acceptable in planning terms and those required to integrate the development into the highway. No other options have therefore been explored.</p> <p>The S278 agreement was signed in December 2022 for the proposals as detailed below and shown in Appendix 2. This was developed in conjunction with the Developer to ensure coordination and integration with the new building and with a planned development nearby at 120 Fleet Street, which has changes proposed on St Bride Street within its scope.</p> <p>The proposals include:</p> <ul style="list-style-type: none"> • Reprofiting of the highway to remove a vehicle entrance and provide a level access for people walking on the southern side of Stonecutter Street. • A new vehicle service entrance on St Bride Street. This will require the relocation of some parking bays affected by the new entrance. The existing motorcycle parking bay will be removed, and a dockless e-scooter and cycle parking bay introduced. The provision and position of all the parking bays on St Bride Street will be reviewed as part of future works associated with the development of 120 Fleet Street, which are due to commence in 2026. • Repaving of St Bride Street and Harp Alley and parts of Stonecutter Street. The existing paving pattern on Stonecutter Street will be extended across the existing crossover. • Alterations to utilities and drainage in the locality of the development as required to meet the scope of the section 278 work.

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	<ul style="list-style-type: none"> • Work to amend or strengthen the pipe subway on St Bride Street, if required, to enable heavy vehicles to pass over it at the location of the vehicular crossover. • Street lighting work consisting of an illuminated handrail at the Harp Alley steps and luminaires attached to the new building are included within the scope of this project and is being dealt with by the City Highways team in accordance with the City’s Lighting Strategy. • Widening and improvements to the steps at Harp Alley leading to St Bride Street and the inclusion of a cycle wheeling channel. The widening involves the adoption of an area of private land, and the approval for this element lies with the Planning and Transportation Committee. Installing a ramp to improve accessibility is not feasible due to the significant level difference between St Bride Street and Harp Alley at the steps, and a ramp would block access to building service doorways along Harp Alley. • As things stand part of the steps which lead to Harp Alley are public highway and the other part are private land falling outside the highway. As such officers believe it is more rational and intuitive for those maintaining the steps in the future, for the full width of the steps to be public highway and not the responsibility of different parties to maintain. As such officers are proposing that the part of the steps which are not currently public highway, be adopted as public highway maintainable at the public expense by agreement with the landowner. The developer who has a long leasehold over the area has indicated their agreement to this, but this will be formalised in a s38 agreement (under the Highways Act 1980). As the City Corporation are the freehold owner of the land, they will also need to resolve to dedicate this land. This process will follow if members agree the recommendation.
<p>5. Recommended option</p>	<p>It is recommended that the design shown in Appendix 2 and outlined in this report is progressed to the next gateway.</p> <p>Whilst detailed construction planning is on-going, it’s currently planned that construction would start in Summer 2024. Due to the complicated/constrained environment at Harp Alley for the works needed to the steps, and the substantial area of footway reconstruction and surfacing needed in the streets surrounding the new building, construction is expected to last approximately 7 months.</p>

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6. Risk	<p>The overall risk level of this project is estimated to be medium due to the identified risk of a pipe subway which may require strengthening works. The remainder of the proposals are of a minor nature, and the project is fully funded by the Developer. Any reasonable cost increases will be met by them under the terms of the S278 agreement. The Costed Risk Register can be seen in Appendix 4.</p> <p>Costed Risk Provision Utilised at Last Gateway: £0 Change in Costed Risk: +£100,000.</p> <p>Further information available in the Risk Register (Appendix 4)</p> <p><u>Traffic Implications</u></p> <p>The City is under a duty to “secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)” so far as practicable (S.122 Road Traffic Regulation Act 1984). Traffic impact during construction will be minimised as far as possible but will require some pavement and lane closures to enable the works to be undertaken.</p> <p><u>Legal Implications</u></p> <p>Officers have already entered into a Section 278 agreement with the developer and will ensure payment is provided prior to the works commencing. If agreed necessary, the Section 278 agreement will be amended to incorporate the small piece of additional land which is to be dedicated.</p> <p>Once adopted as public highway the City Corporation as highway authority would become liable for the maintenance and upkeep of this small additional piece of land. The cost to maintain the adopted area for 20 years has been included in the commuted maintenance sum detailed in this report.</p> <p>Statutory consultation for Traffic Orders is necessary for the relocation and/or removal of parking bays, and for the introduction of a dockless e-scooter and cycle hire parking bay. Once the consultation has closed officers will need to consider whether a public inquiry should be held and must consider all objections duly made and not withdrawn. However, holding a public inquiry is very rare, and this can usually be managed through dialogue with the objector or through minor amendments that do not affect the overall project. Consideration or resolution of any objections to the advertising of Traffic Orders before making them is delegated to the Director of City Operations under the scheme of delegation.</p>
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	<p><u>Equalities</u></p> <p>As a Public Authority, the City must have due regard to equality considerations when exercising its functions (section 149 Equality Act 2010). A Test of Relevance has been completed, which indicates a full Equalities Impact Assessment (EqIA) is not required, as minimal impact was found. It did however note that there is a lack of step free access to Harp Alley from St Bride Street. Installing a ramp had been considered, however, there are doorways on Harp Alley which make this difficult and prohibitively expensive. There are no public access points to any buildings from Harp Alley. A step free access remains from Farringdon Street 150m away.</p>
7. Procurement approach	Highway construction and street lighting works will be delivered by the City's Highway Term Contractor, FM Conway.
8. Design summary	<ol style="list-style-type: none"> 1. Reconstruction of footway and carriageway on Stonecutter Street, St Bride Street and Harp Alley; 2. Repositioning and removal of parking bays to facilitate a new vehicle access; 3. Introduction of a dockless e-scooter and cycle hire parking bay; 4. Carriageway resurfacing and reprofiling where required; 5. Alterations to utilities and drainage in the locality of the Development; 6. Reconstruction and widening of the existing steps on Harp Alley, adoption of a portion of private land on the steps as public highway, the inclusion of a cycle wheeling channel to assist people with cycles to transport them up and down more easily, and: 7. Amended and additional street furniture, lighting and signage around the Development.
8. Delivery team	Project management will be provided by the Policy & Projects section. Highway construction works including lighting and electrical works will be undertaken by the City's Highway Term Contractor, FM Conway, with supervision undertaken by City Highway Engineers
9. Success criteria	<ol style="list-style-type: none"> 1. Improved and more accessible public realm, so people walking, cycling and wheeling feel more welcomed. 2. The new development is integrated and accommodated into the highway improvement works.
3. Progress reporting	Officers will report via monthly Project Vision updates. Should it be required, issues requiring further decisions by Members will be brought back as an Issue Report.

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Appendices

Appendix 1	Project Coversheet
Appendix 2	Works Plan
Appendix 3	Finance Tables
Appendix 4	Risk Register

Contact

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Telephone Number	020 7332 3970

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Project Coversheet

Appendix 1

[1] Ownership & Status

UPI:12319

Core Project Name: Stonecutter Court S278

Programme Affiliation: N/A

Project Manager: Clive Whittle

Definition of need: To make the changes to the highway necessary to allow the redevelopment of the site in accordance with planning consent 18/00878/FULMAJ dated 28 March 2019

Key measures of success:

Improved and more accessible public realm, so people walking, cycling and wheeling feel more welcomed.

The new development is integrated and accommodated into the highway improvement works.

Expected timeframe for the project delivery: February 2021 – Early 2025

Key Milestones:

Gateway 2 December 2021

Detailed design completed January 2024

Gateway 3/4/5 March

Construction substantially complete early 2025

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

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:

'Project Briefing' G1 report (as approved by Chief Officer 11/2021):

- Total Estimated Cost (excluding risk): 550K
- Costed Risk Against the Project:0
- Estimated Programme Dates:

Scope/Design Change and Impact:

'Project Proposal' G2 report (as approved by PSC 15/12/2021):

- Total Estimated Cost (excluding risk): 550K
- Resources to reach next Gateway (excluding risk): 0
- Spend to date: 0
- Costed Risk Against the Project:0
- CRP Requested: 0
- CRP Drawn Down: 0
- Estimated Programme Dates: February 2021 – Early 2025

Scope/Design Change and Impact:

'Options Appraisal and Design' G3-4 report (as approved by PSC) TBC:

- Total Estimated Cost (excluding risk): £696,400

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- Resources to reach next Gateway (excluding risk): £631,400
- Spend to date: £55,173
- Costed Risk Against the Project: 0
- CRP Requested: £100,00
- CRP Drawn Down: 0
- Estimated Programme Dates: G/3/4/5 March 2024, Completion of works, Early 2025

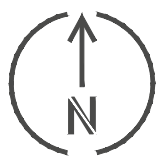
Scope/Design Change and Impact: None

'Authority to start Work' G5 report (as approved by PSC TBC):

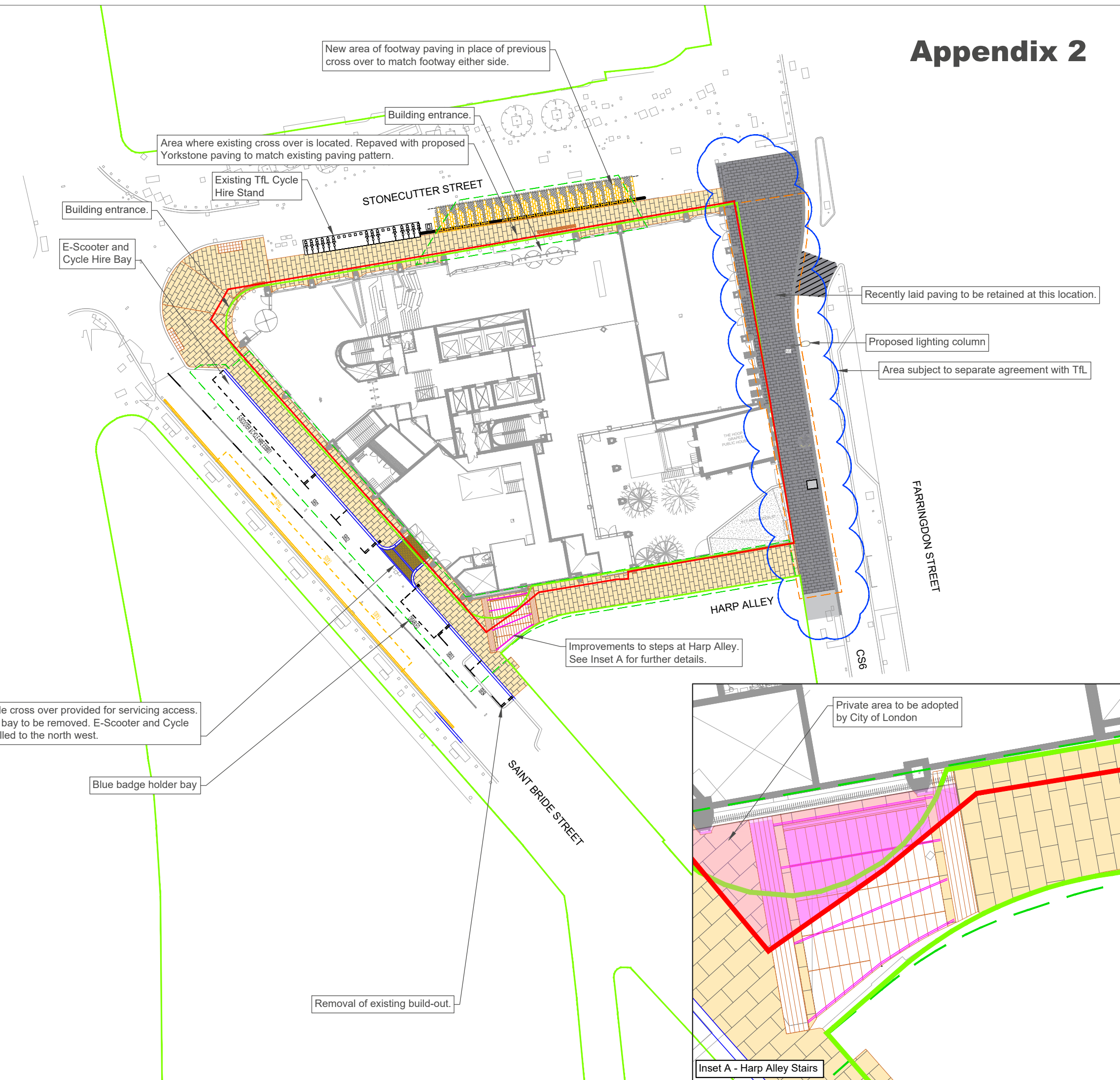
- Total Estimated Cost (excluding risk): £696,400
- Resources to reach next Gateway (excluding risk £631,400
- Spend to date: £55,173
- Costed Risk Against the Project: £0
- CRP Requested: £100,00
- CRP Drawn Down: 0
- Estimated Programme Dates: G/3/4/5 March 2024, Completion of works, Early 2025

Scope/Design Change and Impact:
None

Total anticipated on-going commitment post-delivery [£]:45,100 Commuted maintenance (included above)



Appendix 2



NOTES

1. This drawing is referenced from a topographical survey, dated c.2019, and an internal layout from TP Bennett, dated 28/07/2021.
2. Development red line boundary is referenced from '210701_Stonecutter Court All floors composite Plan', provided by the City of London.
3. Basement wall boundary information is referenced from Thornton Tomasetti plan 'Y20061-TT-ZZ-B1-DR-S-2010'
4. Saint Bride Street on street capacity:
Taxi - 38m, Motorcycle - 20m, Car - 4 bays, Disabled - 1 bay

KEY

- Existing Yorkstone Paving
- Proposed Yorkstone Paving within CoL extents
- Proposed Granite Stone Paving (vehicle crossover)
- Existing Paved Footway
- Existing Asphalt Footway
- Private site ownership to be maintained with public rights of access
- Proposed Kerb
- Existing Kerb
- Existing Planter and Tree to remain
- Existing Phone Box to remain
- CoL Area of improvement works
- TfL Area of improvement works
- Development Ownership Boundary
- Indicative Highway Boundary (provided by CoL OS mapping)
- Proposed Lighting Column

04	01/03/24	Revised following CoL Review	PCG	JT	JM
03	22/02/24	Revised following CoL Review	PCG	JT	JM
02	12/02/24	Revised following CoL Review	PCG	JT	JM
01	30/01/24	First Issue	PCG	JT	JM
REV	DATE	REVISION DESCRIPTION / DETAILS	DRN BY	CHKD BY	APRVD BY



CLIENT: **CO-RE**

JOB TITLE: **STONECUTTER STREET**

DRAWING TITLE: **POTENTIAL FOOTWAY AND ACCESS IMPROVEMENTS WITHIN CITY OF LONDON EXTENTS**

STATUS: **FOR INFORMATION**

DRAWING NO: M000892-DR-012 REV: 04 SCALE AT A3: 1:500

Granite stone vehicle cross over provided for servicing access. Existing motorcycle bay to be removed. E-Scooter and Cycle Hire Bay to be installed to the north west.

Blue badge holder bay

Removal of existing build-out.

Improvements to steps at Harp Alley. See Inset A for further details.

Recently laid paving to be retained at this location.

Proposed lighting column

Area subject to separate agreement with TfL

Private area to be adopted by City of London

Inset A - Harp Alley Stairs

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Appendix 3

Table 1: Spend to date - 16800462: Stonecutter Court S278			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	28,000	28,570	(570)
P&T Staff Costs	15,000	15,754	(754)
P&T Fees	22,000	10,849	11,151
TOTAL	65,000	55,173	9,827
Table 2: Resources Required to reach the next Gateway			
Description	Approved Budget (£)	Resources Required (£)	Revised Budget (£)
Env Servs Staff Costs	28,000	41,300	69,300
P&T Staff Costs	15,000	11,000	26,000
Legal Staff Costs	-	3,000	3,000
P&T Fees	22,000	17,000	39,000
Env Servs Works	-	473,000	473,000
Utilities	-	41,000	41,000
Costed Risk Provision	-	100,000	100,000
Commuted Maintenance - Highways	-	16,500	16,500
Commuted Maintenance - Lighting	-	28,600	28,600
TOTAL	65,000	731,400	796,400
Table 3: Revised Funding Allocation			
Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
S278	65,000	731,400	796,400
Total Funding Drawdown	65,000	731,400	796,400

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Appendix 4

City of London: Projects Procedure Corporate Risks Register

Project name: Stonecutter Court

Unique project identifier: 12319

Total est cost (exc risk) £696400

Corporate Risk Matrix score table

PM's overall risk rating	Medium
Avg risk pre-mitigation	3.3
Avg risk post-mitigation	2.0
Red risks (open)	0
Amber risks (open)	1
Green risks (open)	3

	Minor impact	Serious impact	Major impact	Extreme impact
Likely	4	8	16	32
Possible	3	6	12	24
Unlikely	2	4	8	16
Rare	1	2	4	8

Costed risks identified (All)

£100,000.00	14%
-------------	-----

Costed risk as % of total estimated cost of project

Costed risk pre-mitigation (open)

£100,000.00	14%
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" "

Costed risk post-mitigation (open)

£100,000.00	14%
-------------	-----

" "

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	3.7	£100,000.00	0	1	2
1	2.0	£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
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0

Issues (open)	0
All Issues	0

	Extreme	Major	Serious	Minor
Open Issues	0	0	0	0
All Issues	0	0	0	0

Cost to resolve all issues (on completion)	£0.00
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Total CRP used to date	£0.00
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City of London: Projects Procedure Corporate Risks Register

Project Name:	Stonecutter Court	PM's overall risk rating:	Medium	CRP requested this gateway	£ -	Average unmitigated risk	3.3	Open Risks	4
Unique project identifier:	12319	Total estimated cost (exc risk):	£ 696,400	Total CRP used to date	£ -	Average mitigated	2.0	Closed Risks	0

General risk classification			Risk					Mitigation actions				Ownership & Action				Comment(s)						
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)
R1	5	(2) Financial	Project costs increase due to issues identified during construction stage	If the risk is realised and becomes an issue needing to be resolved, this could involve a change of officer hours, change to scope, quality, or negotiation with developer to pay extra costs, as per s278 agreement	Unlikely	Minor	2	£0.00	N	B - Fairly Confident	Regular liaison with Highways team and the developer to deal with any changes as soon as they arise	£0.00	Unlikely	Minor	£0.00	2	£0.00	No	12/02/2024		Clive Whittle	
R2	5	(3) Reputation	Delays resulting from the TMOs for temporary closures and to the Public Notices	This could delay the scheme	Unlikely	Minor	2	£0.00	N	A - Very Confident	Regular liaison with Highways team and the developer to deal with any changes as soon as they arise	£0.00	Unlikely	Minor	£0.00	2	£0.00	No	12/02/2024		Clive Whittle	
R3	5	(2) Financial	Pipe Subway may require strengthening on St Bride Street where vehicle crossover is to be located.	This could increase costs as strengthening works would be required	Possible	Serious	6	£100,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	Survey of Pipe Subway is underway and regular liaison with Highways and Structures teams to deal with any changes as soon as they arise	£100,000.00	Unlikely	Minor	£100,000.00	2	£0.00	Yes	12/02/2024		Clive Whittle	
R4	5	(2) Financial	Delays resulting from objections to the Public Notices for the moving or revoking parking bays	This could delay the implementation of the parking bays, but will not impact the main construction works	Possible	Minor	3	£0.00	N	A - Very Confident	Dialogue with objector to reach a solution to withdraw objection, or follow processes to overrule objection if	£0.00	Unlikely	Minor	£0.00	2	£0.00	No	22/02/2024			
R5							£0.00					£0.00			£0.00		£0.00					
R6							£0.00					£0.00			£0.00		£0.00					
R7							£0.00					£0.00			£0.00		£0.00					
R8							£0.00					£0.00			£0.00		£0.00					
R9							£0.00					£0.00			£0.00		£0.00					
R10							£0.00					£0.00			£0.00		£0.00					
R11							£0.00					£0.00			£0.00		£0.00					
R12							£0.00					£0.00			£0.00		£0.00					
R13							£0.00					£0.00			£0.00		£0.00					
R14							£0.00					£0.00			£0.00		£0.00					
R15							£0.00					£0.00			£0.00		£0.00					
R16							£0.00					£0.00			£0.00		£0.00					
R17							£0.00					£0.00			£0.00		£0.00					
R18							£0.00					£0.00			£0.00		£0.00					
R19							£0.00					£0.00			£0.00		£0.00					
R20							£0.00					£0.00			£0.00		£0.00					
R21							£0.00					£0.00			£0.00		£0.00					
R22							£0.00					£0.00			£0.00		£0.00					
R23							£0.00					£0.00			£0.00		£0.00					
R24							£0.00					£0.00			£0.00		£0.00					
R25							£0.00					£0.00			£0.00		£0.00					
R26							£0.00					£0.00			£0.00		£0.00					
R27							£0.00					£0.00			£0.00		£0.00					
R28							£0.00					£0.00			£0.00		£0.00					
R29							£0.00					£0.00			£0.00		£0.00					
R30							£0.00					£0.00			£0.00		£0.00					
R31							£0.00					£0.00			£0.00		£0.00					
R32							£0.00					£0.00			£0.00		£0.00					
R33							£0.00					£0.00			£0.00		£0.00					
R34							£0.00					£0.00			£0.00		£0.00					
R35							£0.00					£0.00			£0.00		£0.00					
R36							£0.00					£0.00			£0.00		£0.00					
R37							£0.00					£0.00			£0.00		£0.00					
R38							£0.00					£0.00			£0.00		£0.00					
R39							£0.00					£0.00			£0.00		£0.00					
R40							£0.00					£0.00			£0.00		£0.00					
R41							£0.00					£0.00			£0.00		£0.00					
R42							£0.00					£0.00			£0.00		£0.00					
R43							£0.00					£0.00			£0.00		£0.00					
R44							£0.00					£0.00			£0.00		£0.00					
R45							£0.00					£0.00			£0.00		£0.00					
R46							£0.00					£0.00			£0.00		£0.00					
R47							£0.00					£0.00			£0.00		£0.00					
R48							£0.00					£0.00			£0.00		£0.00					
R49							£0.00					£0.00			£0.00		£0.00					
R50							£0.00					£0.00			£0.00		£0.00					
R51							£0.00					£0.00			£0.00		£0.00					
R52							£0.00					£0.00			£0.00		£0.00					
R53							£0.00					£0.00			£0.00		£0.00					
R54							£0.00					£0.00			£0.00		£0.00					
R55							£0.00					£0.00			£0.00		£0.00					
R56							£0.00					£0.00			£0.00		£0.00					
R57							£0.00					£0.00			£0.00		£0.00					
R58							£0.00					£0.00			£0.00		£0.00					
R59							£0.00					£0.00			£0.00		£0.00					
R60							£0.00					£0.00			£0.00		£0.00					
R61							£0.00					£0.00			£0.00		£0.00					
R62							£0.00					£0.00			£0.00		£0.00					
R63							£0.00					£0.00			£0.00		£0.00					
R64							£0.00					£0.00			£0.00		£0.00					
R65							£0.00					£0.00			£0.00		£0.00					
R66							£0.00					£0.00			£0.00		£0.00					
R67							£0.00					£0.00			£0.00		£0.00					
R68							£0.00					£0.00			£0.00		£0.00					
R69							£0.00					£0.00			£0.00		£0.00					

<p>Committees: Streets & Walkways Sub Committee [for decision] Projects and Procurement Sub Committee [for information]</p>	<p>Dates: 14 May 2024 06 June 2024</p>
<p>Subject: Pedestrian Priority Streets Programme –Chancery Lane</p> <p>Unique Project Identifier: 12269</p>	<p>Gateway 5: Complex Authority to start work</p>
<p>Report of: Interim Executive Director Environment</p> <p>Report Author: Stephen Oliver</p>	<p>For Information</p>
<h2 style="margin: 0;">PUBLIC</h2>	

<p>1. Status Update</p>	<p>Background:</p> <p>This scheme forms part of the Pedestrian Priority Programme to enhance comfort, safety and accessibility for people walking and wheeling, helping to deliver the objectives of the Transport Strategy and Climate Action Strategy.</p> <p>The Chancery Lane Experimental Traffic Order (ETO) commenced on 20th February 2023 with a 6-month period for statutory consultation. A decision has to be made within 18 months to make it permanent or remove it. The ETO restricts vehicles from travelling northbound on Chancery Lane north of the junction with Carey Street between 7.00am and 7.00pm, Monday to Friday, except for taxis and vehicles requiring access to properties or parking and loading facilities in Chancery Lane.</p> <p>This report:</p> <p>The purpose of this report is to present to Members the results of the traffic experiment including the statutory and public</p>
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	<p>consultation exercise and seek Member approval for making the traffic changes permanent.</p> <p>RAG Status: Green (Green at last report to Committee)</p> <p>Risk Status: Low (Low at last report to committee)</p> <p>Total Estimated Cost of Programme: ~£8.36m</p> <p>Change in Total Estimated Cost of Project (excluding risk): None.</p> <p>Spend to Date: £1,994,320 from the Pedestrian Priority Programme.</p> <p>Costed Risk Provision Utilised: £56k. No further drawdowns since the last report.</p>
<p>2. Requested decisions</p>	<p>Next Gateway: <i>Gateway 6: Outcome Report</i></p> <p>Next Steps:</p> <p>For Option 1, subject to receiving approval under the Traffic Management Act (TMAN) from Transport for London (TfL) for the scheme, the next steps following approval of this Report are:</p> <ul style="list-style-type: none"> • Notify statutory parties/local stakeholders on intent to make a permanent traffic order in accordance with the Local Authorities Traffic Order (Procedure) (England and Wales) Regulations 1996 (“the Regulations”). • Make a permanent traffic order for Chancery Lane. • Publish a notice of making for the permanent traffic regulation order. <p>For Option 2, end the experiment and remove any associated signage and cameras.</p> <p>Requested Decisions: Members of the Streets and Walkways Sub Committee are asked to choose from the following two options to progress the project:</p> <ol style="list-style-type: none"> 1) Option 1 (recommended) Make the experimental traffic measures permanent (restricting vehicles from travelling north on Chancery Lane north of the junction with Carey Street between 7.00am and 7.00pm, Monday to Friday, except taxis and vehicles requiring access to properties or parking and loading facilities in Chancery Lane). Subject to the Chancery Lane scheme receiving TMAN approval from TfL,

	<p>Option 2 (not recommended) Revert Chancery Lane to its previous state with through traffic allowed between Carey Street and Southampton Buildings.</p>
<p>3. Budget</p>	<p>No additional funding is being requested nor is it required as part of this report.</p>
<p>4. Design summary</p>	<p>4.1. Design Summary</p> <p>The scheme design comprises:</p> <ul style="list-style-type: none"> • A timed access restriction between the junction with Carey Street and Southampton Buildings enforced by Automatic Number Plate Recognition cameras (ANPR). • The restriction is Monday to Friday, 7am to 7pm except for taxis, cycles, loading and vehicles requiring access to properties or parking and loading facilities in Chancery Lane and emergency vehicles. • The existing southbound cycle contraflow between the junction with Carey Street and south of Southampton Buildings is retained. • The scheme is enforced by a pair of ANPR cameras at each end of the restriction which determine if a vehicle is “through” traffic or has stopped at the kerbside based on timed drive times between the two cameras. <p>TMAN approval is required because traffic will reassign from Chancery Lane to more strategic streets such as Fetter Lane.</p> <p>The proposals do not include any public realm changes on Chancery Lane. There may be potential for improvements as part of delivery of the Fleet Street Area Healthy Streets Plan. These would be delivered through a separate project and will be subject to funding.</p> <p>4.2. Evidence to support the recommendation.</p> <p>This section sets out the main issues to aid Members in making an informed decision on whether to make the ETO permanent. It is presented in three areas of consideration:</p> <ul style="list-style-type: none"> • results of the statutory and public consultation. • results of the monitoring of the traffic experiments. • results of the equalities assessments. <p>4.3. Statutory Consultation</p> <p>Statutory consultation is with groups such as the Freight Transport Association, TFL, the Transport and General Workers Union, adjoining London Boroughs and the Police.</p>

The Metropolitan Police commented that they did not object to the proposal.

4.4. Public Consultation

An online public consultation portal was open between the scheme commencement in February 2023 and August 2023. A postcard detailing the scheme and its objectives was sent to all surrounding properties in the area publicising the scheme and the on-line consultation.

The full consultation report summary can be viewed in Appendix 3.

The public consultation had 78 responses about the traffic experiment, of which:

- 52 responses supported the permanent removal of through traffic whilst 25 did not support.
- 51 responses agreed that the reduction in through traffic improved the experience of walking on Chancery Lane whilst 20 did not.
- 50 responses agreed that the removal of through traffic improved the experience of visiting or spending time on Chancery Lane whilst 20 did not.
- 48 responses agreed that the removal of through traffic improved the experience of cycling whilst 20 disagreed.

A summary of the responses to the consultation can be viewed in Appendix 3ii. Of the non-supportive responses, eight were from respondents who were either local residents, local business owners or local workers. They predominantly did not support the scheme as they considered that it increased their journey times or that there was not a problem with traffic that needed addressing. Many of the other comments from respondents who were unsupportive were of similar a nature or under the misapprehension that Chancery Lane was to be pedestrianised, and taxis would not have through access. (Taxi do have through access and for pick up and drop off).

Other Stakeholders

The L.B. of Camden have commented that they will not object to the scheme being made permanent.

The City of Westminster have commented that they will not object to the scheme being made permanent.

The London Cycling Campaign supported the experimental scheme but also commented that:

- The time restriction be extended to stop through traffic at all times.

- The existing Chancery Lane cycle contraflow should be extended from Holborn to Fleet Street.

4.5. Parallel consultation

In addition, the Fleet Street Area Healthy Streets Plan consultation, which ran for six weeks in May and June 2023, included a question relating to the Chancery Lane traffic restriction and support for public realm improvements and formalised loading on the street. The summary table can be viewed in Appendix 3. Of the 93 responses received 76 supported retaining the restriction and improving the Chancery Lane public realm whilst ten responses did not support the scheme. 11 responses were from taxi users of whom six agreed with making the scheme permanent.

4.6. Monitoring

Area wide traffic counts were carried out prior to the scheme in September 2022 and again in March 2024. The full results can be viewed in Appendix 4.

- On Chancery Lane there has been a 36% reduction in motor traffic over a 24hour period (a reduction of 962 motor vehicle movements). Between 7AM and 7PM when the restriction is in place the reduction has been 43% (a reduction of 860 motor vehicle movements).
- Fetter Lane has seen a corresponding north bound increase in motor traffic of 27% over a 24hour period (an increase of 1327 motor vehicles) and a 31% increase between 7AM and 7PM, an increase of 1031 motor vehicles. It is believed that some of this increase is due to reassigned traffic from Chancery Lane. The City Transport Strategy identifies the Fetter Lane / New Fetter Lane corridor as a City Access Street, intended for journeys around the Square Mile. The redistribution of traffic from Chancery Lane (a Local Access Street) to Fetter Lane is considered appropriate. Officers are not aware of any significant negative impacts because of this reassignment.
- East bound traffic on Remanent Street within LB Camden and Carey Street in the City of Westminster both decreased whilst west bound traffic on both streets increased.

ANPR Counts in November 2023 identified that during the restricted hours, taxis represented 68% of motor traffic on Chancery Lane between Carey Street and Southampton Buildings (see below chart).

Motor vehicles 7AM to 7PM Chancery Lane
November 2023.

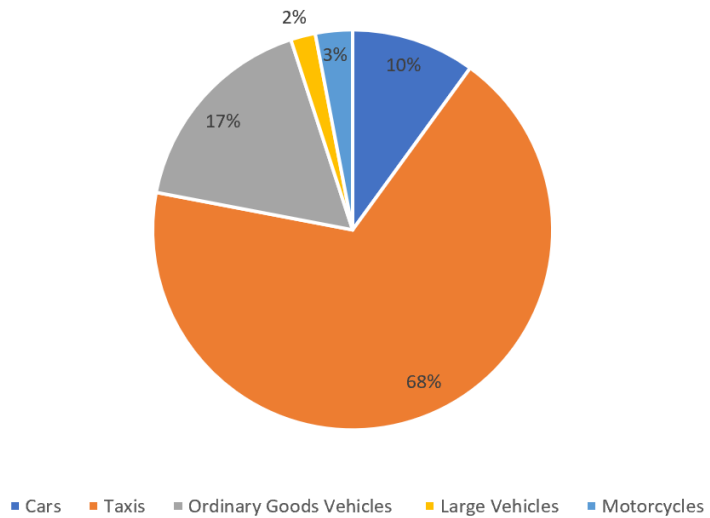


Figure1 - Percentage breakdown of motor vehicles travelling on Chancery Lane (November 2023).

4.7. Enforcement.

The scheme has been enforced since 11th September 2023. Penalty Charge Notices for contraventions of the timed restriction appear to be consistent at an average of 8 a day.

4.8. Equality Impact Assessment (EQIA).

An EQIA was produced for the initial temporary measures and used as the basis for the experimental phase of the trials. In consideration of the question of whether or not to make the measures permanent, a more detailed EQIA has been undertaken. The results of the consultation exercise were shared with the consultants to build a holistic understanding of the impacts of the scheme on people who report having protected characteristics and the EQIA report can be found in Appendix 5.

In summary the EQIA states that a permanent TMO:

Would 'lock in' the benefits delivered through the ETO, and overall would be positive for equality. In particular it identified benefits for:

- People walking and cycling would benefit from improved road safety and perceptions of safety and ease in crossing the street and improved air quality from reduced traffic.

	<ul style="list-style-type: none"> • People who require direct access to properties on Chancery Lane by car and taxi. <p>It acknowledges that it would also lock in those slightly longer journey times for general traffic which may have implications for some protected characteristics, however these are relatively minor and outweighed by the positives. It identified:</p> <ul style="list-style-type: none"> • slight disbenefits for disabled, older and pregnant people who need to travel by car.
5. Delivery team	<p>The Delivery team remains unchanged from the previous report and includes:</p> <ul style="list-style-type: none"> • Project management by the Transport and Public Realm Projects team in Policy and Projects.
6. Programme and key dates	<p>Subject to committee approving Option 1, the indicative programme is as follows:</p> <ul style="list-style-type: none"> • Immediately following committee, – Traffic Order consultant services are procured and TMAN application to Transport for London is drafted and submitted. • Early June 2024 – Permanent Traffic Order documents are drafted, and internal review processes commence. • Mid July 2024 – Internal approvals completed. • Thursday 1 August 2024 – permanent traffic order is advertised in the City AM Newspaper and the London Gazette. • Friday 16 August 2024 – The experimental traffic order ends and the permanent traffic order replaces it.
7. Risks	<p>This scheme is not considered to represent any additional risks to the Pedestrian Priority Programme.</p> <p>The main ongoing risk implications for the schemes are:</p> <ul style="list-style-type: none"> • Delay in receiving TMAN approval from TfL. • Engagement and external support issues with adjoining stakeholders. • Legal Issues: including receiving legal challenges regarding the decision to proceed with permanent traffic orders. <p>These risks have been mitigated by early engagement with TfL and Westminster and Camden Council. Further information available in the previously approved Risk Register (Appendix 2).</p>
8. Success criteria	<p>By improving the comfort and safety of people walking, wheeling and cycling on Chancery Lane this project contributes</p>

	<p>to the Pedestrian Priority Programme wide success criteria set at the initiation of the programme:</p> <ol style="list-style-type: none"> 1) Number of kilometres of new pedestrian priority streets and total length of pedestrian priority streets (Climate Action Strategy and Transport Strategy targets). 2) Length of street with pedestrian comfort level of A+, length of street with pedestrian comfort level of at least B+ (Climate Action Strategy and Transport Strategy targets). 3) Percentage of people rating the experience of walking in the City as pleasant (Transport Strategy target and measured through the City Streets survey).
9. Progress reporting	Reporting will be provided to Project Vision. No officer project board is required.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Risk Register
Appendix 3 and 3ii	Consultation Report Summary
Appendix 4	Area wide traffic counts summary.
Appendix 5	Equalities Impact Assessment

Contact

Report Author	Stephen Oliver
Email Address	Stephen.oliver@cityoflondon.gov.uk
Telephone Number	

Project Coversheet

[1] Ownership & Status

Unique Project Identifier: 12269

Core Project Name: Pedestrian Priority Streets Phase 1

Programme Affiliation (if applicable): Pedestrian Priority Programme

Project Manager: Kristian Turner

Definition of need: Climate Action

Key measures of success:

- 1) Increase the number of kilometres of new pedestrian priority streets and total length of pedestrian priority streets (Climate Action Strategy and Transport Strategy targets)
- 2) Increase the length of City streets with pedestrian comfort level of A+, and lengths of street with pedestrian comfort level of at least B+ (Climate Action Strategy and Transport Strategy targets)
- 3) Increase the percentage of people rating the experience of walking in the City as pleasant (Transport Strategy target and measured through the City Streets survey)

Expected timeframe for the project delivery:

Original timelines:

Gateway 5 – Authority to Start Work – October 2019

Completion of interim measures – summer 2022

Amended Timelines

Completion of Phase 1 Permanent measures – end of 2024/25

Key Milestones:

G345 – October 2019

ETO's commence – January 2022

Experiment end – July 2023

Public consultation – ~~Sept/Oct 2022~~ Oct/Dec 2022

Decision report – ~~Nov 2022~~ on 3 of the locations (King Street, Old Jewry and King William Street) Jan 2023

Following locations (Cheapside and Threadneedle Street/Old Broad Street) May 2023.

Construction of Phase 1 schemes: March 2023 through to the end of 2024/25

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

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:

Since G1/2 report:

- Total Estimated Cost (excluding risk) of whole programme: £8M
- Resources to reach next Gateway (excluding risk) £199,000
- Spend to date: £0
- Costed Risk Against the Project: 0

- CRP Drawn Down: None
- Estimated Programme Dates: March 2020 – end of 2022 (for Phase 1)

'Options Appraisal and Design and Authority to Start work' G3-4-5 report (as approved by PSC 20/10/2021):

- Total Estimated Cost (excluding risk): Phase 1 budget £2,601,628
- Overall project estimate £6-8M
- Resources to reach next Gateway (excluding risk) £2,402,628
- Spend to date: £43,419
- Costed Risk Against the Project: £473,000
- CRP Drawn Down: None
- Estimated Programme Dates: March 2020 – end of 2022 (for Phase 1)

Scope/Design Change and Impact: Authority to proceed design and implementation of interim measures

Issues report – (as approved (For Information) by OPSS 26/09/2022):

- Total Estimated Cost (excluding risk): Phase 1 budget £2,601,628
- Overall project estimate £6-8M
- Resources to reach next Gateway (excluding risk) no new funding request
- Spend to date: £545,118
- Costed Risk Against the Project: £473,000
- CRP Drawn Down: None
- Estimated Programme Dates: March 2020 – end of 2022 (for Phase 1 decision on experiments)

Gateway 5 Authority to Start Work (as by Streets and Walkways February and May 2023)

- Total Estimated Cost (excluding risk): Phase 1 budget £2,601,628
- Overall project estimate £8M (adjusted following Capital Bid of £2M for King William Street)
- Resources to reach next Gateway (excluding risk) no new funding request
- Spend to date: £1,445,656
- Costed Risk Against the Project: £473,000
- CRP Drawn Down: £56k
- Estimated Programme Dates: March 2020 – end of 2024/25 (for Phase 1)

Gateway 5 Issues Report (for Old Jewry - as by Streets and Walkways January 2024)

- Total Estimated Cost (excluding risk): Phase 1 budget £2,601,628
- Overall project estimate £8.55M
- Resources to reach next Gateway (excluding risk) no new funding request
- Spend to date: £1,792,127 (of £2.6m approved budget)
- Costed Risk Against the Project: £473,000
- CRP Drawn Down: £56k
- Estimated Programme Dates: March 2020 – end of 2024/25 (for Phase 1)

Gateway 5 Pedestrian Priority Streets Programme – Phase 1 (King William Street Transformation and Programme Updates)

- Total Budget (excluding costed risk and maintenance) £2,184,429.
- Resources to reach next Gateway (excluding risk) £3,572,261.
- Overall project estimate £8.36M
- Spend to date: £1,829,780 as of 20/2/24.
- Costed Risk Against the Project: £417,200 with a requested increase to £518,000.
- CRP Drawn Down: £56k.

Requested Budget Increase from Previous: Additional £3,572,261 requested to increase the overall budget to £5,756,690 (excluding costed risk and maintenance), funded by the approved funding sources listed below.

-

The Gateway 5 Reports were for making the traffic orders permanent. To date, works on King Street have been implemented.

Total anticipated on-going commitment post-delivery [£]:N/A
Programme Affiliation [£]:N/A

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City of London: Projects Procedure Corporate Risks Register

Project Name: Pedestrian Priority Streets		PM's overall risk rating: Medium	CRP requested this gateway: £ 518,000	Average unmitigated risk: 5.2	Open Risks: 18
Unique project identifier: 12269	Total estimated cost (exec risk): £ 8,132,000	Total CRP used to date: £ 56,000	Average mitigated risk score: 1.4	Closed Risks: 0	

General risk classification										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 (£)	Ukelihood Classification on post-mitigation	Impact Classification on 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	(1) Compliance/Regulatory	Issues or delays in any required consents such as third party consents, TIOs, Section 8, TMAN, Permits, etc which cause delays to the implementation of the schemes.	If there was to be any delay in the approval of any required consents, such as TIOs, Permits, EoA, TMAN etc; its likely delivery of the interventions could suffer from some form of unplanned delay or additional work.	Possible	Serious	6	£40,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	* Map out the required consents for each intervention / experimental scheme and continually monitor & update the consents if required throughout the trial period and delivery of the permanent measures. * Schedule regular meetings with consent approvers, especially those with long lead in times or complex approval procedures.	£0.00	Unlikely	Serious	£15,000.00	4		Use of CRP could include but is not limited to additional staff time, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Transport & Public Realm Projects	Kristian Turner, Transport & Public Realm Projects		15/2/24 - Although the schemes are being delivered under well-used and understood regulations, there is a possibility that some delays may occur due to unforeseen technicalities.
R2	5	(1) Compliance/Regulatory	Legal challenges or query upon any of the interventions / experimental schemes (excluding judicial review) that leads to delays or extra costs	Should an intervention / experimental scheme fall under some form of legal or challenge or investigation, its likely additional time and resource will be required to undertake associated work. External additional legal assistance could also be required. On the other hand, a project may need to look at legally resolving an unforeseen issue to proceed. It's also possible that a challenge to one measure then means that all are affected.	Possible	Serious	6	£60,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	* Consult early on with the legal, planning and network performance teams as required to identify potential issues, then monitor these individual issues and mitigate if possible. * Ensure TRO making process is followed to the letter of the law to mitigate against any statutory challenges. (Lesson learnt from Beech St)	£0.00	Possible	Minor	£30,000.00	3		Use of CRP could include but is not limited to additional staff time, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Transport & Public Realm Projects	Kristian Turner, Transport & Public Realm Projects		15/2/24 - financial figures reduced. It is unlikely that any form of meaningful legal challenge will take place against the remaining ETOs and proposed TIOs, and standard project management processes will help mitigate against the possibility.
R3	5	(3) Reputation	Issue(s) with external engagement and buy-in, potentially at the consultation stage, including any perceived or actual negative impact, lead to additional resources being required to compensate	Further time and therefore resource may be required if the interventions / experimental schemes delivered don't meet the stakeholder's expectations. Its possible that as a result of this, changes to the interventions / experimental schemes may also be required.	Possible	Serious	6	£30,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	* Early-as-possible identification and engagement with key stakeholders where possible. * Proactive external comms to inform stakeholders as early as possible.	£0.00	Possible	Minor	£12,000.00	3		Use of CRP could include but is not limited to additional staff time and increased external consultants costs	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		15/2/24 - Engagement with business, occupiers, residents, street users and other actively interested stakeholders (refer to PPS comms strategy) explaining what's happening and why is best placed to mitigate against negative reactions to the interventions / experimental schemes.
R4	5	(4) Contractual/Partnership	Issue(s) with internal engagement and buy-in, including any perceived or actual negative impacts, lead to additional resources being required to compensate	Further time and therefore resource may be required if the interventions / experimental schemes delivered either don't meet the stakeholder's expectations. Its possible that as a result of this, changes to the interventions / experimental schemes may also be required.	Unlikely	Minor	2	£15,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	* Early-as-possible identification and engagement with key stakeholders where possible. * Proactive internal comms to inform stakeholders as early as possible.	£0.00	Unlikely	Minor	£5,000.00	2		Use of CRP could include but is not limited to additional staff time and increased external consultants costs	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		(as above)

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Reducing Traffic on Chancery Lane

This is a summary of the public consultation for the scheme to reduce through traffic on Chancery Lane.

Survey Dates. The survey was open between the 20th February 2023 and the 11th August 2023.

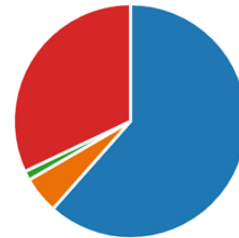
Survey Results : A total of 78 responses were received.

1. Overall, to what extent do you support the removal of through traffic on Chancery Lane permanently?

[More Details](#)

[Insights](#)

● Fully support	48
● Partially support	4
● Neutral	1
● Do not support	25
● Do not know	0

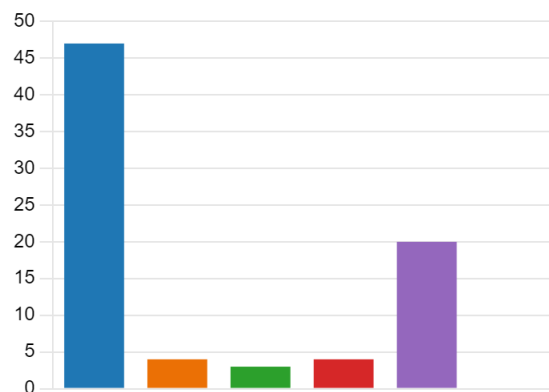


2. To what extent do you agree that the removal of through traffic improves the experience of walking on Chancery Lane?

[More Details](#)

[Insights](#)

● Strongly agree	47
● Somewhat agree	4
● Neutral	3
● Somewhat disagree	4
● Strongly disagree	20
● I don't know	0

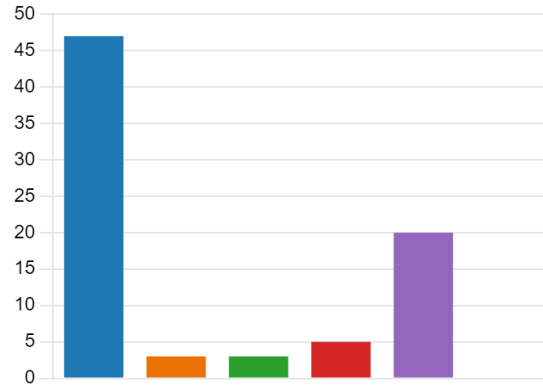


3. To what extent do you agree that the removal of through traffic improves the experience of visiting or spending time on Chancery Lane?

[More Details](#)

[Insights](#)

● Strongly agree	47
● Somewhat agree	3
● Neutral	3
● Somewhat disagree	5
● Strongly disagree	20
● I don't know	0

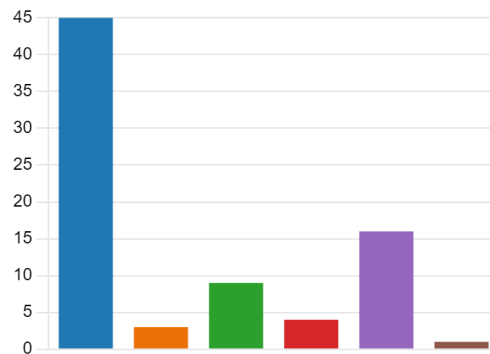


4. To what extent do you agree that the removal of through traffic improves the experience of cycling on Chancery Lane.

[More Details](#)

[Insights](#)

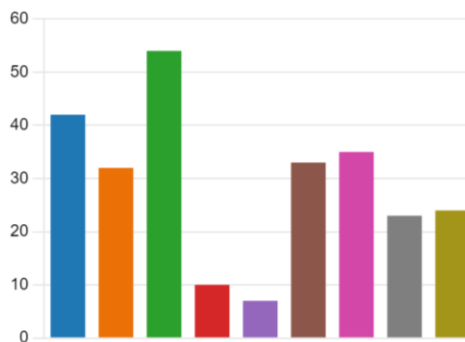
● Strongly agree	45
● Somewhat agree	3
● Neutral	9
● Somewhat disagree	4
● Strongly disagree	16
● I don't know	1



5. What other improvements would you like to see on Chancery Lane.

[More Details](#)

● Wider pavements	42
● More places to sit	32
● More trees and plants	54
● More parking bays	10
● More loading bays	7
● More cycle parking	33
● Less traffic	35
● Improved crossings	23
● Other	24

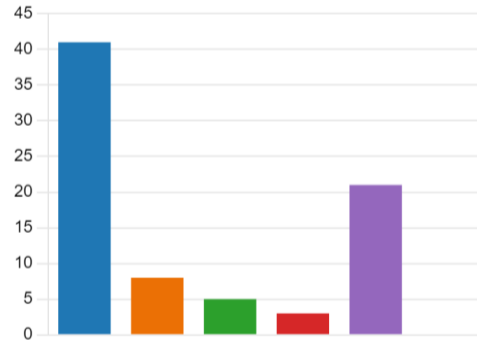


6. Overall, what type of impact do the traffic changes have on you?

[More Details](#)

[Insights](#)

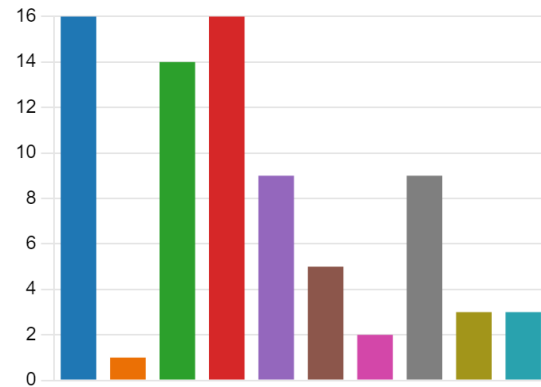
Major positive impact	41
Moderate positive impact	8
No impact	5
Moderate negative impact	3
Major negative impact	21
Do not know	0



Demographic Questions

7. About you –

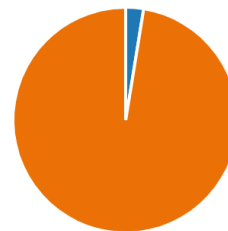
● A local resident	16
● A local business / organisation	1
● A local worker	14
● A visitor to the area	16
● A commuter through the area	9
● Someone who accesses location...	5
● Not local to the area but interes...	2
● A taxi driver	9
● A private hire driver	3
● Other	3



8. About you – Are you responding on behalf of an organisation, business or Campaign group?

[More Details](#)

● Yes	2
● No	76

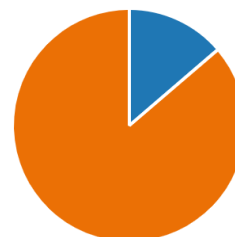


9. About you – Is your organisation, business, campaign group located in the Chancery Lane area?

[More Details](#)

[Insights](#)

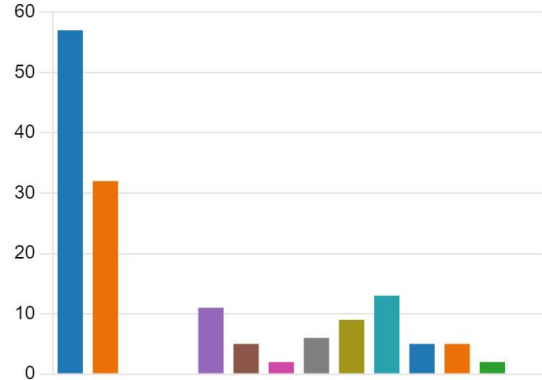
● Yes	7
● No	44



10. About you – How so you usually travel through the Chancery Lane area?

[More Details](#)

Walk / on foot	57
Bicycle or scooter	32
Using a wheelchair or adapted c...	0
Motorcycle or moped	0
Car, as a driver	11
Car, as a passenger	5
Van or lorry	2
Bus	6
Taxi, as a driver	9
Taxi, as a passenger	13
Private Hire Vehicle, as a driver	5
Private Hire Vehicle, as a passen...	5
Another type of transport	2
I do not travel on this street	0

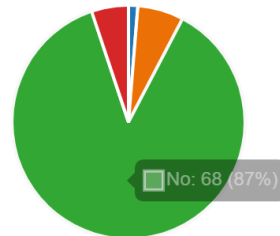


11. About you – Are your day to day activities limited because of a health condition or disability

[More Details](#)

[Insights](#)

Yes, limited alot	1
Yes, limited a little	5
No	68
Prefer not to say	4

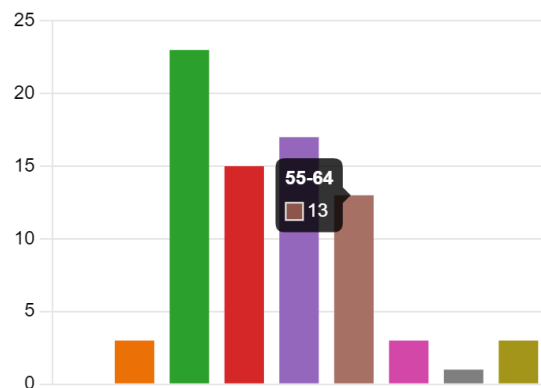


12. About you – Which of the following age groups do you fall within?

[More Details](#)

[Insights](#)

Under 18	0
18-24	3
25-34	23
35-44	15
45-54	17
55-64	13
65-74	3
75 and older	1
Prefer not to say	3

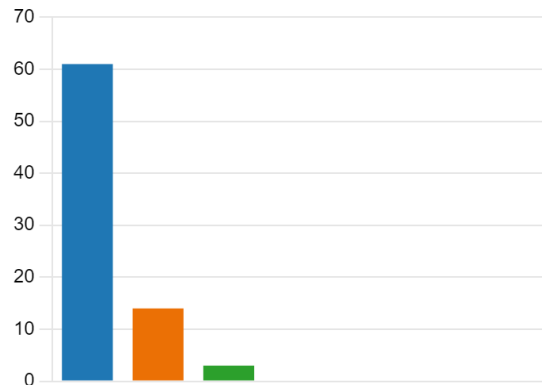


13. About you – What gender do you identify as?

[More Details](#)

 Insights

● Male	61
● Female	14
● Prefer not to say	3
● Non-binary	0
● Third gender	0
● Gender fluid	0
● Other	0

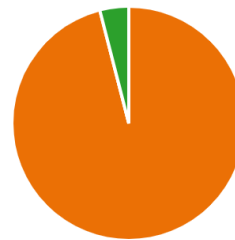


14. About you – if you are responding as an individual, are you pregnant?

[More Details](#)

 Insights

● Yes	0
● No	72
● Prefer not to say	3



Fleet Street Healthy Streets Plan Consultation Question on Chancery Lane

Chancery Lane Neighbourhood Potential Changes

Chancery Lane has had experimental changes introduced. We are exploring opportunities to make permanent changes that could include:

- Retaining the timed restriction for motor vehicles.
- Widening the pavement on the eastern side and installing more seating.
- Formalising kerbside loading arrangements.


Chancery Lane Neighbourhood Potential Changes
How do you feel about this proposal?

Response	Percentage	No. of responses
Strongly agree	68%	(63)
Agree	14%	(13)
Not sure	8%	(7)
Disagree	3%	(3)
Strongly disagree	8%	(7)

Again, over 80% of consultation participants **AGREED** with these proposed permanent changes.

Note: there was also majority agreement among *all* three business owners who responded.

In contrast, opinion among taxi users was more divided. Of the 11 taxi users who responded, 6 **AGREED** with the permanent changes, 4 **DISAGREED** and 1 was **UNCERTAIN**.


19

Appendix 3ii - Summary of Responses to Chancery Lane consultation

	Negative Responses
1	Increased journey times and issues with uber drivers and taxis not accessing the street.
2	The scheme is unnecessary as there is little traffic and pavements are wide enough for the number of pedestrians.
3	The scheme will restrict access to residential properties.
4	The scheme is unnecessary as there is little traffic and will be inconvenient to local people.
5	The scheme will create greater congestion and pollution in the wider area.
6	Motor traffic should have priority.
7	Taxis require access to Chancery Lane.
8	The scheme does not allow Uber hire vehicles.
9	The scheme will create congestion on Fetter Lane and increase journey times for professional drivers.
10	Questioned the merit of the scheme.
11	The scheme will create congestion on Fetter Lane and increase journey times for professional drivers.
12	Concerns about restricted access to Rolls buildings.
13	The scheme will create greater congestion and pollution in the wider area.
14	The scheme will restrict access to residential properties.
15	The scheme will restrict access to residential properties in the Lincoln Square area.
16	Retaining access for taxis will not reduce traffic sufficiently to benefit people walking.
17	The scheme discriminates against drivers of electric vehicles.
18	The scheme discriminates against taxis.
19	Cyclists should be encouraged to cycle elsewhere.
20	The scheme will create greater congestion and pollution in the wider area.
21	Taxis should be restricted as well.
22	Taxis should be restricted as well.
	Positive Responses
1	Positive response about looking forward to changes.
2	The scheme will improve air quality.
3	Positive support but requested speed controls for cyclists.
4	Positive support but delivery vehicles parking on the street are dangerous for cyclists.
5	Positive support but requested that taxis are restricted as well.
6	Positive comments particularly about supporting cyclists.
7	Positive comments about promoting active travel.
8	The street should be pedestrianised.
9	Access for taxis is supported and extended elsewhere in the City.
10	Access for taxis is supported.
11	Positive comments particularly about supporting cyclists.

12	Access for taxis is supported.
13	Positive support but pedestrianisation and cycle lanes would be a greater improvement.
14	Positive support but traffic restrictions for taxis and loading restrictions should be greater.
15	The changes will improve the amenity of the area.
16	The scheme will improve air quality.

**Appendix 4 – Area Wide
Wednesday Traffic Counts
taken on a Sept. 2022 and in
March 2024**

	North bound Sept 2022	North bound March 2024	% Change	South bound Sept 2022	South bound March 2024	% Change
Chancery Lane 24Hr	2688	1726	-36%	68	0	—
Chancery Lane 7AM to 7PM	1982	1122	-43%	55	0	—
Fetter Lane 24Hr	4923	6250	27%	4483	5879	31%
Fetter Lane 7AM to 7PM	3353	4384	31%	3073	4105	29%
Furnival St 24Hr	290	56	-80%	4	52	—
Furnival St 7AM to 7PM	217	45	-79%	4	39	—
	East bound Sept 2022	East bound March 2024	% Change	West bound Sept 2022	West bound March 2024	% Change
Remnant St 24Hr	1948	1521	-22%	1497	2043	36%
Remnant St 7AM to 7PM	1505	1140	-24%	1157	1606	39%
The Strand 24Hr	9113	10366	14%	7877	7062	-10%
The Strand 7AM to 7PM	5942	6515	10%	4821	4499	-7%
Carey Street 24Hr	939	558	-51%	1323	1775	29%
Carey Street 7AM to 7PM	726	381	-62%	1103	1414	25%

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Chancery Lane Traffic Management Order - Equality Impact Assessment (EqIA)



Chancery Lane Traffic Management Order - Equality Impact Assessment (EqIA)

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The logo for Steer, featuring the word "steer" in a bold, lowercase, sans-serif font.

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1 Introduction

Background

- 1.1 This Equality Impact Assessment (EqIA) relates to the Experimental Traffic Order (ET) on Chancery Lane within the City of London (CoL). An EqIA is a process designed to ensure that a policy, project, or scheme does not unlawfully discriminate against any protected characteristic as defined by the Equality Act 2010. This EqIA has been produced by the independent transport and infrastructure consultancy, [Steer](#).
- 1.2 On the 20th February 2023 the CoL implemented an ETO on Chancery Lane, between Carey Street and Southampton Buildings. The ETO restricts access to motorised vehicles, Monday – Friday and 7am-7pm, except for taxis and vehicles requiring access to properties, parking and loading facilities. This ETO forms part of the CoL’s Pedestrian Priority Streets Programme and aims to improve the public realm on Chancery Lane, whilst minimising adverse impacts on neighbouring streets.
- 1.3 The CoL is now preparing a report to Committee to make the ETO a permanent Traffic Management Order (TMO). To assist with understand the implications of this decision, this EqIA provides an assessment of the potential equality impacts that could arise from making the ETO permanent.

Context

Existing ETO

- 1.4 The existing ETO was introduced in February 2023, and involved the following changes to Chancery Lane:
 - No motor vehicles between 7.00am and 7.00pm Mondays to Fridays except for emergency vehicles, taxis (black cabs) and vehicles requiring access to properties, parking and loading facilities are exempt from the timed restrictions.
 - Vehicles travelling northbound from Fleet Street can turn onto Fetter Lane to access streets to the east of Chancery Lane or continue north onto High Holborn.
- 1.5 That there is an existing one-way system on Chancery Lane from Fleet Street, including a cycle contraflow.

Proposed TMO

- 1.6 The proposed TMO would make the ETO restrictions permanent. No changes are proposed between the ETO layout and the permanent TMO.
- 1.7 A drawing of the existing ETO is presented in **Figure 1.1** (overleaf):

Figure 1.1: Proposed TMO



Assumed impact on transport and movement

1.8 The impacts identified throughout this EqIA are derived from the assumption that the proposed TMO will have the following impacts on transport and movement in the area:

- Making the existing restrictions to motor traffic permanent will lock in the benefits to people cycling and walking of a quieter and safer environment.
- Motor traffic journeys will need to continue to use alternative routes to avoid the restrictions, which could take longer than before the ETO was implemented.

2 Scoping

- 2.1 A scoping assessment has been undertaken to identify whether the proposed TMO could have disproportionate impact(s) on people with one or more protected characteristics. “Disproportionate impact” means that groups of people who share a protected characteristic may be significantly more affected by a change than other people.
- 2.2 Protected characteristics are defined by the Equality Act 2010. The 'protection' refers to protection from discrimination. There are nine characteristics protected by the Equality Act:
- Age
 - Disability
 - Gender reassignment
 - Marriage and civil partnership
 - Pregnancy and maternity
 - Race
 - Religion or belief
 - Sex
 - Sexual orientation
- 2.3 As this TMO is aimed at making Chancery Lane more attractive to people walking and dwelling, as well as making it safer and less polluted, it is considered that the TMO is likely to impact people’s movement and experience of the street. Groups that have a significant intersection with movement and space, i.e., those that travel in distinguishably different ways, are most likely to be affected.
- 2.4 It is not considered that the ‘Gender reassignment’, ‘Sexual orientation’ or ‘Marriage and civil partnership’ protected characteristics have a significant intersection with movement and space. As such, they have not been included in the baseline data or the detailed analysis of equality impacts that follows.
- 2.5 This exercise considers both potential positive and negative impacts, and, where possible, provides evidence to explain how and why a group might be particularly affected. Error! Reference source not found. (overleaf) provides a summary of the scoping assessment.

Table 2.1: Scoping assessment

Protected characteristic	Disproportionate impact unlikely	Disproportionate impact possible	Commentary
Age – people in particular age groups (particularly over 65s and under 16s)		✓	There could be a disproportionate impact which this EqIA will investigate. A person's ability to use the transport network can be reduced as a result of age and age-related health conditions.
Disability – people with disabilities (including different types of physical, learning or mental disabilities)		✓	There is likely to be a disproportionate impact which this EqIA will investigate. A person's use of the transport network can be shaped by certain impairments.
Gender reassignment – people who are intending to undergo, are undergoing, or have undergone a process or part of a process of gender reassignment	✓		People undergoing gender reassignment are unlikely to be disproportionately impacted by the scheme.
Marriage and civil partnership – people who are married or in a civil partnership	✓		People who are married or in a civil partnership are unlikely to be disproportionately impacted by the scheme.
Pregnancy and maternity – people who are pregnant or have given birth in the previous 26 weeks		✓	There could be a disproportionate impact which this EqIA will investigate. A person's use of the transport network can be shaped by pregnancy and the caring duties in the first 26 weeks.
Race – people of a particular race or ethnicity (including refugees, asylum seekers, migrants, gypsies and travellers)		✓	There could be a disproportionate impact which this EqIA will investigate. Use of the transport network and/or occupation can differ depending on ethnic group.
Religion or belief – people of particular faiths and beliefs		✓	There could be a disproportionate impact which this EqIA will investigate. Use of the transport network by those practising different religions may vary across different days (e.g., Sunday worship, when public transport services are reduced).
Sex – whether people are male or female		✓	There could be a disproportionate effect which this EqIA will investigate. Use of the transport network and/or occupation may differ depending on sex.
Sexual orientation – whether a person's sexual orientation is towards the same sex, a different sex, or both.	✓		People of a particular sexual orientation are unlikely to be disproportionately impacted by the scheme.

3 Review of consultation feedback

Background

- 3.1 The CoL collected feedback on the Chancery Lane ETO as part of the Fleet Street Healthy Streets Plan consultation. A six-week consultation on the Fleet Street Healthy Streets Plan ran from Tuesday 9th May 2023 to Tuesday 20th June and was open to responses from anyone.¹
- 3.2 As part of this consultation, open question responses in reference to Chancery Lane specifically have been collected for further analysis. This exercise sought to identify any relevant concerns that should be included within the impact assessment.

Methodology

- 3.3 All open-text responses to the public consultation question about the Chancery Lane ETO have been reviewed. There were 38 written responses to this question: 19 responses were negative, and the remainder were positive or neutral.

Analysis

- 3.4 **Table 3.1** and **Table 3.2** present analysis of comments received during the consultation period. Responses have been categorised into different comment types relating to the disadvantages and advantages respondents highlighted as a result of the ETO. The frequency of each comment type has been listed.
- 3.5 The comments regarding the disadvantages include concerns about limiting access for residents and businesses, longer journey times and concerns that congestion will worsen as it would be diverted to nearby streets. Concerns relating to taxi use referred to the scheme reducing access to taxis, and the disproportionate impact on those who use taxis for essential mobility.
- 3.6 11 per cent of responses misinterpreted the details of the ETO, as these responses assumed that taxis were restricted from accessing Chancery Lane. A further 11 per cent of respondents also misinterpreted the scheme as restricting access for residents and businesses from using properties and loading bays located on Chancery Lane. This suggests a misunderstanding of the ETO from some respondents, or that respondents were unaware of exemptions to the motor vehicle restrictions.

¹ [Fleet Street Area Healthy Streets Consultation \(cityoflondon.gov.uk\)](https://cityoflondon.gov.uk)

Table 3.1: Negative comments received during consultation

Theme	Responses
Disproportionate impact on taxi trade	1
Disrupts access to residential buildings and businesses	7
Diverts congestion to other areas	5
Longer journey times	2
Less access to affordable transport	1
Reduced taxi availability	1
Taxis should be able to use Chancery Lane to enhance access for disabled people	1

- 3.7 Comments regarding the advantages of the ETO include the improvements for the safety of people walking and cycling on Chancery Lane, as well as the environmental improvements as a result of reduced air pollution levels.

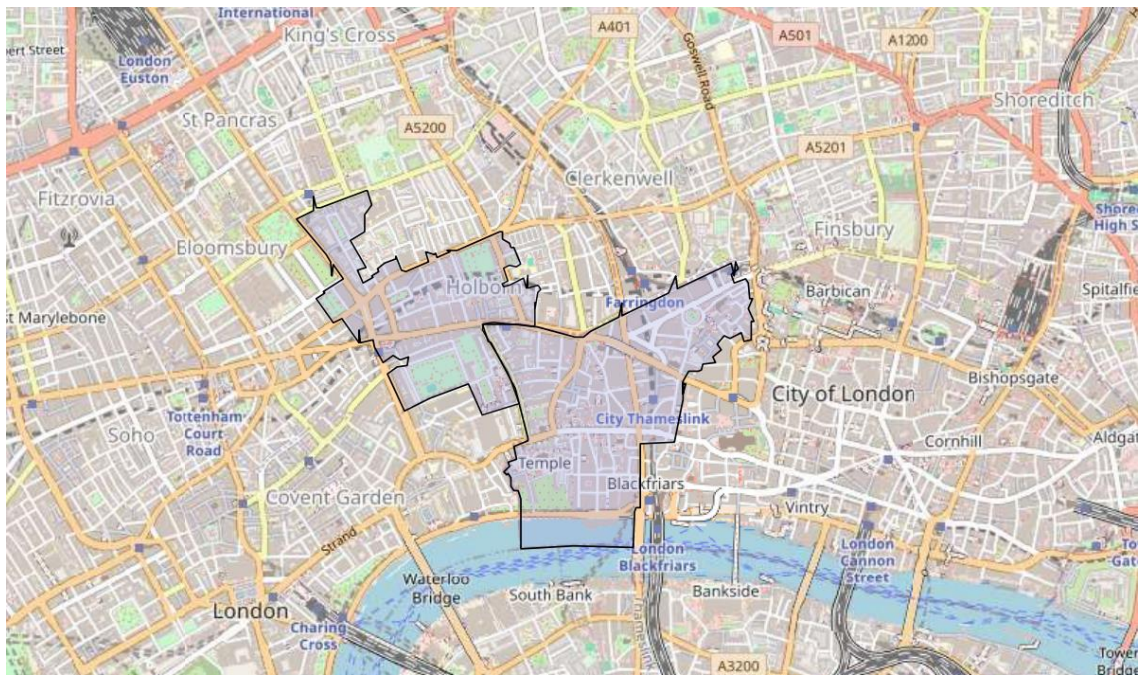
Table 3.2: Positive comments received during consultation

Theme	Responses
Reduction of congestion on Chancery Lane	1
Improves pollution levels	3
Improves safety of walkers and cyclists	5
Support for taxi exemption	1
Scheme will bring general improvements to the area	1

4 Data sources

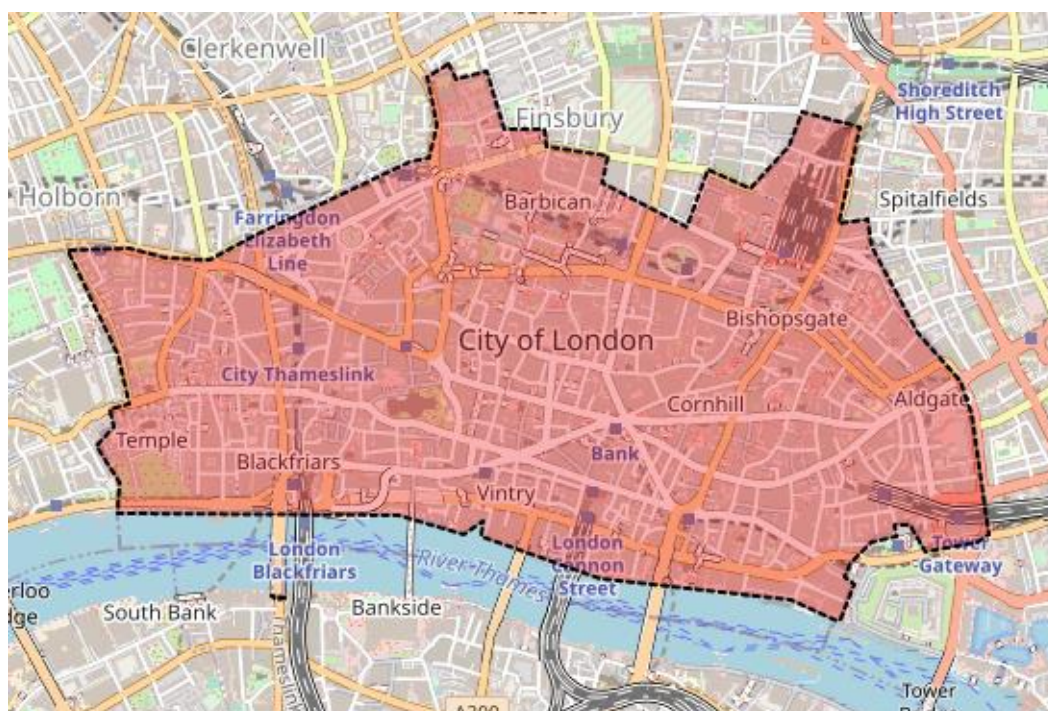
4.1 For this assessment, information has been gathered about protected characteristics for the City of London 001G Lower Layer Super Output Area (LSOA) Camden 028B Lower Layer Super Output Area (LSOA). Throughout this EqIA, this is referred to as 'the study area'. Information has also been gathered about the City of London Middle Layer Super Output Area (MSOA) as well as data for London as a whole.

Figure 4.1: City of London 001G, and Camden 028B (LSOA)



Source: Nomis, 2024

Figure 4.2: City of London MSOA



Source: Nomis, 2024

- 4.2 The CoL is a small and densely populated area with high levels of walkability and numerous public transport stations. This means that any given street is likely to be used by people from across the CoL. Therefore, it is important to consider an area that is wider than the immediate surroundings of the scheme; this requirement is satisfied with the use of LSOA data. Data at the MSOA level is used as a substitute for LSOA data for specific data sets where no greater level of detail is provided. London as a whole is included in the assessment to provide greater context to the data for residents living in the CoL.

Data sources and limitations

- 4.3 London Travel Demand Survey (LTDS) and Census 2011/2021 data are the two primary data sources used throughout this assessment. Supplementary data sources have also been used and are referenced throughout. For each protected characteristic, data has been collated and analysed, with comparisons made at LSOA, Borough/MSOA, London and national levels, where relevant.
- 4.4 While Census data is a useful tool for understanding and comparing travel characteristics of an area with another, it does have limitations; particularly that the 2011 dataset is dated, and even more so given the changes brought about by the Covid-19 pandemic. On the other hand, 2021 Census data is expected to have been influenced by alterations to ways of living and moving during the Covid-19 pandemic period. Where relevant 2021 Census data has been made available, it is used in this EqIA.
- 4.5 LTDS data provides granular data within the CoL, however it is not wholly representative of the wider population as it is calculated using sample sets and subsequently scaled up. LTDS is an annual survey of a sample of households across Greater London including the CoL. The survey records detailed information about the household, the people that live there, and the trips they make. Every year, approximately 8,000 households take part in the survey which is then

weighted using an interim expansion factor to approximate the data for the entire population of London, thus providing an insight into how Londoners travel on a weekly basis. Due to the London-wide nature of this survey, it has not been possible to limit the analysis to trips ending in the Chancery Lane area, as the low sample size means that it would not be appropriate. In addition, at the time of preparing this document, the full LTDS 2022/23 dataset was unavailable.

Traffic count analysis

- 4.6 In addition to the data outlined above, analysis has been undertaken of traffic counts collected on Chancery Lane for three 24-hour periods in November 2023. This analysis has provided information on the traffic composition of Chancery Lane, as well as peak times. This information has been used to inform the impact assessment.
- 4.7 This analysis can be found within **Appendix A**.

5 Baseline equality data

General

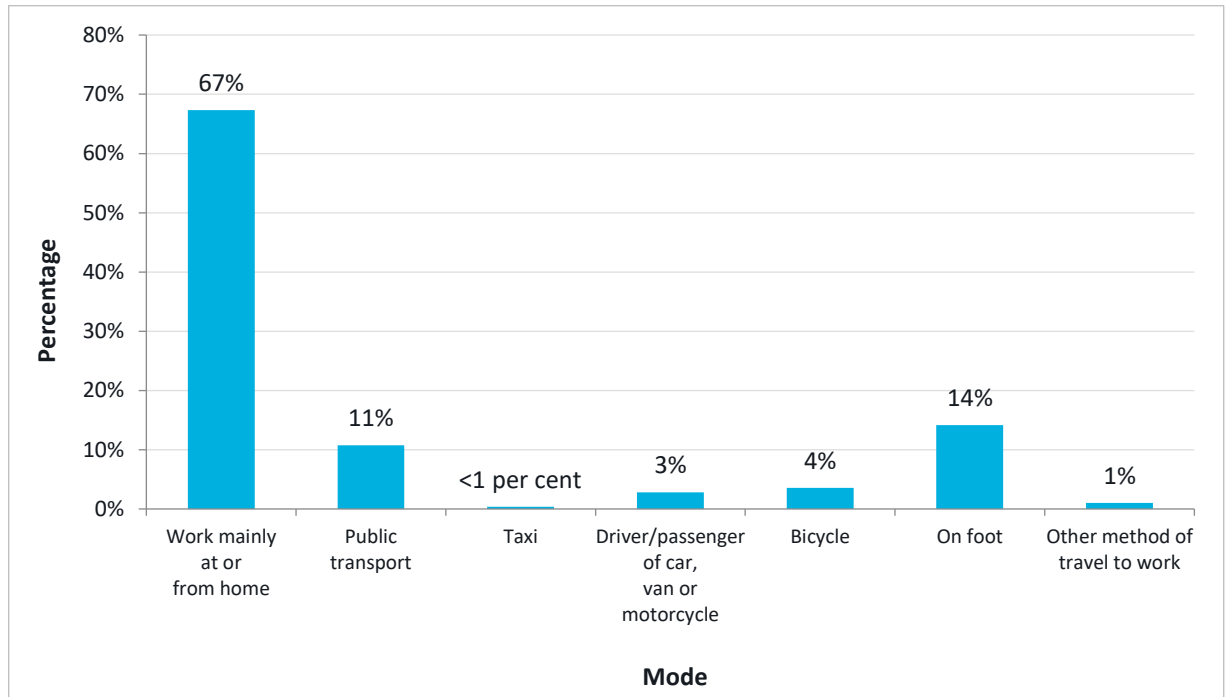
- 5.1 The CoL has a very large workforce in comparison to its usual residential population. The 2021 Census recorded the residential population as 8,600 people and the 2011 Census recorded the workforce as 357,000 people² – over 40 times the usual residential population which demonstrates the significant movement in and out of the CoL every day.
- 5.2 More recently, the 2022 workforce was estimated to be 615,000³. The CoL estimates that 29,000 jobs were added to CoL between 2021 and 2022, and the number of jobs has grown within the CoL by 13 per cent, from 2019 to 2022. The CoL also shows the highest workplace density out of all boroughs in Greater London. Office buildings are the primary land use, which make up more than 70 per cent of all buildings in the CoL. In absolute terms, the CoL has the second greatest workforce after the City of Westminster, with a gender split of 62 per cent males and 38 per cent females in 2023⁴.
- 5.3 When compared to Greater London, the CoL has a higher proportion of professional occupations, associated professional and technical occupations, skilled trades occupations, and administrative and secretarial occupations. Professional and associate professional/technical occupations represent over half of occupations within the CoL.
- 5.4 2021 Census data shows most people in employment in the CoL work mainly at or from home, as shown in **Figure 5.1**. This is followed by public transport use (11 per cent). Active travel also comprises a relatively high percentage of travel (14 per cent on foot, and 4 per cent cycling).
- 5.5 Please note that these figures have changed significantly since 2021 due to the change in working arrangements and patterns attributed to the COVID-19 pandemic, however the CoL can only act on the latest data available.

² 2021 Census data indicates that 67,224 people recorded their workplace destination within CoL, which similarly represents a significantly higher workforce population in comparison to the resident population. However, 2021 Census data does not capture the workforce accurately due to the effects of the Covid-19 pandemic and associated restrictions on movement and social gatherings at the time of recording (see https://www.nomisweb.co.uk/sources/census_2021_od)

³ [City of London Factsheets February 2023](#)

⁴ [City of London Factsheets February 2023](#)

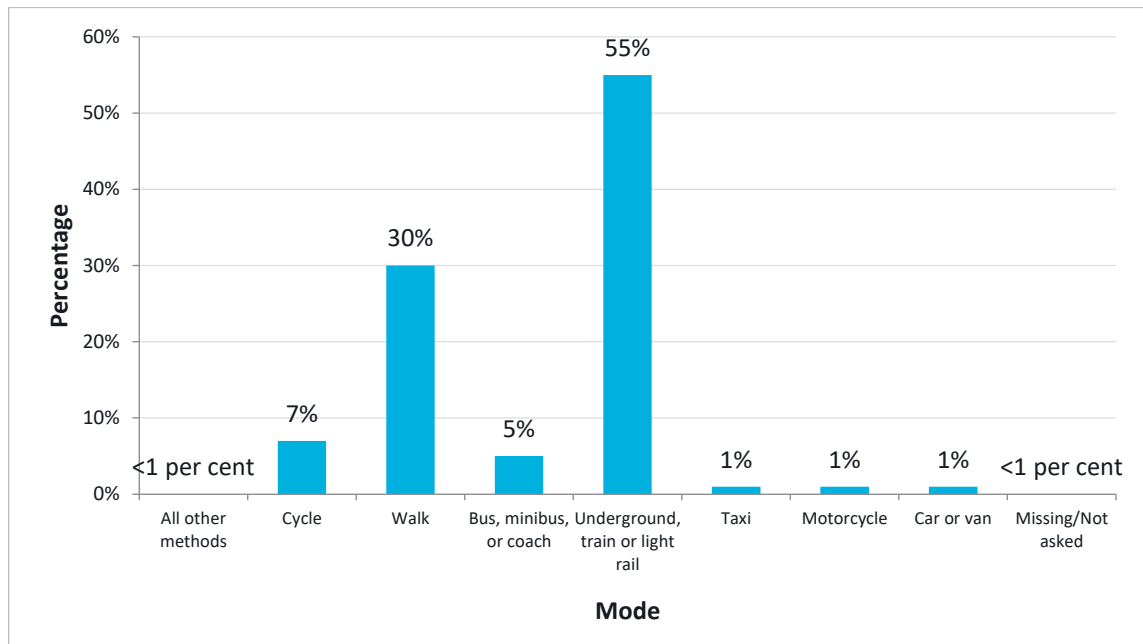
Figure 5.1: Method of travel to work for people in employment in CoL



Source: 2021 Census

5.6 When analysing LTDS for all trip purposes, the following mode split for travel into the CoL was obtained. As shown in **Figure 5.2**, of all trips ending in the CoL, 60 per cent are made using public transport. 55 per cent of trips are made using the Underground or other rail modes and 5 per cent are made by bus. It can also be seen that walking has a much higher proportion for all trips (30 per cent) when compared to the 2011 Census Travel to Work data (5 per cent).

Figure 5.2: Method of travel to CoL for all purposes



Source: LTDS 2019/20

5.7 Please note that this mode split involves other trip types in addition to ‘travel to work’ trips. Based on the 2019/20 LTDS data for trip purposes to the CoL, 71 per cent of trips were for Work (usual workplace and other) and 29 per cent of trips were for other purposes (such as leisure and shopping).

Age

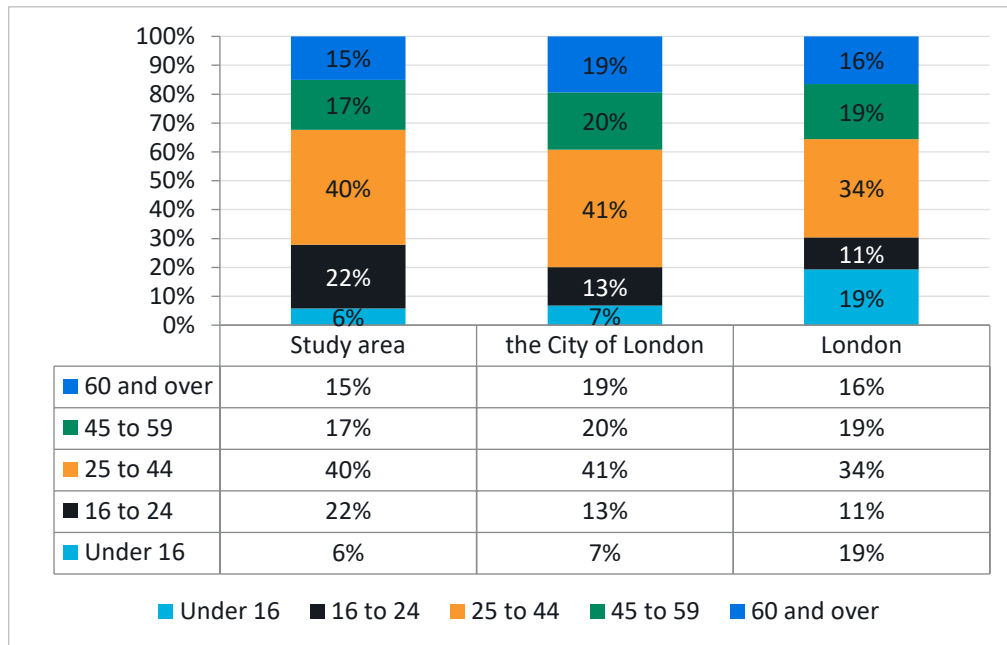
Definition according to the Equality Act 2010

1. In relation to the protected characteristic of age:
 - a. A reference to a person of a particular age group
 - b. A reference to persons who share a protected characteristic is a reference to persons of the same age group
2. A reference to an age group is a reference to a group of persons defined by a reference to age, whether by reference to a particular age or to a range of ages.

Baseline equalities data

5.8 **Figure 5.3** illustrates the age distribution of residents across the study area, in comparison to the CoL and London, using Census 2021 data. The greatest proportion of residents in the study area were in the 25-44 age group (40 per cent). This was similar to the CoL (41 per cent) and slightly higher than London (34 per cent). There is a similar proportion of people aged under 16 in the study area (6 per cent) in comparison to the CoL (7 per cent), though there is a higher proportion of people aged 16-24 in the study area (22 per cent) in comparison to the CoL (13 per cent). Furthermore, the proportion of people aged over 60 is slightly lower in the study area (15 per cent) in comparison to the CoL (19 per cent).

Figure 5.3: Age distribution in the study area, compared to City of London and Greater London in 2021.



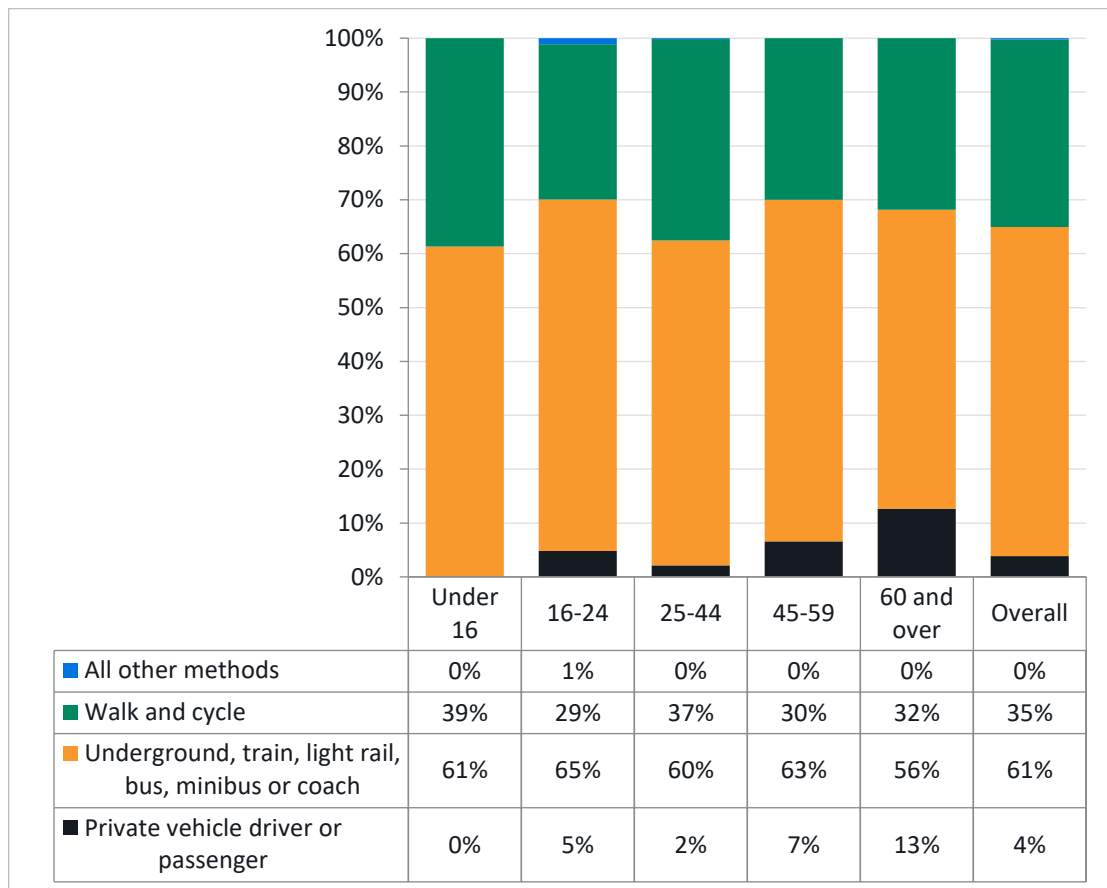
Source: Census 2021

5.9 **Figure 5.4** presents LTDS data on how people travel around the CoL within each age group, and **Figure 5.5** presents this same information for London as a whole.

5.10 The highest usage of active travel modes (walking and cycling) is among people aged under 16 (39 per cent), followed by people aged 25-44 (37 per cent). In addition, 29 per cent of people aged 16–24 walk or cycle. This pattern is consistent with data for Greater London. Public transport is the most popular travel mode in the CoL, used by over 50 per cent of residents in each age group. This is higher than the Greater London public transport mode share across all age groups.

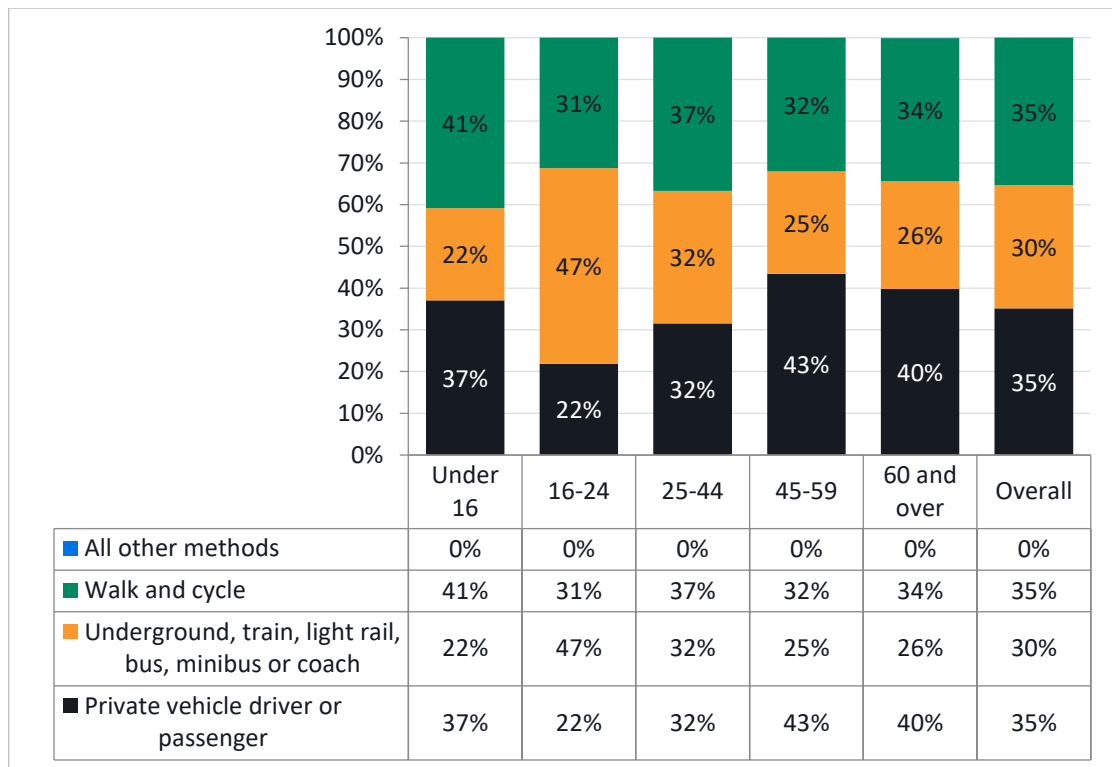
5.11 The use of private vehicles in the CoL is relatively low, comprising 4 per cent of all journeys. However, use of private vehicles varies by age, and over 60s use private vehicles more than any other age group (13 per cent).

Figure 5.4: Mode share by age in City of London



LTDS, 3-year average from LTDS (2017/18, 2018/19, 2019/20)

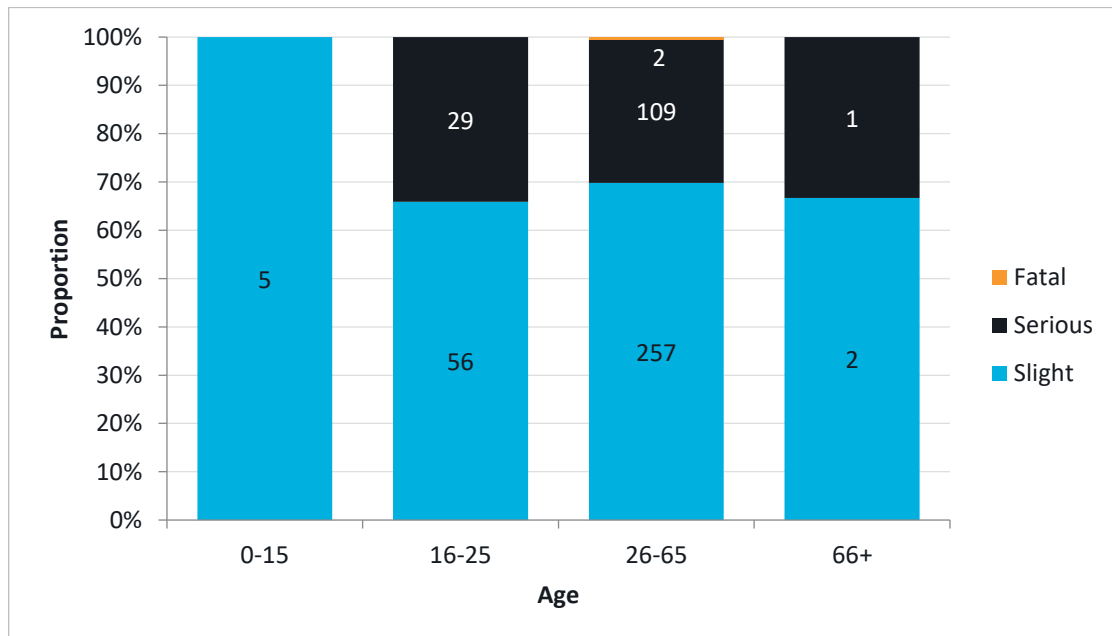
Figure 5.5: Mode share by age in Greater London



LTDS, 3-year average from LTDS (2017/18, 2018/19, 2019/20)

5.12 Killed and Seriously Injured (KSIs) and Slightly Injured casualties by age category, for the CoL, are shown in **Figure 5.6** below. This data is from 2020 – 2022.

Figure 5.6: Proportion of KSI and Slight casualties involved in collisions per age category, in CoL



Source: STATS19 2020-2022

- 5.13 Recorded KSIs are highest for the 26 -65 age group, followed by the 16 – 25 age group. The proportion of serious injuries is slightly higher amongst the 16-25 age group, in comparison to the 26 – 65 age group. This indicates that this age group may be disproportionately more likely to suffer more severe consequences if they are a casualty in a collision.
- 5.14 Across the UK, 10-14 age group road accidents make up over 50 per cent of all external causes of death. Moreover, 15–19-year-olds experience almost double the risk of death from road traffic accidents (82.5 deaths per million population) in comparison to the general population.

Disability

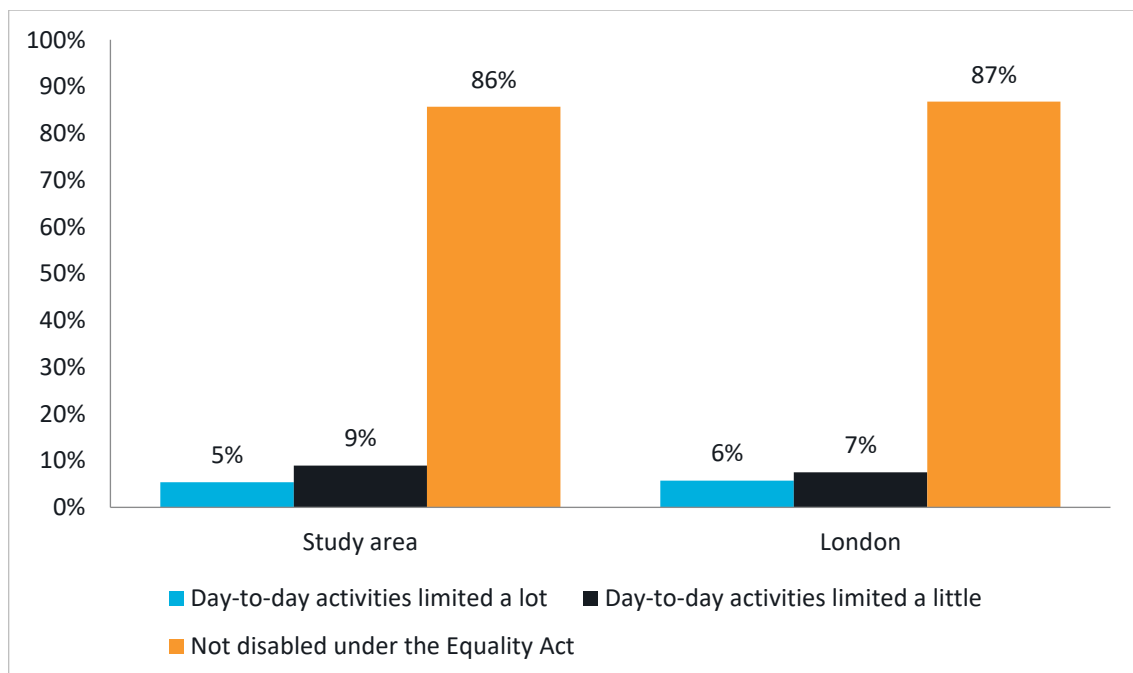
Definition according to the Equality Act 2010

1. A person (P) has a disability if:
 - a. P has a physical or mental impairment, and
 - b. the impairment has a substantial and long-term adverse effect on P’s ability to carry out normal day-to-day activities.

Baseline equalities data

- 5.15 According to 2021 Census data, in the CoL, 89 per cent of residents responded that they have no limitations in their activities – this is higher than both in England and Wales (83 per cent) and Greater London (87 per cent). In the areas outside the main housing estates, around 95 per cent of residents responded that their activities were not limited. 11 per cent of the CoL’s residential population stated that they were either in fair, bad or very bad health.
- 5.16 In comparison, the number of residents in the study area for whom daily activities are ‘limited a lot’ account for 5 per cent of the population, compared to 6 per cent for Greater London. Further 9 per cent of residents in the study area said they were ‘limited a little’, compared to 7 per cent for Greater London.

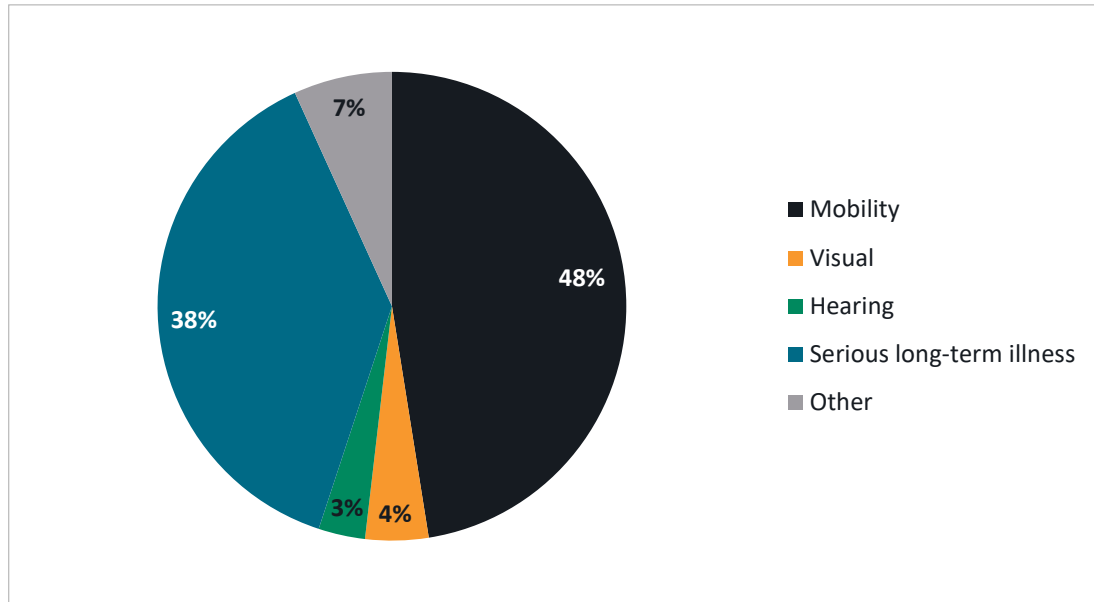
Figure 5.7: Population limited by long-term health problems or disabilities in the study area and Greater London



Source: Census 2021

5.17 In addition, physical and mental disabilities may affect travel patterns and behaviours. Disability types which affect daily travel of CoL residents are shown in **Figure 5.8**. Disability due to serious long-term illness represents the highest proportion of responses, followed by mobility related disability. It should be noted that this data is based on a very small sample (1.3 per cent of sample size for trips ending in the CoL), therefore results should be considered in this context.

Figure 5.8: Disability types stated by those who have a disability affecting daily travel to CoL

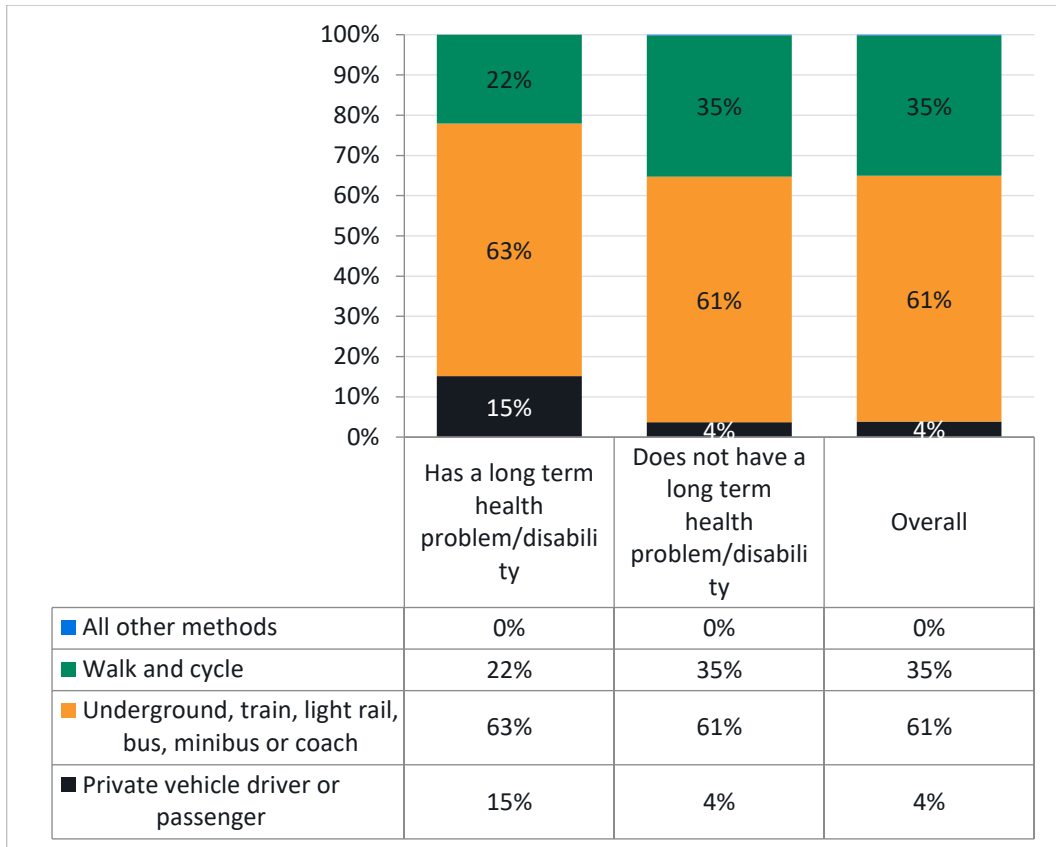


LTDS, 3-year average from LTDS (2017/18, 2018/19, 2019/20)

5.18 The mode share for people with a long-term health problem or disability in the CoL and Greater London is shown in **Figure 5.9** and **Figure 5.10** respectively. In the CoL, the public transport mode share is greater (63 per cent) for people with a long-term health problem or disability those without (61 per cent). This is a significant contrast with Greater London, as the public transport mode share for people with a long-term health problem or disability is less than those without (27 per cent vs 30 per cent, respectively).

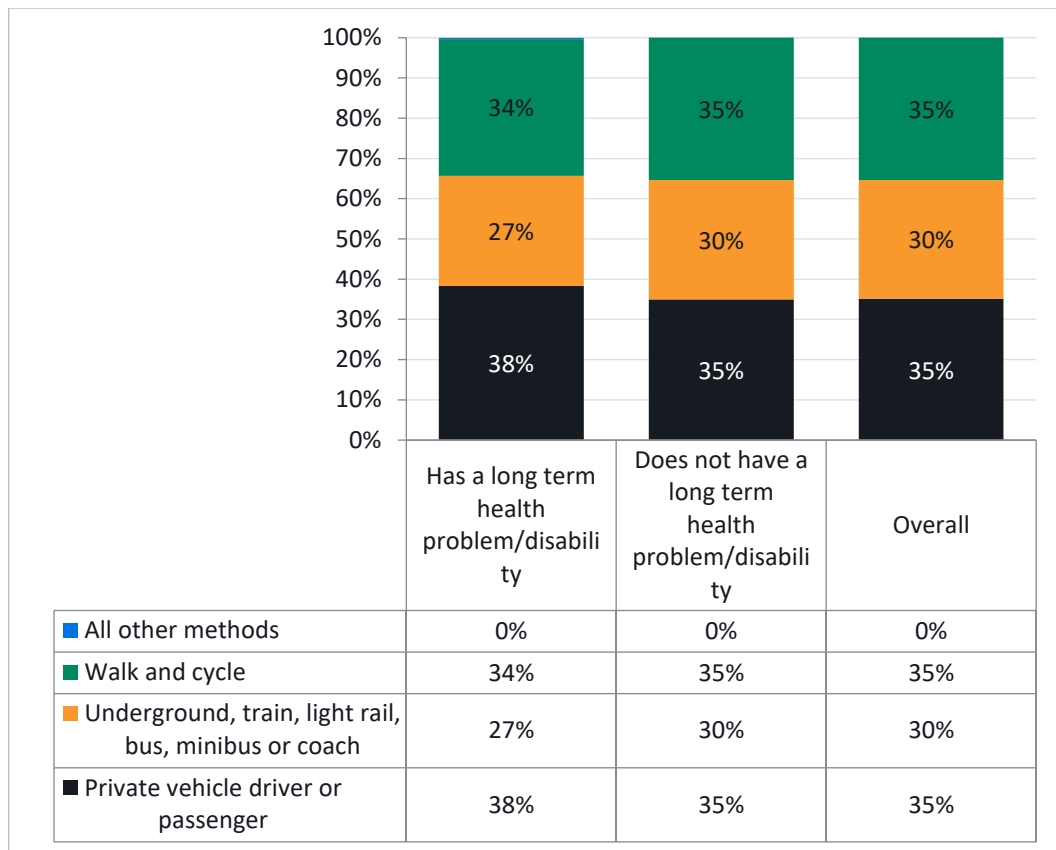
5.19 In the CoL, the car/van mode share is greater for people with a long-term health problem or disability (15 per cent) in comparison to those without (4 per cent). In addition, the active travel (walking and cycling) mode share for people with a long-term health problem or disability walk or cycle (22 per cent) is lower than for people without a long-term health problem or disability (35 per cent). In comparison, in Greater London, 34 per cent of people with a long-term health problem or disability use active travel. This mode share in the CoL represents a smaller proportion of active travel for people with a long-term health problem or disability.

Figure 5.9: Mode share of those with a long-term health problem or disability in City of London



LTDS, 3-year average from LTDS (2017/18, 2018/19, 2019/20)

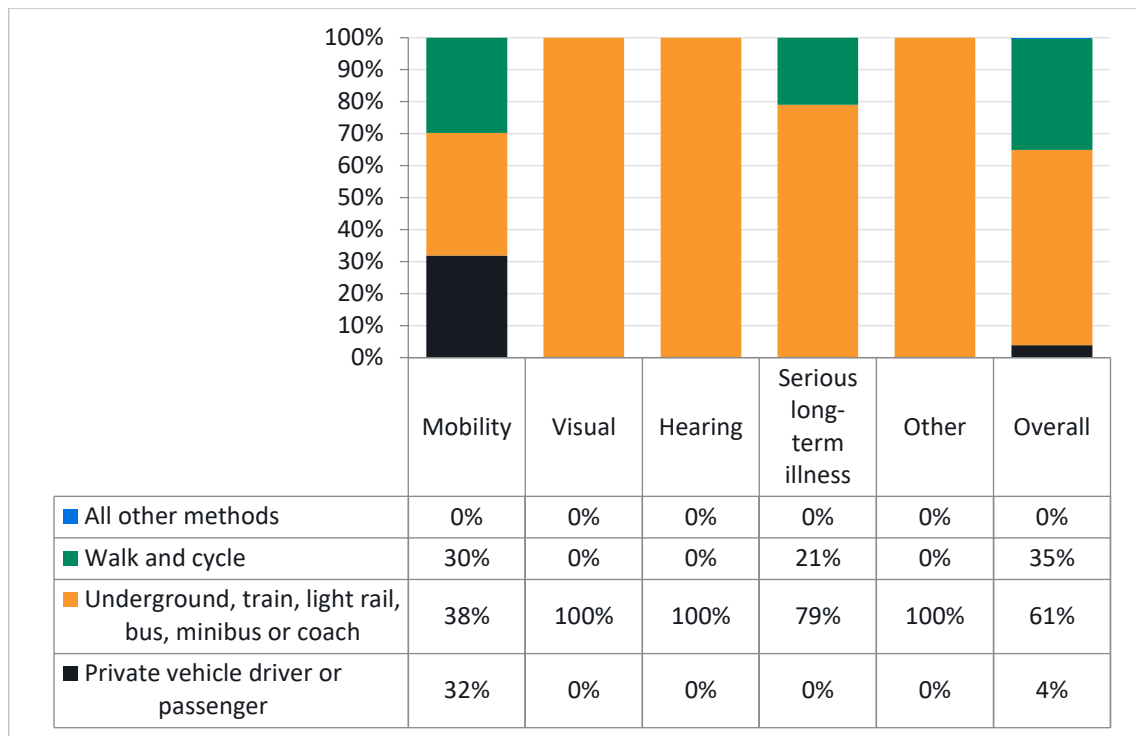
Figure 5.10: Mode share of those with a long-term health problem or disability in Greater London



LTDS, 3-year average from LTDS (2017/18, 2018/19, 2019/20)

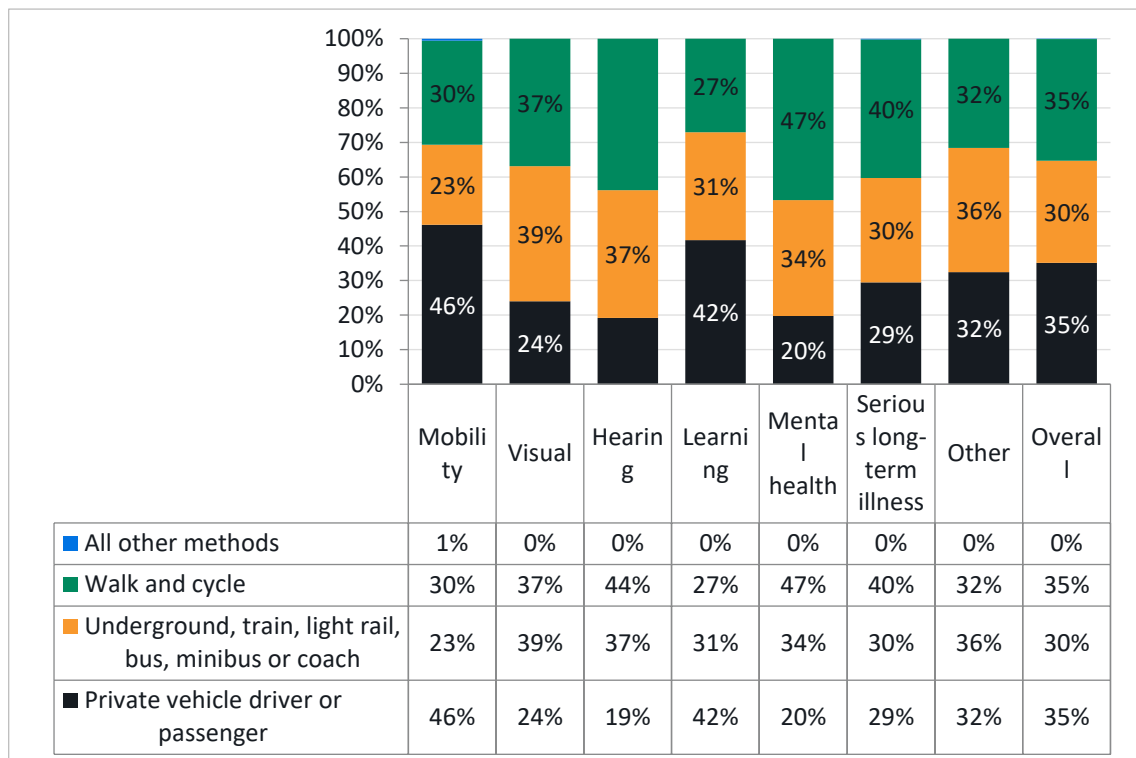
- 5.21 The mode share for people with specific disabilities in City of London and Greater London is shown in **Figure 5.11** and **Figure 5.12** respectively. Public transport is the dominant mode of travel for people with visual and hearing impairments, serious long-term health conditions and ‘other’ impairments; it makes up 100 per cent of the mode share for people with visual and hearing impairments, however this must be taken into the context of the small sample size that this data is derived from. The modal split for individuals with mobility impairments is more even, with only 38 per cent using public transport, 32 per cent using cars/vans, and 30 per cent using active travel.
- 5.22 Compared to the CoL, mode share across disability types for Greater London shows a much greater uptake of active travel and private vehicle use, along with a lower public transport mode share. Groups with mobility (46 per cent) and learning (42 per cent) impairments are most likely to use private vehicles, while those with mental health impairments are most likely to undertake active travel (47 per cent).

Figure 5.11: Mode share of those with a specific disability affecting daily travel in City of London



LTDS, 3-year average from LTDS (2017/18, 2018/19, 2019/20)

Figure 5.12: Mode split by those with a specific impairment affecting daily travel in Greater London



LTDS, 3-year average from LTDS (2017/18, 2018/19, 2019/20)

- 5.23 Focusing on disabled cyclists, the Wheels for Wellbeing annual survey (2019/20)⁵ showed that 65 per cent of disabled cyclists use their cycle as a mobility aid, and 64 per cent found cycling easier than walking. Survey results also show that 31 per cent of disabled cyclists' cycle for work or to commute to work and many found that cycling improves their mental and physical health.

Inaccessible cycle infrastructure was found to be the biggest barrier to cycling, followed by the prohibitive cost of adaptive cycles and the absence of legal recognition of the fact that cycles are mobility aids on par with wheelchairs and mobility scooters. These results are presented on a national level, yet it should be noted that the data is based on a small sample and results should be taken as an indication only.

Pregnancy and maternity

Definition according to the Equality Act 2010

- 5.24 As per the Equality Act 2010, pregnancy is the condition of being pregnant or expecting a baby, and maternity refers to the period after the birth, and is linked to maternity leave in the employment context. In the non-work context, protection against maternity discrimination is for 26 weeks after giving birth.

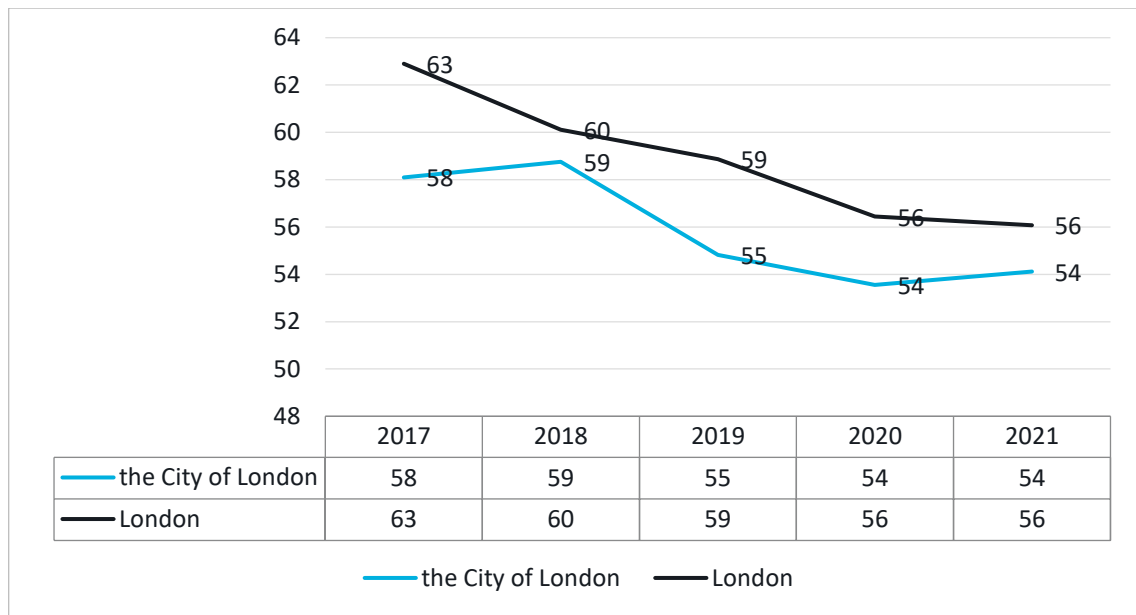
Baseline equalities data

- 5.25 In 2021, the General Fertility Rate (GFR) in City of London and Hackney⁶ was 54.1 births per 1,000 women aged 15-44, while the GFR for London was 56 per 1,000 women. This suggests that slightly fewer women of this age group were likely to be pregnant or have given birth in 2021 in the CoL and Hackney, compared to the Greater London average.
- 5.26 Data shows that overall, the number of live births has been gradually falling in City of London and Hackney, and in London as a whole. During this time, the GFR for City of London and Hackney remained consistently below the Greater London average. In 2018, there was a slight increase in the fertility rate in the Borough, before continuing to fall, yet it remained below the Greater London rate.

⁵ <https://wheelsforwellbeing.org.uk/wp-content/uploads/2020/07/WFWB-Annual-Survey-Report-2019-FINAL.pdf>

⁶ City of London has been grouped with Hackney after 2004 in the dataset: [Births and Fertility Rates, Borough - London Datastore](#)

Figure 5.13: General Fertility Rate per year in City of London compared to the Greater London average



Source: ONS. Births and Fertility Rates, Borough

Race

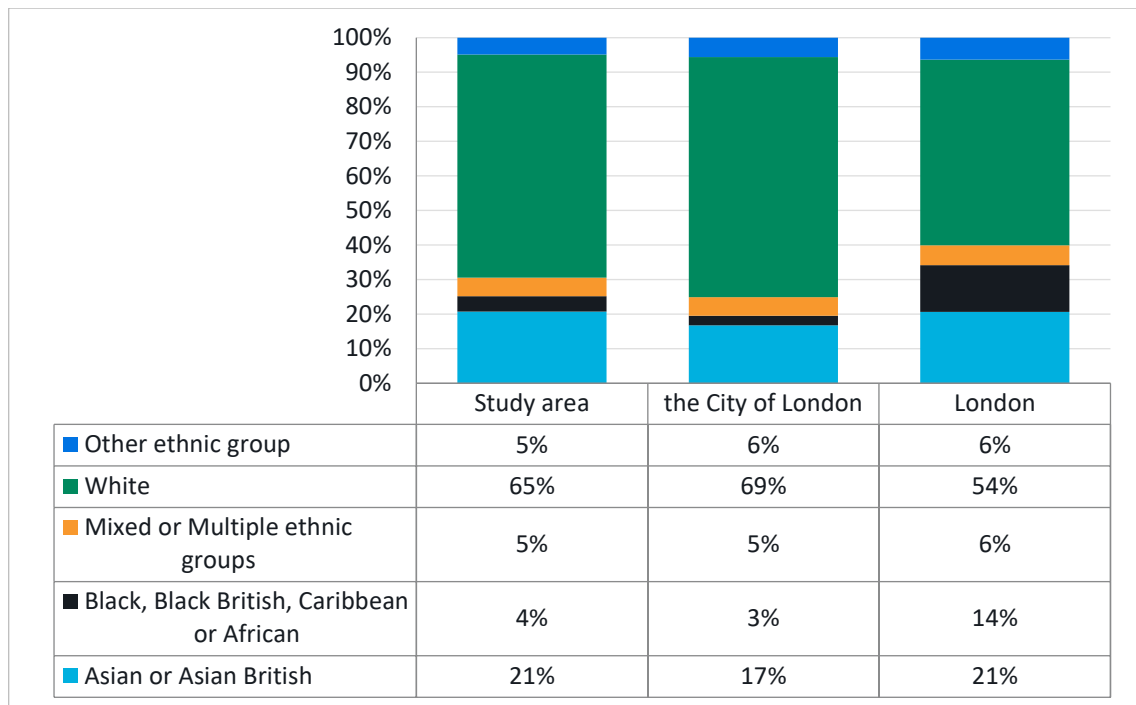
Definition according to the Equality Act 2010

1. Race includes:
 - a. colour;
 - b. nationality;
 - c. ethnic or national origins.
2. In relation to the protected characteristic of race -
 - a. a reference to a person who has a particular protected characteristic is a reference to a person of a particular racial group;
 - b. a reference to persons who share a protected characteristic is a reference to persons of the same racial group.

Baseline equalities data

- 1.5 **Figure 5.14** presents the population of the study area and City of London by ethnicity. Based on Census 2021 data, 69 per cent of the borough’s population is ‘White’, making it the most common ethnicity. This is much higher than the Greater London average share of 54 per cent. The second most common ethnicity is ‘Asian’ making up 17 per cent and 20 per cent of the residential population in the borough and study area respectively.
- 1.6 14 per cent of residents in Greater London are ‘Black’, compared to only 4 per cent of residents in the study area. In the study area, 5 per cent identify as ‘Mixed’, which is the same share compared to in the borough and Greater London.

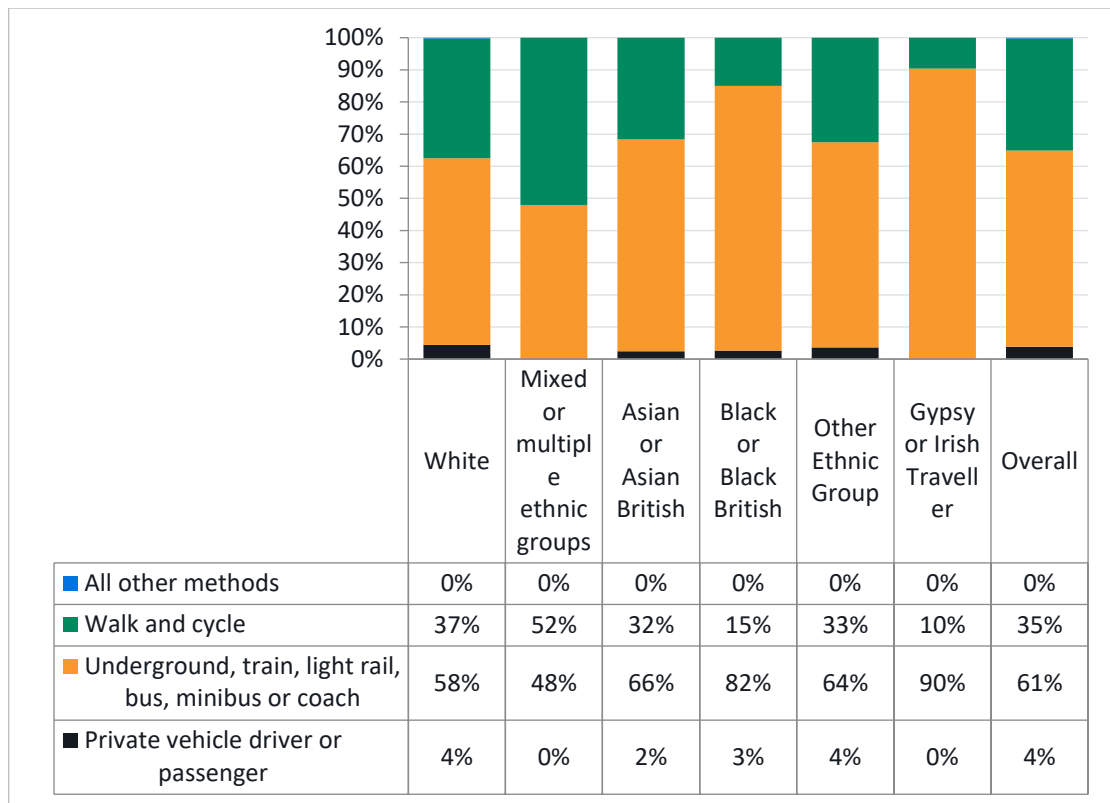
Figure 5.14: Study area and City of London ethnicity compared to London



Source: Census 2021

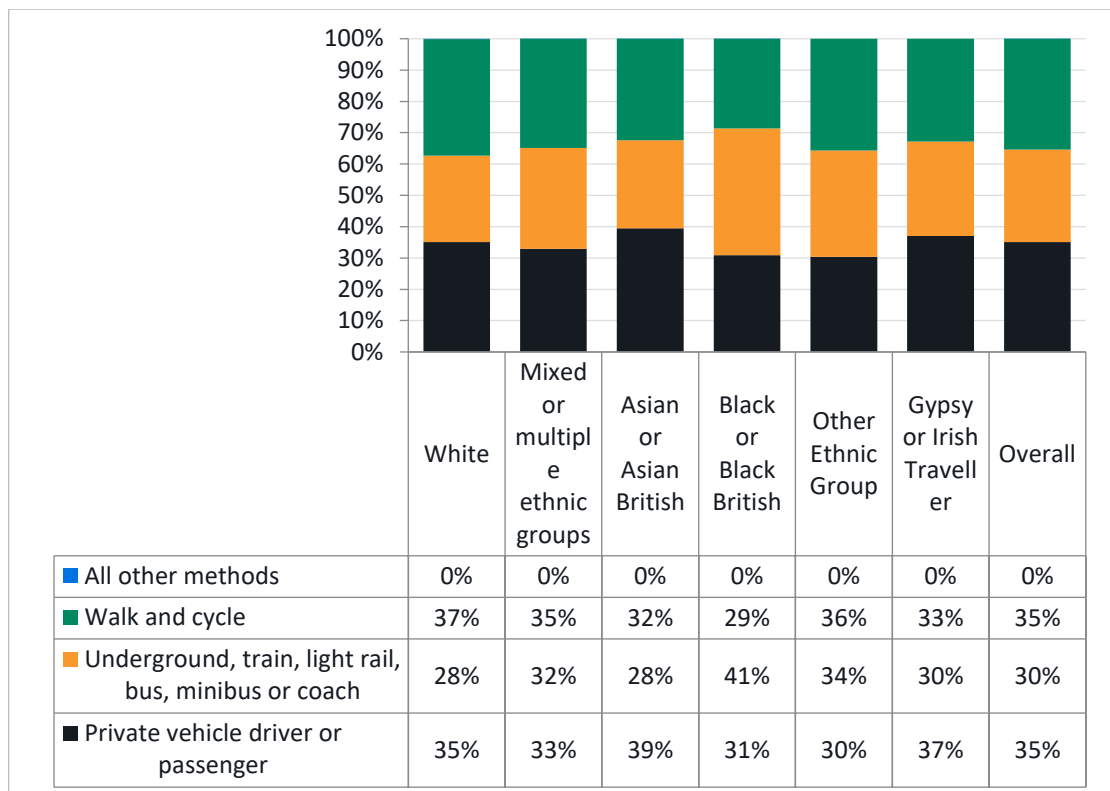
- 1.7 Based on average travel modes to the CoL from the 2019/20 LTDS data, Other Ethnic Groups are more likely to use public buses (29 per cent). Other Ethnic Groups are also more likely to drive (6 per cent). White people are more likely to cycle (8 per cent). Mixed Multiple Ethnic groups are much more likely to walk (71 per cent), while Black or Black British people and Asian or Asian British people are much more likely to use the underground or other rail modes (94 per cent and 66 per cent, respectively). Again, it should be noted that these percentages may not be precise due to low sample sizes.
- 1.8 Overall, in the CoL, levels of car use are lower across all ethnicities compared to the London average (Figure 5.16), while levels of public transport use are higher. While ‘Asian or Asian British’ residents are most likely to use the car in London, this is not the case for City of London, where only 2 per cent say they use the car. ‘Black or Black British’ residents are most likely (41 per cent) to use public transport in London, and they are second most likely to (82 per cent) in City of London.

Figure 5.15: Mode share by ethnicity in City of London



Source: LTDS average 2019/20

Figure 5.16: Mode share by ethnicity in Greater London



Source: LTDS average 2019/20

Religion or belief

Definition according to the Equality Act 2010

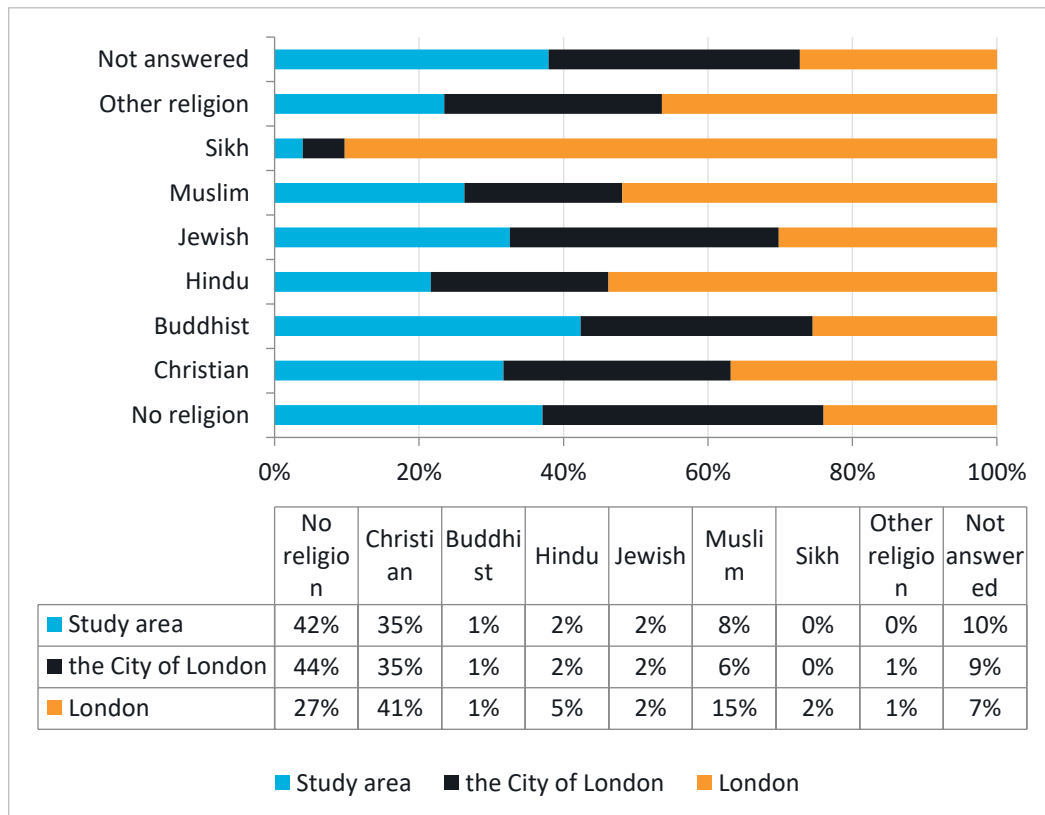
1. Religion means any religion and a reference to religion includes a reference to a lack of religion.
2. Belief means any religious or philosophical belief and a reference to belief includes a reference to a lack of belief.
3. In relation to the protected characteristic of religion or belief:
 - a. a reference to a person who has a particular protected characteristic is a reference to a person of a particular religion or belief;
 - b. a reference to persons who share a protected characteristic is a reference to persons who are of the same religion or belief.

Baseline equalities data

5.27 Census 2021 data on religion in the study area, City of London, and Greater London is presented in Figure 5.17. Nearly half (43 per cent) of the population in the study area and in the CoL (44 per cent) selected 'no religion', compared to a substantially smaller proportion (27 per cent) in Greater London.

5.28 Over a third of residents (34 per cent) in the study area identified as Christian, compared to 41 per cent in Greater London. 3 per cent of residents in the study area identified as Muslim, compared to slightly more (6 per cent) in City of London. 4 per cent of the population in the study area identified as Hindu, with a slightly smaller proportion (2 per cent) in the CoL.

Figure 5.17: Religion composition in the study area, City of London, and Greater London



Source: Census 2021

Sex

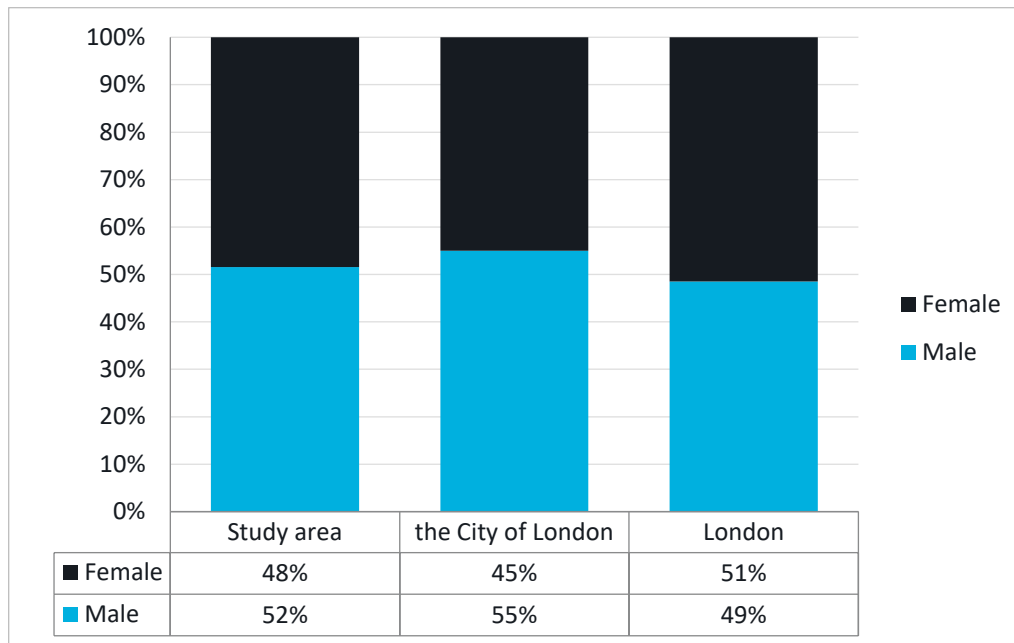
Definition according to the Equality Act 2010

1. In relation to the protected characteristic of sex:
 - a. a reference to a person who has a particular protected characteristic is a reference to a man or to a woman;
 - b. a reference to persons who share a protected characteristic is a reference to persons of the same sex.

Baseline equalities data

5.29 **Figure 5.18** presents Census 2021 data for population by sex. In the study area, a greater proportion of residents identified as male, 52 per cent, than as female, 48 per cent. In the CoL there are also more males than females, with a greater difference in proportions. There is a more even split in Greater London, with a slightly higher proportion of females (51 per cent) than males (49 per cent).

Figure 5.18: Population breakdown by sex in the study area, City of London, and Greater London

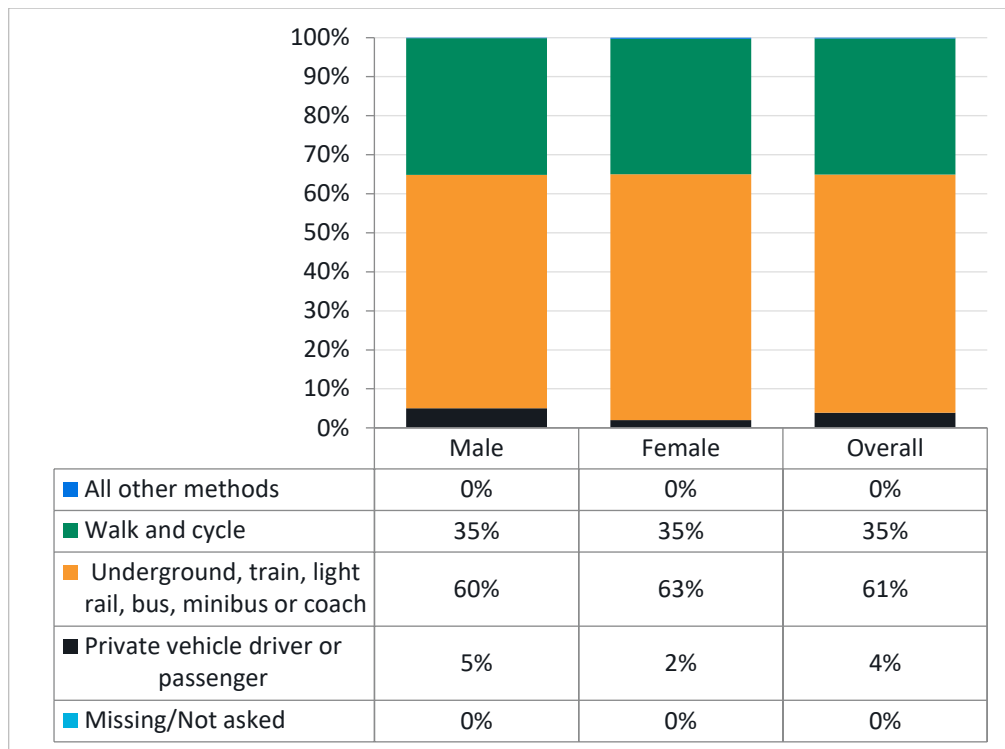


Source: Census 2021

5.30 **Figure 5.19** presents the mode share by sex in the CoL based on LTDS data. Males are more likely to use a car (5 per cent) than females (2 per cent), however males are less likely to use public transport (60 per cent) than females (63 per cent). The likelihood of using active travel modes, such as walking or cycling are even for both sexes.

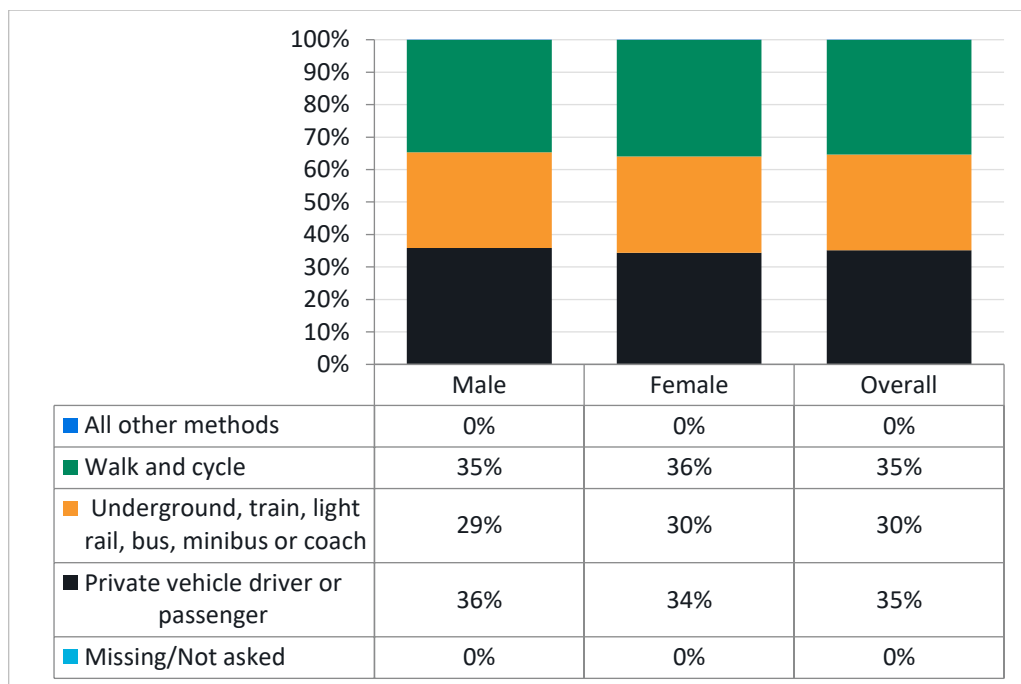
5.31 Compared to the CoL, overall, both males and females are more likely to use a car and less likely to use public transport in London (**Figure 5.20**). The likelihood of walking and cycling is also even for both sexes in London, and in very similar proportions to the CoL.

Figure 5.19: Mode share by sex in City of London



LTDS, 3-year average from LTDS (2017/18, 2018/19, 2019/20)

Figure 5.20: Mode share by sex in Greater London



Source: LTDS average 2019/20

- 5.32 Across Greater London, research undertaken by TfL⁷ shows that females are more likely to use buses than males (62 per cent compared to 56 per cent) but are less likely to use other types of transport including the Tube (38 per cent of females compared to 43 per cent of males).
- 5.33 Female travel needs can be more complex than males due to a range of factors; the increased likelihood of travelling with a buggy and/or shopping affects the travel choices females make, females are also more likely to be carers of children⁸, further affecting the transport choices they make. Female Londoners make more trips per weekday than male Londoners (2.5 trips compared to 2.3 trips). This pattern, however, is reversed amongst older adults, with older female Londoners making fewer weekday trips than older male Londoners (2.0 compared to 2.2).
- 5.34 Females aged 17 or over who are living in London are less likely than males to have a full driving licence (58 per cent compared to 72 per cent) or have access to a car (63 per cent compared to 66 per cent). These factors are likely to be related to the frequency of car use as a driver. Almost four in five (79 per cent) females in London report being able to ride a bike, compared to 91 per cent of males.

⁷ <https://content.tfl.gov.uk/travel-in-london-understanding-our-diverse-communities-2019.pdf>

6 Impact assessment

6.1 **Table 6.1** summarises the potential positive and negative impacts of the TMO on people with one or more protected characteristic. These are assessed in further detail in this chapter.

Table 6.1: Summary of impact assessment

Potential impact(s)	Protected characteristic(s) impacted
Positive	
Road safety improvements	<ul style="list-style-type: none"> • Age • Disability • Pregnancy and maternity • Race • Religion or belief
Air quality improvements	<ul style="list-style-type: none"> • Age • Disability • Pregnancy and maternity
Improved walking environment	<ul style="list-style-type: none"> • Age • Disability • Pregnancy and maternity • Race • Religion or belief
Retaining essential motor vehicle access	<ul style="list-style-type: none"> • Age • Disability • Pregnancy and maternity
Negative	
Journey times for private cars and PHVs	<ul style="list-style-type: none"> • Age • Disability • Pregnancy and maternity

Potential positive impacts

Road safety improvements

- 6.2 Retaining the restriction to motorised vehicle traffic is likely to lead to a safer environment for those walking and cycling along the street. Analysis of link counts carried out during the ETO period evidences that there are reduced volumes of motor traffic during the Monday – Friday, 7am – 7pm restrictions, and that on weekdays, car usage increases after the 7pm restriction ends (see **Figure 7.1**, **Figure 7.2**).
- 6.3 As reduced motor vehicle traffic is associated with improved road safety, or perception of road safety, making the ETO permanent would embed a reduction in motor vehicle through-traffic, thereby delivering road safety benefits.

Protected characteristics impacted

- Age
- Disability
- Pregnancy and maternity
- Race
- Religion or belief

Summary of potential impacts

- 6.4 The permanent reduction in motor traffic on Chancery Lane is likely to reduce conflict between different road users overall. People aged 16-24 in the CoL are more likely to be seriously injured in road incidents than any other age group. In the UK, 15–19-year-olds experience almost double the risk of death from road traffic accidents (82.5 deaths per million population) in comparison to the general population. In addition, people aged under-16 are more likely to use active travel than any other age group. Therefore, the lower volumes of motor traffic are likely to benefit this age group through reducing the risk of conflict.
- 6.5 Improvements to road safety may also disproportionately benefit disabled people. In the CoL, 22 per cent of people with a long-term health problem/disability walk or cycle. 30 per cent of people with a mobility-related disability walk and/or cycle. Subsequently, improving the road network to enhance active travel will provide a positive impact for disabled people who walk and cycle, as restricting general through traffic can reduce the risk of conflict between road users.
- 6.6 Improvements to road safety through reducing vehicle through traffic may also disproportionately benefit pregnant women. Pregnant people may have reduced mobility and thus require longer times to cross the road. In addition, pedestrians travelling with prams who may require additional time to navigate kerbs when crossing the street. ‘Mixed or multiple ethnic groups’ may also benefit, as they are currently more likely to walk or cycle (52 per cent) more than any other ethnic group in the CoL.
- 6.7 Making the motorised vehicle traffic restriction permanent is likely to lead to a safer environment for those walking and cycling along the street to access nearby places of worship, including Solace of God Church and St Dunstan-in-the-West. Destinations such as this typically have local catchments, making them more likely to be within walking and cycling distance of regular attendees.

Air quality improvements

- 6.8 Retaining the restrictions to through traffic on Chancery Lane is likely to ‘lock in’ the improved air quality due to a reduction in emissions from motor vehicles.

Protected characteristics impacted

- Age
- Disability
- Pregnancy and maternity

- 6.9 Both younger and older age groups are disproportionately vulnerable to poor air quality and pollution. For older people, exposure to high levels of air pollution can lead to a range of long-term health problems, while young children may suffer from reduced lung development. Therefore, a reduction in emissions from non-zero emission vehicles is likely to benefit these age groups through cleaner air. Air quality improvements may disproportionately benefit disabled people who are particularly vulnerable to air pollution and/or those reporting stamina or breathing impairments⁹.

- 6.10 Improvements in air quality are likely to disproportionately benefit pregnant women. There is growing evidence showing that prenatal exposure to air pollution is associated with a number of adverse outcomes in pregnancy¹⁰. Polluted air is harmful for babies in the womb and can cause premature birth or low birth weight – both factors are associated with higher infant mortality. Furthermore, new-born babies, babies in prams and children are more vulnerable to breathing in polluted air than adults due to their airways being in development, and their breathing being more rapid than adults.

Improved walking environment

- 6.11 Through a permanent reduction in through traffic, people should find it easier to find a gap in traffic to cross the road at both formal and informal crossing points.

Protected characteristics impacted

- Age
- Disability
- Pregnancy/maternity
- Race
- Sex

- 6.12 This may disproportionately benefit some older and/or some disabled people who may require additional time to cross the road due to mobility impairments. Reducing through traffic is likely to improve the walking experience, reducing stress or anxiety associated with higher volumes of motor traffic. This benefit would also be extended to pregnant people and mothers with new-born children, as they may have reduced mobility due to pregnancy or travelling with prams, and thus require additional time to cross the road.

⁹ <https://www.gov.uk/government/publications/health-matters-air-pollution/health-matters-air-pollution#how-air-pollution-harms-health>

¹⁰ https://www.london.gov.uk/sites/default/files/air_quality_for_public_health_professionals_-_city_of_london.pdf

- 6.13 Furthermore, a reduction in motor traffic may provide additional comfort when making trips on foot particularly at peak hours when pedestrian volumes are at their highest and footways at their busiest. Spilling over onto the carriageway is easier to do when motor traffic volumes are relatively low. This could disproportionately benefit women, particularly due to higher number of trips they make daily compared to men, as well as their role in taking children to and from educational and recreational facilities¹¹. This benefit would be more likely to positively impact 'Mixed or multiple ethnic groups' who are currently more likely to walk or cycle (52 per cent) more than any other group in the CoL.

Retaining essential motor vehicle access

- 6.14 The TMO retains essential motor vehicle access to all buildings and properties on Chancery Lane. **It is acknowledged that the TMO will not directly enhance access, but it would guarantee that people who depend on cars or taxis wouldn't experience any drawbacks in accessing properties on Chancery Lane.**

Protected characteristics impacted

- Age
- Disability
- Pregnancy and maternity

- 6.15 Disabled people are likely to benefit from making this exemption permanent, as people with a long-term health problem or disability in the CoL are more likely to be a private vehicle driver or passenger than those who do not have a long-term health problem/disability. This is particularly pronounced for people with a disability related to mobility, as the private vehicle mode share for with a mobility-related disability in the CoL is 32 per cent. In addition, people aged 60 and over are more frequently private vehicle drivers and passengers (13 per cent) than other age groups. Making the ETO permanent through this TMO would ensure that these people do not experience any restrictions to access. The reduced volumes of other motor traffic may also create a quieter and more comfortable environment to enter/exit vehicles.
- 6.16 There is limited research related to mode of travel and pregnancy, however, pregnant women may also benefit from this exemption. This is because pregnant women may choose to make more trips via private vehicle due to physical or mental symptoms associated with pregnancy.
- 6.17 In addition, as licenced taxis are exempt from restrictions, taxis retain a more direct route through this part of the CoL. This would provide a positive impact for disabled people, who more likely to use a taxi. Transport for London's (TfL) EqIA evidence base for the Taxi (Black Cab) Fares and Tariffs Review 2022¹² outlined frequency of taxi use amongst disabled Londoners, Londoners who are wheelchair users, and non-disabled Londoners. Wheelchair users were found to be more likely to use a taxi at least once a week (6 per cent), than other disabled Londoners and non-disabled Londoners (both 3 per cent).

¹¹ [https://www.gov.uk/government/statistics/national-travel-survey-2021/national-travel-survey-2021-trips-by-purpose-age-and-sex#:~:text=In per cent202021 per cent2C per cent20males per cent20made per cent209,miles per cent20per per cent20person per cent20by per cent20females\).](https://www.gov.uk/government/statistics/national-travel-survey-2021/national-travel-survey-2021-trips-by-purpose-age-and-sex#:~:text=In per cent202021 per cent2C per cent20males per cent20made per cent209,miles per cent20per per cent20person per cent20by per cent20females).)

¹² [Appendix 4 EQIA evidence base.pdf \(tfl.gov.uk\)](#)

Potential negative impacts

Journey times for private cars and PHVs

6.18 While the TMO is likely to create a healthier street for residents and visitors, it won't reduce the extra travel time or distance for private cars and taxis compared to before the ETO. This is because drivers will need to use different routes to avoid Chancery Lane during the weekday (Monday-Friday, 7am-7pm) restrictions.

6.19 **It's important to note that the TMO likely won't make conditions worse for drivers - it will simply maintain the changes brought in by the ETO.** It should also be acknowledged that the change in journey time is unlikely to be substantial as alternative routes to head north are available within 100 metres of Chancery Lane.

Protected characteristics impacted

- Age
- Disability
- Pregnancy and maternity

6.20 Longer journey times can be uncomfortable for some older, and/or disabled people, for example, those who live with impairments associated with movement or joint pain that might be exacerbated by longer journeys. They can also be problematic for disabled people who live with anxiety, or those who require quick access to toilets.

6.21 Longer journey times can be uncomfortable for some pregnant people due to the physical and mental symptoms of pregnancy. Given the percentage of people that drive through the CoL, however, this is likely to be a very small number of people making this journey.

6.22 **While the TMO is unlikely to make conditions worse for these people, it would 'lock in' any negative effects caused directly by the ETO.**

7 Summary

- 7.1 The introduction of the TMO would build upon the positive effects already seen with the ETO. These benefits include a reduction in the amount of traffic travelling through the area, which in turn improves road safety and air quality. This is likely to be especially advantageous for certain groups - such as disabled people, pregnant women, and older and younger residents – who can be more acutely impacted by these issues.
- 7.2 In weighing the pros and cons, the positive impacts introduced by the TMO are considered to outweigh any potential drawbacks. While it's recognised that the TMO 'locks in' the extend journey times for those travelling by private car or private hire vehicle (PHV) compared to before the ETO, it's important to take into consideration that private vehicle usage within the CoL is generally low, and that travel times by car are unlikely to have been significantly affected due to the availability of alternative routes in the immediate vicinity of Chancery Lane.

Appendix A – Traffic Count Analysis

Background

- 7.3 Manual Classified Counts (MCC) were undertaken for three 24-hour periods in November 2023 (Wednesday 22nd, Thursday 23rd, Saturday 25th and November). The counts do not include pedestrian counts.
- 7.4 The arms of Chancery Lane that were studied were:
- Northbound: Cursitor Street to Southampton Buildings
 - Southbound: Southampton Buildings to Cursitor Street

Analysis

Northbound

Traffic composition

- 7.5 Taxis were the highest proportion of northbound road users on weekdays. In comparison, cars were the highest proportion of northbound road users on the Saturday.
- A higher proportion of taxis were recorded on Wednesday (41.4 per cent) and Thursday (39.2 per cent) in comparison to the proportion recorded on Saturday (24.6 per cent).
 - Higher car usage recorded on Saturday (61.5 per cent, in comparison with 22.5 per cent and 25.6 per cent on Wednesday and Thursday respectively)
- 7.6 The count also recorded higher northbound cycle usage on Wednesday and Thursday (approximately 20 and 21 per cent respectively), in comparison to approximately 5 per cent on the Saturday. The scale of this change is likely due to more commuters cycling to work during weekdays, in comparison to the weekend.

Time of day

- 7.7 The count showed that, on Wednesday and Thursday, the total number of vehicles peaked around 19:00. The Saturday recorded a first peak of vehicles at 14:00, with a secondary peak at approximately 19:30 (see **Figure 7.1**).
- 7.8 Car usage peaks around 7 – 7.30pm across all days, indicating that 7am – 7pm restriction is working to reduce through traffic during the day (see **Figure 7.2**). In contrast, taxi usage remained more consistent across the day (see **Figure 7.3**). These results suggest that, under the current ETO, people are still using taxis to travel via Chancery Lane. Retaining this restriction would have positive benefits for people who disproportionately rely on taxis for essential mobility.

Figure 7.1: Total vehicles recorded throughout the day (northbound arm)

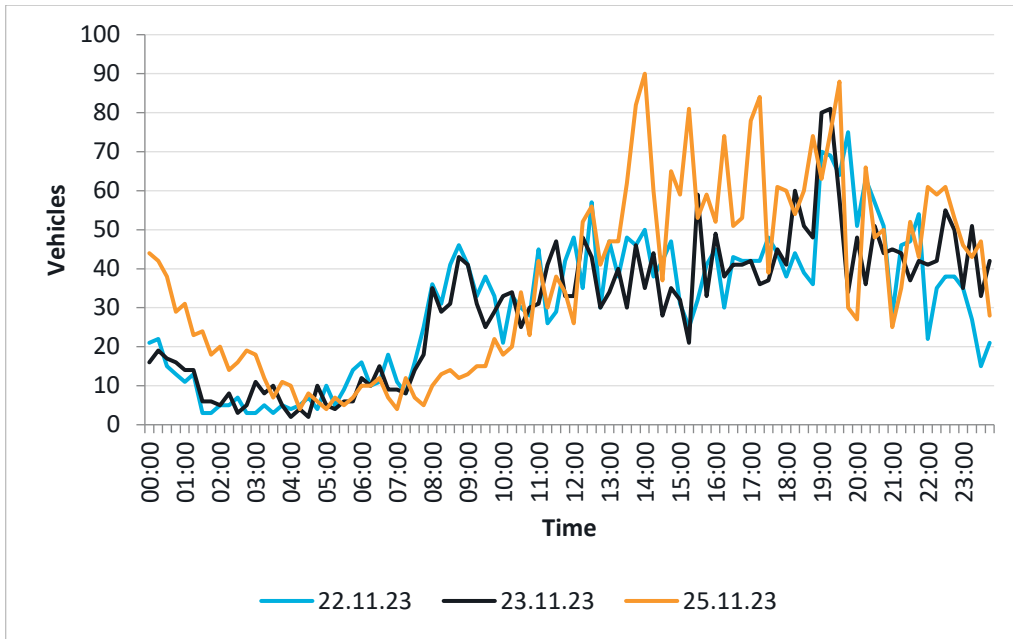


Figure 7.2: Cars recorded throughout the day (northbound arm)

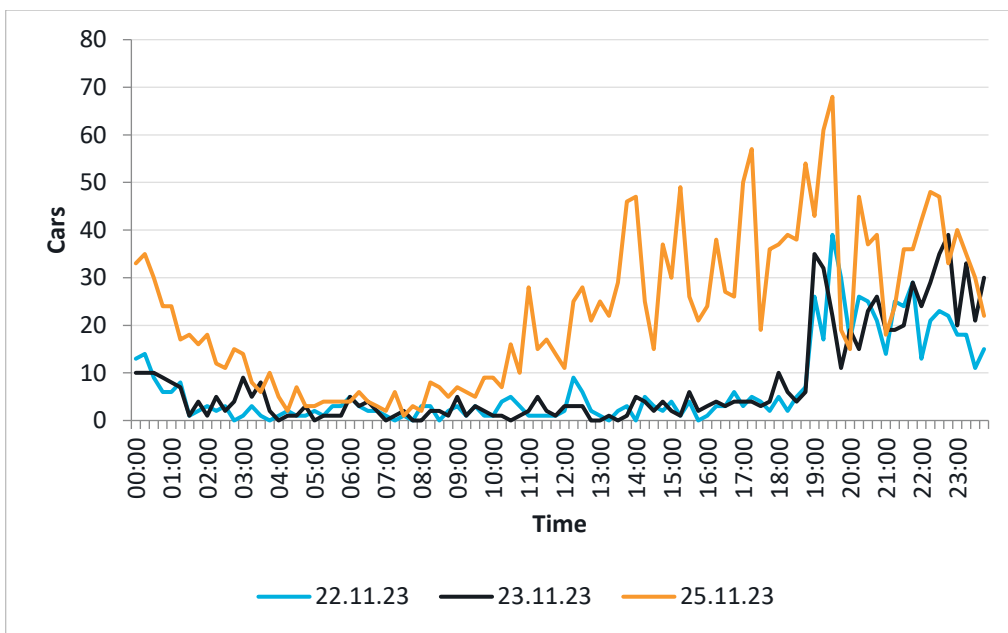
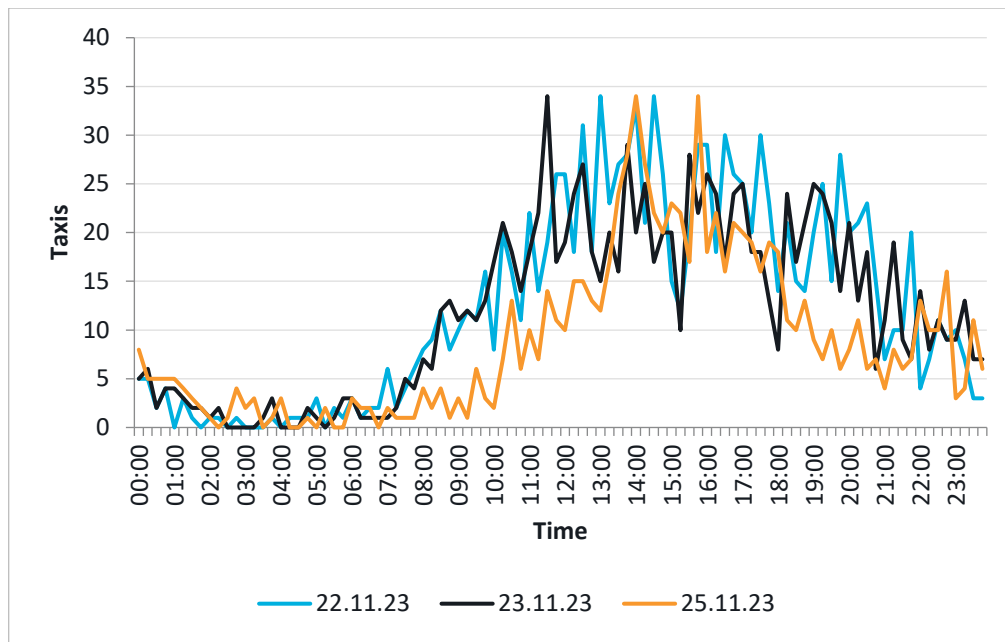


Figure 7.3: Taxis recorded throughout the day (northbound arm)

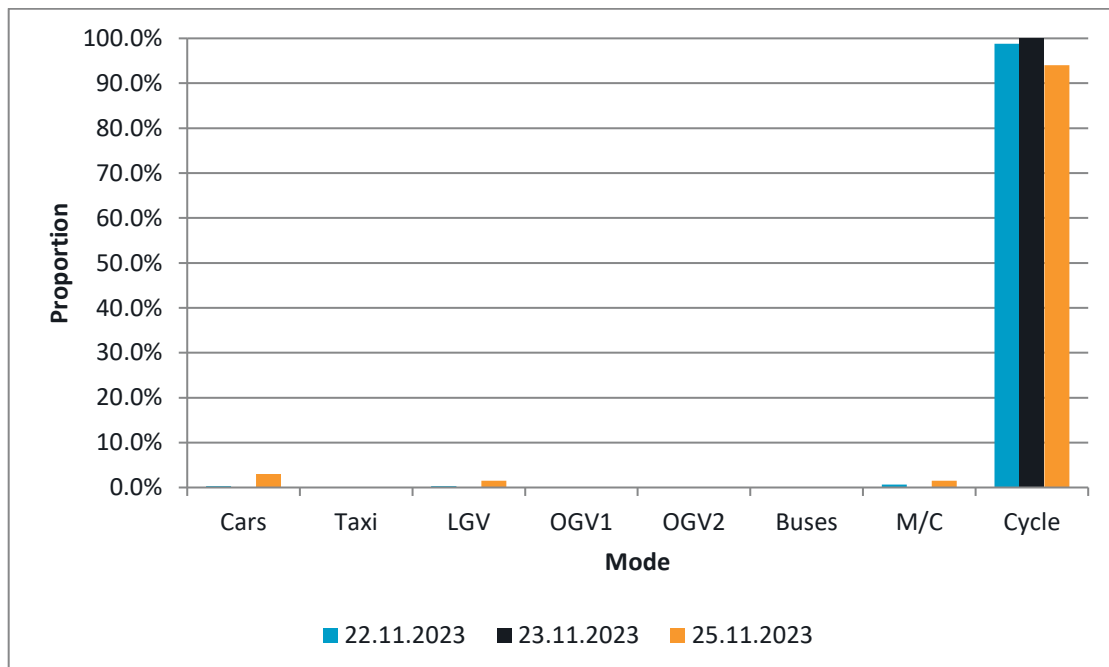


Southbound

Traffic composition

7.9 Cyclists formed the highest proportion of southbound road users. 94 per cent was the lowest proportion recorded (Saturday).

Figure 7.4: Road users (southbound)



7.10 There was a higher car usage recorded on Saturday (3 per cent versus 0.3, and 0 per cent on Wednesday and Thursday respectively). To note, Saturday recorded only 67 vehicles, with 4 vehicles recorded that were not cycles. These included:

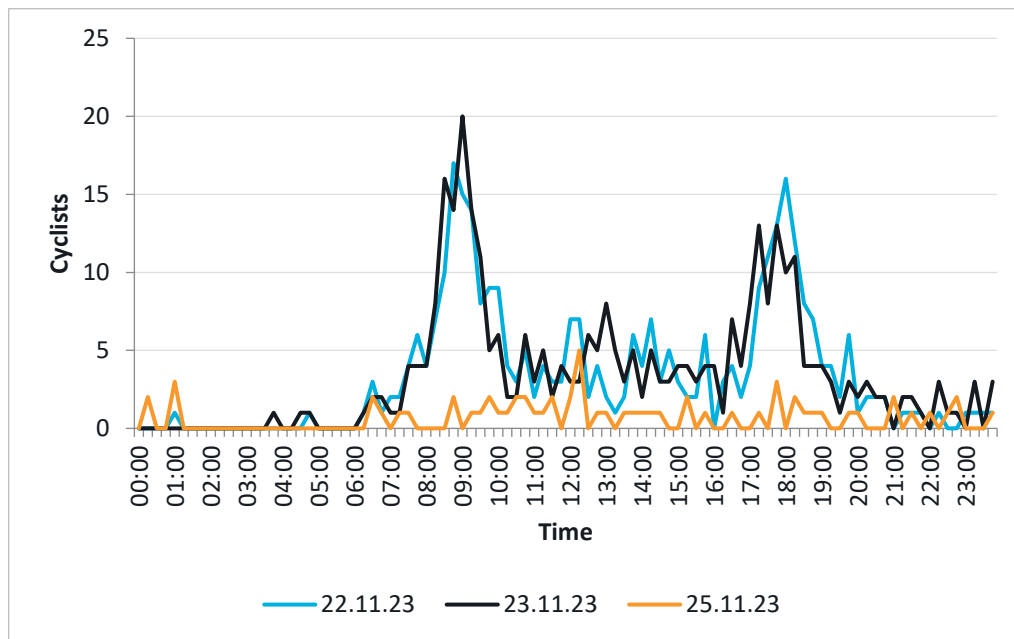
- One LGV
- Two cars
- One motorcycle.

7.11 This small proportion of motor vehicles suggests a small amount of road user error/non-compliance from not following the existing one-way system.

Time of day

7.12 On the weekdays, the number of cyclists peaked between 08:00 – 09:00, with a secondary peak at 18:00. The pattern and volume of cyclists across the Wednesday and Thursday is relatively similar, which likely due to regular commuters travelling via this route and mode. A comparatively low level of cyclists was recorded on the Saturday count, with numbers of cyclists peaking around 12:00.

Figure 7.5: Cyclists recorded, by time of day (southbound arm)



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