Public Document Pack

Projects and Procurement Sub-Committee – Information (Starred) Pack

Date: **MONDAY, 19 MAY 2025**

Time: **1.45 pm**

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

Members:

Deputy Benjamin Murphy (Chairman)
Deputy Anne Corbett
Stephen Hodgson
Deputy Andrien Meyers
Philip Woodhouse

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

Accessing the virtual public meeting

Members of the public can observe all virtual public meetings of the City of London Corporation by following the below link:
https://www.youtube.com/@CityofLondonCorporation/streams

A recording of the public meeting will be available via the above link following the end of the public meeting for up to one civic year. Please note: Online meeting recordings do not constitute the formal minutes of the meeting; minutes are written and are available on the City of London Corporation's website. Recordings may be edited, at the discretion of the proper officer, to remove any inappropriate material.

Whilst we endeavour to livestream all of our public meetings, this is not always possible due to technical difficulties. In these instances, if possible, a recording will be uploaded following the end of the meeting.

Ian Thomas CBE
Town Clerk and Chief Executive

AGENDA

6. ***GW3: 65 GRESHAM STREET S278**

For Information
(Pages 93 - 148)

7. ***GW3&4: MOOR LANE ENVIRONMENTAL ENHANCEMENTS**

For Information
(Pages 149 - 162)

8. ***GW5: BANK JUNCTION IMPROVEMENTS**

For Information
(Pages 163 - 244)

9. ***GW6: 40 LEADENHALL STREET SECTION 278 HIGHWAY WORKS**

For Information
(Pages 245 - 268)

19. ***GW2: COLLINSON COURT NEW HOMES**

For Information
(Pages 269 - 284)

20. ***GW345: FREEMEN'S SCHOOL DINING HALL INTERNAL REFURBISHMENT**

For Information
(Pages 285 - 316)

Committees: Streets and Walkways Sub *[for decision]* Projects and Procurement Sub *[for information]*	**Dates:** 14 May 2025 19 May 2025
Subject: 65 Gresham Street S278 **Unique Project Identifier:** *12421*	**Gateway 3: Options Appraisal (Regular)**
Report of: Executive Director Environment **Report Author:** Andrea Moravicova	**For Information**
PUBLIC	

1. Status update	**Project Description:** Works to improve the public highway associated with the development at 65 Gresham Street, including the potential pedestrianisation of Aldermanbury to create a new public space, and alternative options to increase pedestrian priority. **RAG Status:** Green (Green at last report to Committee) **Risk Status:** Low (Low at last report to committee) **Total Estimated Cost of Project (excluding risk):** up to £4,169,878 **Change in Total Estimated Cost of Project (excluding risk):** N/A **Spend to Date:** £78,731 **Costed Risk Provision Utilised:** N/A **Slippage:** None
2. Next steps and requested decisions	**Next Gateway:** *Gateway 4: Detailed Option Appraisal* **Next Steps:** • Continue developing the recommended design option(s) through further stakeholder engagement. • Complete any additional surveys and assessments as required. • Conclude the Section 278 agreement negotiations with the developer. **Requested Decisions:** 1. Approve additional budget of £135,000 to reach the next Gateway as set out in Section 3 of this report; 2. Authorise officers to invoice the developer a sum of £135,000 as a reasonable cost necessary to progress to the next gateway (Detailed Options Appraisal), in advance of the full S278 payment to avoid delays to the programme. Any underspend from this additional sum will be carried forward and put towards the full S278 works implementation payment, as agreed with the developer;

	3. Authorise officers, subject to receipt of the requested funds, to progress with detailed designs of the recommended options outlined below and fully funded by Section 278 agreement with the developer of 65 Gresham Street and undertake public consultation. 4. Note the revised project budget of £235,000 (excluding risk); 5. Note the total estimated cost of the project up to **£4,169,878 for Option 1** (excluding risk);
3. Resource requirements to reach next Gateway	3.1 Expenditure to date is £78,731. Activities completed include: • negotiations with the developer regarding these proposals and Section 278 agreement, • appointment of landscape architect and development of the design options, • liaison with officers in Legal, Transportation, Highways, Remembrancers and Guildhall Management teams on design proposals and their wider impact, and • commission and completion of a traffic study and Stage 1 road safety audit of all options, Healthy Streets and COLSAT assessments. 3.2 Table 1 below outlines the costs necessary to reach the next Gateway (Detailed Option Appraisal) and includes the spend to date and the sum of £135,000 requested in this report. 3.3 The requested funds will cover: • Approximately 35 hours per month for a period of ten months associated with report writing, completion of Section 278 agreement, stakeholders' liaison and engagement throughout the technical design ensuring their requirements are considered, and that the overall project is progressed to agreed milestones and budget; • A Highways project engineer, and manager oversight, to establish the technical constraints of the scheme and advise on potential technical and other matters to ensure progress of the design process. This equates to approximately 210 hours over the next ten months. 3.4 Table 2 indicates an overall cost estimate of the project, including maintenance, for an implementation of Option 1.

Table 1: Section 278 funds

Item	Received Funds to date (£)	Resources required to reach next Gateway (£)	Revised Budget to next Gateway (£)
Staff costs	50,000	70,000	120,000
Fees	50,000	65,000	115,000
GRAND TOTAL	**100,000**	**135,000**	**235,000**

Table 2: Estimated overall costs for Option 1

Item	Cost (£)	Funds/ Source of Funding
Staff costs	247,000	S.278
Fees	168,780	

Works	2,368,558	
Utilities	1,385,540	
Maintenance	TBC	
Total	4,169,878	

Costed Risk Provision requested for this Gateway: N/A

4. Overview of project options

4.1 The project aims to deliver a well-functioning street environment that improves the usability and safety of the area for people walking, wheeling and cycling. The scope of the project was outlined within the Section 106 Agreement for the 65 Gresham Street development.

4.2 Although unnecessary to make the development acceptable in planning terms, a strong aspiration of the developer is to create a new public space in Aldermanbury. This would require removing vehicle access and relocating vehicle parking and relocating or potentially removing some cycle and dockless parking and TfL cycle provisions from Aldermanbury between Gresham Street and Love Lane, and introducing new seating, planting (where possible) and other features to create a welcoming space.

4.3 When developing the design options contained in this report, officers liaised with the developer and various City departments and divisions and considered the existing street layout together with the changes brought by the new development. The officers are also engaging with local stakeholders, such as the St Lawrence Jewry church and the Lord Mayor's Show representatives, so the design considers and responds to their needs.

4.4 Four options have been outlined for Aldermanbury between Gresham Street and Love Lane. These are outlined below and shown in Appendix 3:

Option 1 (recommended to progress to next stage of design) – full pedestrianisation of Aldermanbury between Love Lane and access road to Guildhall Yard, and the creation of a new public space featuring additional green infrastructure, seating and public amenities.

Option 1 is the developers preferred option.

Option 2 (not recommended) - As Option 1, but with an informal cycle path incorporated, maintaining the existing two-way route for cyclists between Love Lane and Gresham Street. Any informal cycle route needs to consider the location of pedestrian entrances.

Option 3 (not recommended) - Implementation of pedestrian priority measures in Aldermanbury, such as a raised carriageway and timed traffic restrictions, which will improve the pedestrian environment but stop short of full pedestrianisation.

Option 4 (recommended to progress to next stage of design) - Retention of the existing street function with improved pavements and other more modest enhancements.

4.5 All four options include:

- changes to the pavements and on-street and cycle parking, dockless parking and TfL cycle hire provisions around the development site on Love Lane, Wood Street and Gresham

Street, taking into consideration the proposals for the development at 65 Gresham Street and any approved schemes on adjacent sites;

- Interpretation of historic elements, including the location of the Roman Wall;
- Retention of existing established trees on Aldermanbury;

4.6 Minor changes to the junctions around the development are also proposed as part of this project to further improve the walking and wheeling environment in the area. Implementation of Option 1 is likely to require adjustments to the junction of Wood Street and Gresham Street to support the increased number of vehicles accessing this street and people crossing the junction.

Traffic implications

4.7 Traffic surveys were undertaken in November 2024. The collected data were analysed to assess the impact that the proposed changes to Aldermanbury may have on people walking, wheeling, cycling and driving, and on the neighbouring occupiers and their operations. This assessment concluded that none of the options are forecast to adversely impact traffic flows on the wider network.

4.8 The study showed that the closure of Aldermanbury to motor vehicles at any time (Options 1 and 2) or during prescribed hours (Option 3), and additional flows on Wood Street northbound and Love Lane eastbound, would have negligible impact on capacity at the Gresham Street / Wood Street and Wood Street / Love Lane junctions. Impact on loading or servicing of neighbouring premises is also expected to be minimal.

4.9 The study also highlighted the demand for crossing points on Aldermanbury away from the current provisions at its junctions with Love Lane and Gresham Street. With approx. 40% of people crossing Aldermanbury away from the Gresham Street junction, the study concluded that Options 1 and 2 would provide the best levels of pedestrian amenity by removing motor (Option 2) or all (Option 1) vehicles from Aldermanbury.

4.10 The kerbside occupancy survey shows that the pay for parking bays and disabled parking provision are fully utilised for much of the day during weekdays, and therefore it is intended that the existing parking provision in Aldermanbury is relocated in full nearby.

Legal implications

4.11 In making determinations in respect of traffic orders or changes to the highway, regard must be had to the duty to secure the efficient use of the road network, avoiding congestion and disruption, and the duty to secure the expeditious convenient and safe movement of traffic, having regard to effect on amenities, as set out Section 122 of the Road Traffic Regulation Act.

Equalities implications

4.12 Options 1 and 4 have been assessed using the City of London Streets Accessibility Tool (CoLSAT), which enables street designers to identify how street features impact on the different needs of disabled people. The tool recognises that the needs of different groups of disabled people can be contradictory; that improving

accessibility for one group may decrease accessibility for another. CoLSAT identifies trade-offs that may be needed to ensure no one is excluded from using the City's streets and provides the basis for engagement and discussions to maximise the benefits for all.

4.13 The CoLSAT Summary table below shows the severe (0) and significant (1) issues identified through the CoLSAT assessments of the existing conditions, and the design proposals recommended to be taken forward.

- The desired Option 1 design would quarter the severe (0) and materially reduce the significant (1) accessibility issues present in Aldermanbury.
- Option 4 design has also potential to reduce severe (0) and significant (1) accessibility issues in Aldermanbury, although to a lesser degree than Option 1.

CoLSAT Summary Results Table: Aldermanbury proposals						
	Total 0 scores – severe accessibility issue			Total 1 scores - significant accessibility issues		
	Before	**Option 1**	**Option 4**	Before	**Option 1**	**Option 4**
Electric Wheelchair user	0	0	0	3	2	2
Manual Wheelchair user	0	0	0	3	1	1
Mobility Scooter user	0	0	0	3	1	1
Walking Aid user	0	0	0	2	0	0
Person with a walking impairment	0	0	0	4	2	4
Person who uses cycle as their primary mobility aid	1	0	0	4	1	1
Long cane user	2	1	2	2	0	1
Guide Dog user	1	0	0	3	2	4
Residual Sight user	0	0	0	1	0	0
Deaf or Hearing impairment	0	0	0	5	1	1
Acquired neurological impairment	0	0	0	4	1	1
Autism/Sensory-processing diversity	0	0	0	1	0	0
Developmental Impairment	0	0	0	4	1	4
Total	4	1	2	39	12	20

The next stage of design will look at addressing the remaining accessibility issues and look at ways to resolve or minimise these wherever possible.

Healthy Streets assessment

4.14 A Healthy Streets Design Check was undertaken on the current arrangements in Aldermanbury and Options 1 and 4 proposals for Aldermanbury (full assessment can be viewed in Appendix 4).

4.15 The results suggest improvement to the area of Aldermanbury after the implementation of the scheme, although two "zero" scores from the current layout in Aldermanbury remain in all proposed designs. These scores relate to the cycle parking provision, which is unlikely to increase within the project area and space for cycling.. The space for cycling in Aldermanbury will be either removed or will remain unchanged. The tables below provide a summary of the potential results should Option 1 or Option 4 be implemented.

The Options 2 and 3 are likely to score lower than Option 1, but could score higher than Option 4, as the restrictions proposed in Options 2 and 3 are expected to reduce convenience of driving short distances, increase green infrastructure and improve junction crossings.

Healthy Street score comparing the existing situation (faded colour) and Option 1 (bold colour)

	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	52	82
Everyone feels welcome	50	83
Easy to cross	50	92
Shade and shelter	67	67
Places to stop and rest	33	50
Not too noisy	47	93
People choose to walk and cycle	50	83
People feel safe	49	87
Things to see and do	78	89
People feel relaxed	50	83
Clean air	50	92

Healthy Street score comparing the existing situation (faded colour) and Option 4 (bold colour)

	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	52	67
Everyone feels welcome	50	72
Easy to cross	50	71
Shade and shelter	67	67
Places to stop and rest	33	50
Not too noisy	47	60
People choose to walk and cycle	50	72
People feel safe	49	72
Things to see and do	78	89
People feel relaxed	50	72
Clean air	50	50

	Outline Programme Key dates: • Gateway 4 report – January / February 2026 • Finalise S278 Agreement – February 2026 • Detailed design – March – August 2026 • Gateway 5 report – July 2026 • Draft Construction package – July – September 2026 • Issue Construction package – September 2026 • Pre-construction planning – October – December 2026 • Project construction – Q1-Q3 2027* **Project construction will be aligned to the developer's programme*
5. Recommendation	Option 1 supports Vibrant Thriving Destination outcome of the Corporate Plan by Providing more space for walking and wheeling and making the City's streets more accessible. The cost of Option 1 will determine the developer's appetite for proceeding with the voluntary contribution to deliver it. Should the developer decide to forgo Option 1, Option 4 as the standard S278 scheme will be progressed. It is, therefore, recommended that designs are progressed for Options 1 and 4 outlined in this report while negotiations with the developer and further analysis, surveys and stakeholder engagement is undertaken.
6. Risk	*6.1 Developer is not satisfied with the upper cost estimate of the project.* Risk response: accept All options are developed in accordance with the scope defined in Section 106 agreement, and with the developers' ambition communicated at planning stage. All proposed options facilitate the changes necessitated by the re-development at 65 Gresham Street. *6.2 Lack of internal stakeholders buy-in to the project may impact on delivering the full ambition of the developer.* Risk response: accept Early liaison with relevant internal stakeholders to gather their requirements and potential impact of proposed options on their operations has been undertaken. All proposed options reflect the feedback received to date and designs of recommended options will be progressed in further liaison with the relevant City teams and departments. *6.3 Increase in the overall project costs.* Risk response: reduce Any unforeseen circumstances are likely to increase the cost of the project. Although these costs will be covered by the developer under Section 278 agreement, officers are undertaking all reasonable steps, including ground investigations and other necessary surveys and assessment to ensure the cost estimates are as accurate as possible. Further information available in the Risk Register (Appendix 5) and Options Appraisal Matrix below.

7. Procurement approach	7.1 A landscape consultant has been appointed to develop the proposals presented in this report. It is expected the consultant will progress the chosen design options to RIBA Stage 3 equivalent. 7.2 The detailed design is expected to be developed in-house by the Highways team in consultation with the landscape consultant. Specialist consultants may be required to detail any bespoke elements of the scheme. 7.3 All construction is expected to be implemented by the City's term contractor and nominated sub-contractor(s) or statutory undertaker as necessary, under the supervision of the Environment Department, and in line with the developer's programme, considering other major works or events planned within the area.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Finance Table
Appendix 3	Plans of design options
Appendix 4	ColSATs, Healthy Street Design checks & Equality Analysis
Appendix 5	Risk Register (for recommended option)

Contact

Report Author	Andrea Moravicova
Email Address	Andrea.moravicova@cityoflondon.gov.uk

Options Appraisal Matrix

Option Summary	***Option 1***	***Option 2***	***Option 3***	***Option 4***
1. Brief description of option	A full pedestrianisation of Aldermanbury between Love Lane and access road to Guildhall Yard, and the creation of a new public space featuring additional green infrastructure, seating and public amenities.	As Option 1, but with an informal cycle path incorporated, maintaining the existing two-way route for cyclists between Love Lane and Gresham Street. Any informal cycle route needs to consider the location of pedestrian entrances.	Implementation of pedestrian priority measures in Aldermanbury, such as a raised carriageway and timed traffic restrictions, which will improve the pedestrian environment but stop short of full pedestrianisation.	Retention of the existing street function with improved footways and other more modest enhancements.
2. Scope and exclusions	All options proposed are consistent with the scope outlined in the Section 106 agreement, and include: • Integration of the new development at 65 Gresham Street with public realm on Aldermanbury. • Adjustments to junctions, including installation of raised tabletop, around the development to improve walking and wheeling. • Relocation of the parking provision in Aldermanbury between Gresham Street and Love Lane to neighbouring streets. • Introduction of additional greening on Aldermanbury, where appropriate • Introduction of additional seating.			
	• Closing the street to all vehicles, including cycles, north of access road to Guildhall Yard and south of Love Lane. • Creating civic space at the north end of the closure area	• Closing the street to motorised vehicle north of access road to Guildhall Yard and south of Love Lane. • Creating a civic space at the north end of the closure are	• Closing the street to all vehicle, including cycles north of access road to Guildhall Yard and south of Love Lane, during set times.	• Retaining the street open to through vehicular traffic.
Project Planning				

Option Summary	*Option 1*	*Option 2*	*Option 3*	*Option 4*
3. Programme and key dates	Overall project: The implementation phase is aligned with the developer's programme and is currently expected to commence in Q1 2027. Key dates: • Gateway 4 report – January / February 2026 • Finalise S278 Agreement – February 2026 • Detailed design – March – August 2026 • Gateway 5 report – July 2026 • Draft Construction package – July – September 2026 • Issue Construction package – September 2026 • Pre-construction planning – October – December 2026 • Project construction – Q1-Q3 2027* **Project construction will be aligned to the developer's programme*			
4. Risk implications	Overall project option risk*:* Low 1. Developer is not satisfied with the upper cost estimate of the project. 2. Stakeholders objecting to proposals. 3. Delays to signing Section 278 agreement 4. Programme delays Further information available within the risk register (Appendix 5).			
5. Stakeholders and consultees	• City departments and divisions, including Planning & Development, Remembrancer, Chamberlain, Comptroller & City Solicitor, Highways & Special Events team. • Ward Members • Local residents • Local occupiers • Developer team • Lord Mayor's Show organisers			

Option Summary	***Option 1***	***Option 2***	***Option 3***	***Option 4***
	• St Lawrence Jury			
6. Benefits of option	To a varying degree, all proposed options are envisaged to: • Address healthy streets requirements and support active travel by improving the walking and wheeling environment in Aldermanbury. • Improve the public realm for people walking and wheeling by introducing pavement level crossings at four junctions around the development. • Create more welcoming and inclusive space for people to enjoy by maximising the opportunities to enliven the streetscape. • Increase greenery where possible, introducing more variety and colour to the planting palette to add interest. This is envisaged to contribute to developing more resilient blue and green corridors through the City of London. • Provide an appropriate setting for the Grade 1 listed Guildhall and the new development at 65 Gresham Street, acknowledging the existing and proposed urban form through interpretation of distinct architectural / heritage features in the vicinity. • Futureproof the public realm in the vicinity of the Guildhall, potentially improving commercial viability of the corporate asset.			
	• Option 1 is deemed to have the most positive impact on people walking and wheeling in a space without vehicular traffic. • It also has the highest potential to improving greening and biodiversity in the area.	• Option 2 is likely to benefit people walking, wheeling and cycling away from motor vehicles. • It has a potential to moderately improve greening and biodiversity.	• Option 3 is likely to improve experience of people walking and wheeling when road is closed to vehicular traffic.	• Option 4 retains the existing through movement along the street.
7. Disbenefits of option	• Prohibiting access to all vehicles, diverting traffic to neighbouring streets.	• Prohibiting access to motorised vehicles,	• Prohibiting access to vehicular traffic at certain times will divert	• Option 4 is likely to bring the least opportunities

Option Summary	***Option 1***	***Option 2***	***Option 3***	***Option 4***
	• Small potential increase in travel times.	diverting traffic to neighbouring streets. • Small potential increase in travel times. • Potential conflict between people walking and wheeling and people cycling.	traffic to neighbouring streets. • Small potential increase to travel times during the timed closure of Aldermanbury. • Implementing Option 3 is likely to result in only moderate improvements to greening. • Potential conflict between people walking and wheeling and people cycling during the timed closure. • Potential conflict between cycles and other vehicular traffic outside the closure times. • Confusion about the closure times.	for improving greening and biodiversity. • Potential conflict between vehicles and vulnerable road users.
Resource Implications				
8. Total estimated cost	Likely cost range of project implementation (excluding risk): £3,884,193 (Option 4) - £4,169,878 (Option 1) • The cost range includes provisions for drainage, street furniture as well as utilities diversions. • Each option will attract commuted sums which will be calculated at the next stage of design, and will be presented to committees in the next reporting cycle.			

Option Summary	*Option 1*	*Option 2*	*Option 3*	*Option 4*
9. Funding strategy	This project is fully funded through the Section 278 agreement with the developer of 65 Gresham Street. The commuted sums is set to be met by the developer of 65 Gresham Street.			
10. Investment appraisal	None required – scheme is fully funded by the developer through Section 278 agreement.			
11. Estimated capital value/return	N/A			
12. Ongoing revenue implications	Each option will attract commuted sum that accounts for the anticipated replacement of the materials, including street furniture and planting, for 20 years. The commuted sum is set to be met by the developer under Section 278 agreement.			
13. Affordability	Under S106 agreement the developer of 65 Gresham Street has obligation to fund this project in full, provided the costs are reasonable and have the right to commit to a smaller-scale improvements if deemed more cost effective.			
14. Legal implications	A Section 278 agreement will be entered into with the developer to secure payment for the works and comply with an obligation of the Section 106 agreement. Section 122 of the Road Traffic Regulation Act 1984 requires the traffic authority, in exercising its traffic authority functions, to secure the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway having regard for: 1. the desirability of securing and maintaining reasonable access to premises. 2. the effect of amenities of any locality and the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas 3. national air quality strategy. 4. public service vehicles.			

Option Summary	*Option 1*	*Option 2*	*Option 3*	*Option 4*
	5. any other relevant matters. Under Section 149 of the Equality Act 2010 the public sector equality duty requires public authorities to have due regard to the need to: • Eliminate unlawful discrimination, harassment and victimisation • Advance equality of opportunity and • Foster good relations between those who share a protected characteristic (i.e., race, sex, disability, age, sexual orientation, religion or belief, pregnancy or maternity, marriage or civil partnership and gender reassignment) and those who do not. As part of the duty to have "due regard" where there is disproportionate impact on a group who share a protected characteristic, the City Corporation should consider what steps might be taken to mitigate the impact, on the basis that it is a proportionate means which has been adopted towards achieving a legitimate aim. To this end, Officers will instruct an independent third party to undertake an Equalities Impact Assessment on the finalised scheme design and make any identified improvements, assuming they are reasonable and possible.			
15. Corporate property implications	The proposed public realm improvements are envisaged to improve the setting of Grade I listed Guildhall complex and are likely to contribute to bettering commercial viability of corporate assets.			
16. Traffic implications	A study was commissioned to determine the impact of proposed changes on the traffic movement in the area. The results suggest that the impact of the proposed changes on traffic flows on the wider network will be minimal. Parking provision will be relocated in full to neighbouring streets.			
	• Vehicular traffic, including cycles, will be prohibited from entering the closure area. It will be diverted to neighbouring streets, potentially resulting in	• Motorised traffic, including cycles, will be prohibited from entering the closure area. It will be diverted to neighbouring streets, potentially resulting in	• Vehicular traffic, including cycles will be prohibited from entering the area whilst timed closure is in place.	• Through traffic will continue to use the street as per current arrangements. Parking provisions will be relocated to the neighbouring streets.

Option Summary	*Option 1*	*Option 2*	*Option 3*	*Option 4*
	slight increase in travel times.	slight increase in travel times.		
17. Sustainability and energy implications	Use of high-quality standard palette materials specified within the City public realm technical manual will contribute to the longevity of the surfaces post construction and better maintenance. The project will endeavour to re-use suitable materials wherever possible.			
18. Equality Impact Assessment	• The proposals aim to improve accessibility for people walking and wheeling. • The relocation of parking provision from Aldermanbury to neighbouring streets will facilitate improvements to pavement widths in all options, however, may negatively impact people with some protected characteristics, who may be more reliant on motor vehicle as a mobility aid. Full Impact assessment will be completed as part of Gateway 5 report.			
	• The proposed closure of Aldermanbury may increase the travel times and costs, and therefore negatively impact some people with these protected characteristics, who may be more reliant on a motor vehicle as a mobility aid.	• The proposed closure of Aldermanbury may increase the travel times and costs, and therefore negatively impact some people with these protected characteristics, who may be more reliant on a motor vehicle as a mobility aid.	During the street being closed to vehicular traffic, the proposed closure of Aldermanbury may increase the travel times and costs, and therefore negatively impact some people with these protected characteristics, who may be more reliant on a motor vehicle as a mobility aid.	• Through access will remain unchanged.
19. Data Protection Impact Assessment	N/A			

Option Summary	***Option 1***	***Option 2***	***Option 3***	***Option 4***
20. Recommendation	Recommended to be progressed to next stage of design.	*Not recommended*	*Not recommended*	Recommended to be progressed to next stage of design.

Project Coversheet

[1] Ownership & Status

UPI: 12421

Core Project Name: 65 Gresham Street S278

Programme Affiliation (if applicable): N/A

Project Manager: Andrea Moravicova

Definition of need: Under the Section 106 Agreement the developer is obligated to fund the required works on the public highway to mitigate the impacts of the new development. This also represents an opportunity to explore options for delivering a new public space and / or a pedestrian priority street in Aldermanbury.

Key measures of success:

1) Enhanced public realm on Aldermanbury, between Gresham Street and Love Lane.
2) Integrate the new development, including its ground floor uses, with the surrounding public highway.
3) Improve walking and cycling conditions to streets in the vicinity of the development.

Expected timeframe for the project delivery: construction to start in Q1 2027 and complete in approximately 12 months.

Key Milestones:

- Gateway 4 report – January / February 2026
- Finalise S278 Agreement – February 2026
- Detailed design – March – August 2026
- Gateway 5 report – July 2026
- Draft Construction package – July – September 2026
- Issue Construction package – September 2026
- Pre-construction planning – October – December 2026
- Project construction – Q1-Q3 2027

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

Has this project generated public or media impact and response which the City of London has needed to manage or is managing? The overall project duration is unknown but will align with the programme of the development.

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:

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

- Total Estimated Cost (excluding risk): £600,000 - £3,600,000
- Costed Risk Against the Project: Not requested at this stage
- Estimated Programme Dates: The overall project duration is unknown but will align with the programme of the development.

Scope/Design:

Deliver improvements to areas of public highway related to the refurbishment of 65 Gresham Street, including Aldermanbury, Love Lane, Wood Street and Gresham Street as defined within S106 agreement.

'Project Proposal' G2 report (as approved by S&W Sub 19 March 2024):

- Total Estimated Cost (excluding risk): £600,000 - £3,600,000
- Resources to reach next Gateway (excluding risk): £100,000
- Spend to date: N/A
- Costed Risk Against the Project: Not requested at this stage
- Estimated Programme Dates: The overall project duration is unknown but will align with the programme of the development.

Scope/Design Change and Impact: None

Total anticipated on-going commitment post-delivery [£]: £600,000 - £1,000,000
Programme Affiliation [£]: N/A

Appendix 2

Table 1: Expenditure to date: 65 Gresham Street - 16800508			
Description	**Approved Budget (£)**	**Expenditure (£)**	**Balance (£)**
ENV Servs Staff Costs	20,000	4,980	15,020
P&T Staff Costs	30,000	23,846	6,154
P&T Fees	50,000	49,905	95
TOTAL	**100,000**	**78,731**	**21,269**

Table 2: Resources required to reach the next Gateway			
Description	**Approved Budget (£)**	**Resources Required (£)**	**Revised Budget (£)**
ENV Servs Staff Costs	20,000	25,000	45,000
P&T Staff Costs	30,000	45,000	75,000
P&T Fees	65,000	65,000	130,000
TOTAL	**115,000**	**135,000**	**250,000**

Table 3: Revised Funding Allocation			
Funding Source	**Current Funding Allocation (£)**	**Funding Adjustments (£)**	**Revised Funding Allocation (£)**
65 Gresham Street S278	100,000	135,000	235,000
TOTAL	**100,000**	**135,000**	**235,000**

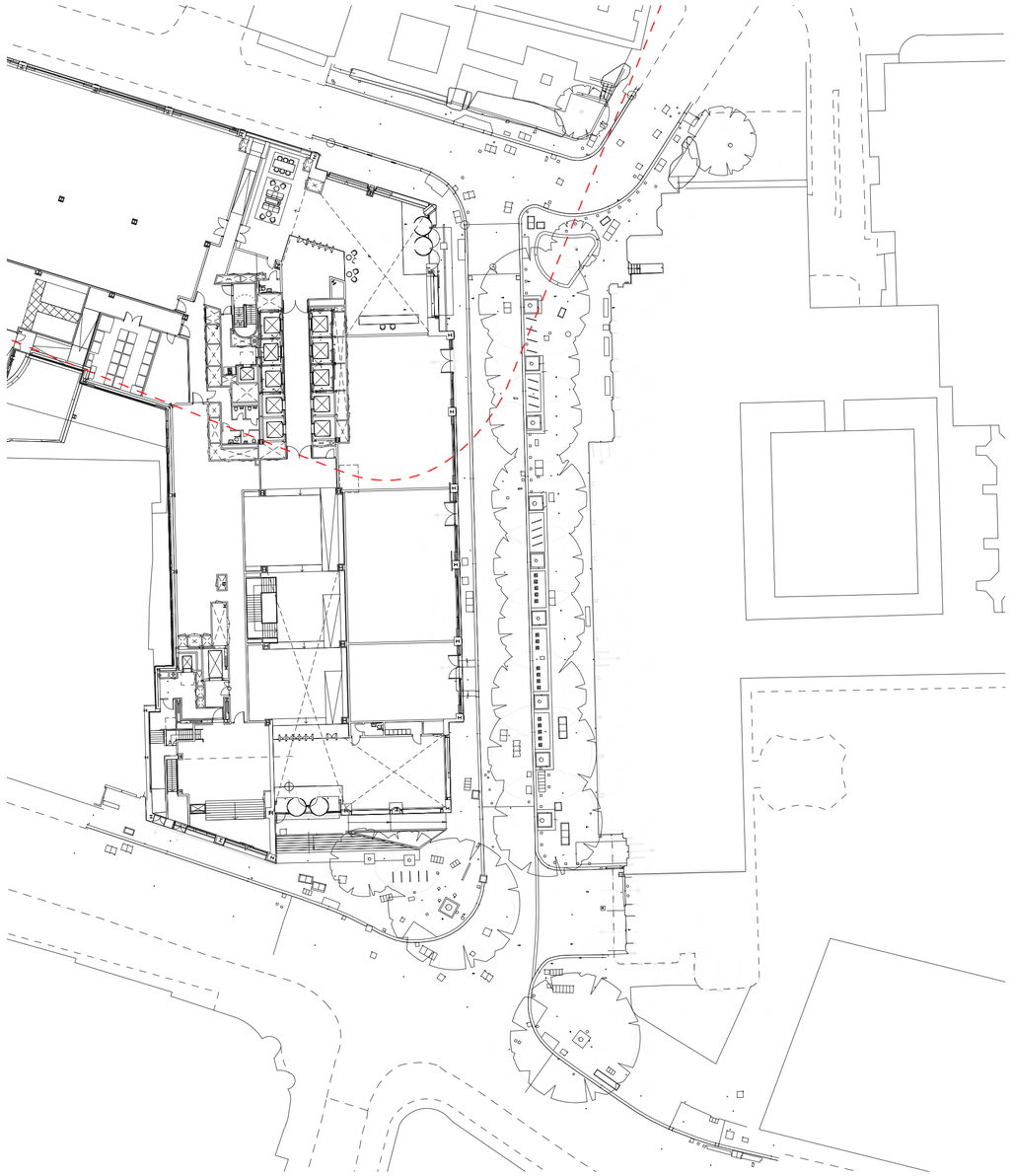
This page is intentionally left blank

Aldermanbury

65 Gresham Street S.278 project

Scott Whitby Studio

Overlay - Location of Roman Wall



Option 1 - recommended

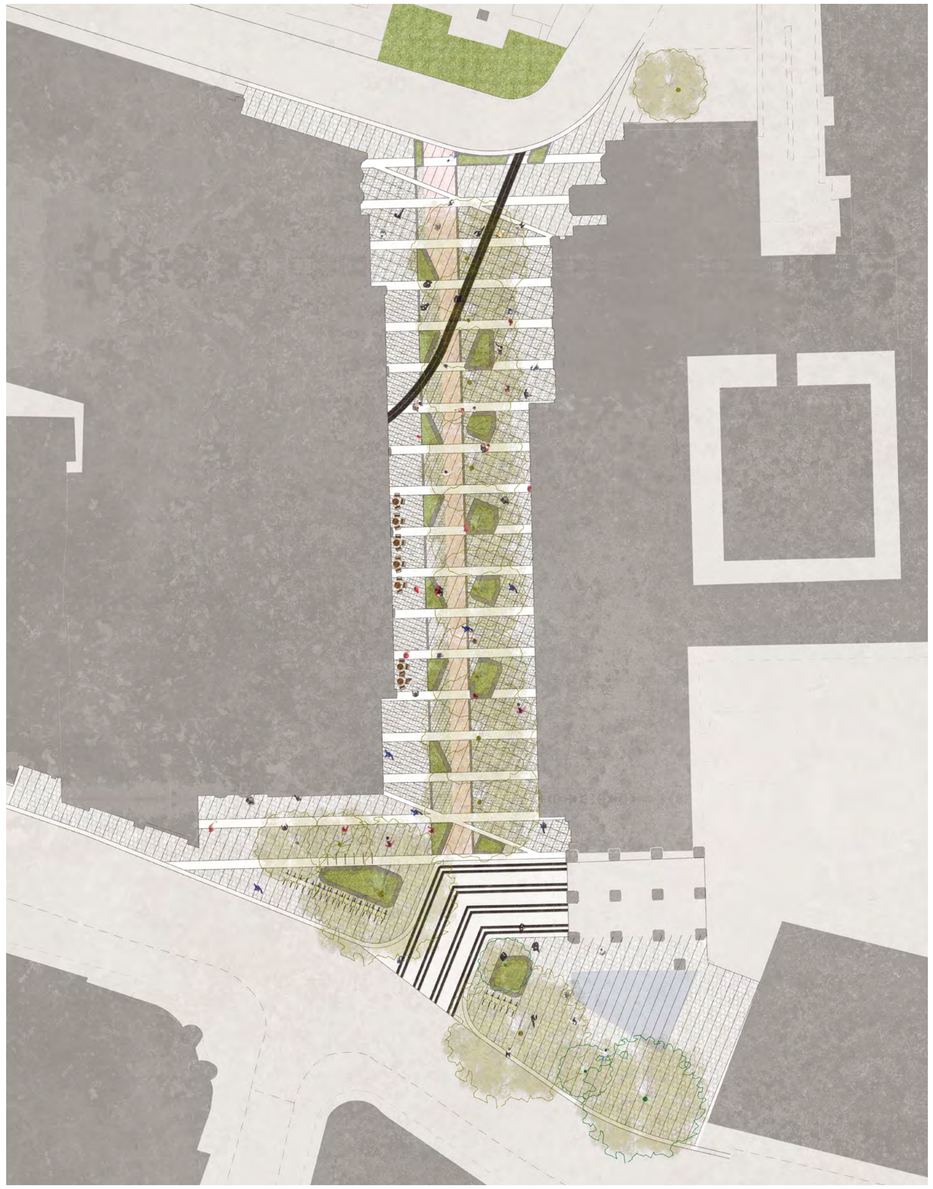
Full Pedestrianisation

Option 01 - Visual 1

Option - Visual 2

Option 2 - not recommended

(Full Pedestrianisation with Two-Way Cycle Path)



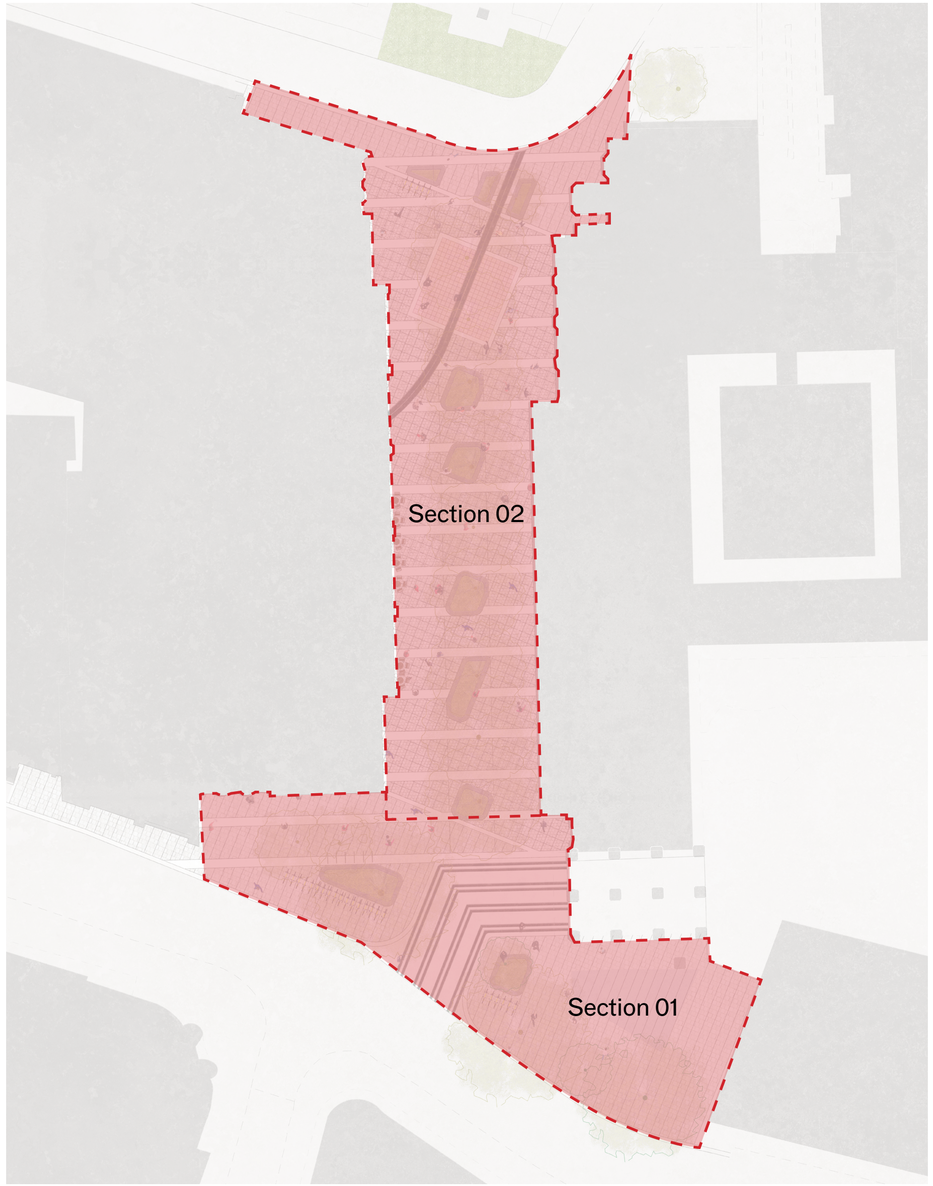
Option 3 - not recommended

(Pedestrian Priority Measures - raised carriageway & timed closure to vehicles)

Option 4 - recommended

(Retention of Existing Street Function - Improved Footways)

CoLSAT assessment



Aldermanb ry Sections

st n se t on assessment

City of London Street Accessibility Tool v2.2

Needs Segments:

Crossing Point														Comments
Crossing Type	Uncontrolled crossing > 8m road width	3	2	2	1	2	2	0	2	2	3	1	2	1	
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	3	4	
Edge Marking	800 mm deep tactile paving edge marking (partial width)	3	3	3	3	3	3	1	2	3	3	3	3	4	
Tactie Paving Back Edge	Back edge offset from kerb edge	3	3	3	3	3	3	2	2	3	3	3	3	3	
Tactie Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	3	3	2	3	3	3	
Tactile Paving Tonal Contrast	Tactile without significant contrast with surounding paving	3	3	3	3	3	3	3	2	2	2	3	3	3	
Tactile Paving Stem Length	No tactile stem	3	4	3	3	4	3	1	2	3	3	3	3	3	
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	3	4	4	3	3	
Island Type	No island	2	3	2	2	2	2	2	2	3	2	2	2	3	
Island Depth	Island depth > 1.2 m	3	4	3	3	3	3	3	4	3	4	4	4	3	
Kerb Drop Slope	Kerb drop < 1/12, 4.7deg, 8% incline	3	3		3	3	3	3	3	3	3	2	3	4	
Kerb Drop Tactile	Kerb drop with tactile paving	3	2	3	4	1	3	3	3	3	3	3	4	3	
Signal (red/green man)	Far side signal	3	4	4	4	3	4	4	4	4	4	4	4	3	
Audible (beeping)	No Audible	3	3	3	2	3	3	2	3	2	3	2	3	1	
Count Down	No count down	2	3	3	3	3	3	3	3	3	2	3	3	2	
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3	3	3	2	3	3	3	3	3	3	
Surface Material															
Surface Type	York Stone with gaps/bumps	2	2	2	2	1	1	2	2	2	1	2	3	3	
Pattern	Pattern in paving	3	3	3	3	3	3	3	2	2	3	3	3	3	
Contrast with Road	Lower tonal contrast between paving and road	3	3	3	3	3	3	3	2	3	2	3	3	3	
Lines	No lines at road edge	3	3	3	3	3	3	3	2	2	2	2	2	2	
Kerb															
Kerb Type (crossing over)	Crossing upstand 0 mm to 3 mm + 800 tactile paving	4	3	3	4	2	4	3	4	3	3	4	3	3	
Kerb Type (moving alongside)	Deliniating upstand 0 mm to 3 mm (undelineated)	3	4	2	2	2	3	0	1	3	3	2	2	1	
Footway Width															
Width	Footway width 1.5 m to 2 m	3	3	3	2	2	2	4	3	3	2	2	2	3	east footway is much wider.
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	3	4	3	3	4	3	3	3	
Street Furniture															
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	3	2	3	4	4	3	3	benches and a large planter
Cafe Tables	No cafe tables	4	4	3	3	3	3	4	3	3	3	4	3	4	
Temporary Items	No temporary obstructions	4	4	4	4	4	4	4	4	4	4	4	4	4	
Street Furniture Height	Street furniture < 0.9 m height	3	3	3	3	3	3	3	2	3	3	3	3	3	
Contrast	Low tonal contrast with paving	3	3	3	3	2	3	3	2	2	3	3	2	2	stainless steel cycle racks seem to have low tonal contrast with the footway.
Bench Spacing	Bench between 150 m and 400 m away	3	3	3	2	2	3	3	3	3	3	3	3	3	
Bench Design	Benches with arms + Backrests	3	3	3	4	4	3	3	3	4	4	4	3	3	
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	3	3	3	3	3	4	3	3	3	
Bench Sensory Experience	No sensory experience	3	3	3	3	3	3	3	3	3	3	3	3	3	
Slopes															
Gradient (in direction of travel)	Gradient 1/12 to 1/20	3	2	2	2	2	2	3	3	3	3	2	3	3	
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	3	4	3	4	
Vehicle Access															
Vehicle Crossover	Crossover level	3	2	2	2	4	2	2	1	2	4	3	3	2	
Blue Badge Parking	Blue badge parking Within 100 m	4	3	3	3	3	4	3	3	3	3	3	3	3	
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	4	4	4	3	4	4	4	4	4	4	4	
Taxi Drop Off Kerb	Taxi drop off kerb < 100 mm	1	2	3	3	3	3	3	3	3	3	2	3	2	
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	3	
Bus Stop Location	250 m to 500 m away	3	1	1	2	1	3	2	3	3	1	1	3	3	bus stop on Cheapside o/s 1 New Change
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	3	4	3	3	bus stop on Cheapside o/s 1 New Change
Bus Stop Type	Shelter + perch seat	3	3	2	3	2	3	3	4	3	4	3	3	3	
Toilets															
Accessible Toilets	Within 100 m	4	4	3	4	4	4	3	3	4	4	4	3	3	
Changing Places Toilets	More than 500 m away	3	3	3	3	3	1	3	3	3	3	3	3	1	Barbican Centre

The City of London Street Accessibility Tool (CoLSAT) was developed by Ross Atkin Associates and Urban Movement for the City of London Corporation with the generous assistance of 41 disabled individuals who participated in research interviews.

t ons se t on assessment

City of London Street Accessibility Tool v2.2

Needs Segments:

Crossing Point															Comments
Crossing Type	Uncontrolled crossing 6 m to 8 m road width	3	3	2	3	3	3	2	2	2	3	2	3	2	This section has an uncontrolled crossing however the carriageway leads to the building's entrance and is not used frequently
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	3	4	
Edge Marking	800 mm deep tactile paving edge marking (full width of flush area)	3	3	3	3	1	2	3	3	4	3	3	4	3	Tactile paving will be introduced
Tactile Paving Back Edge	Back edge offset from kerb edge	3	3	3	3	3	3	2	2	3	3	3	3	3	York Stone blister tactile paving will be used as suggested by City of London Public Realm ToolKit
Tactile Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	3	3	2	3	3	3	
Tactile Paving Tonal Contrast	Tactile has significant contrast with surrounding paving	3	3	4	3	4	4	3	4	4	3	3	3	3	
Tactile Paving Stem Length	No tactile stem	3	4	3	3	4	3	1	2	3	3	3	3	3	
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	3	4	4	3	3	
Island Type	No island	2	3	2	2	2	2	2	2	3	2	2	2	3	
Island Depth	Island depth > 1.2 m	3	4	3	3	3	3	3	4	3	4	4	4	3	
Kerb Drop Slope	Kerb drop < 1/12, 4.7deg, 8% incline	3	3		3	3	3	3	3	3	3	2	3	4	
Kerb Drop Tactile	Kerb drop with tactile paving	3	2	3	4	1	3	3	3	3	3	3	4	3	
Signal (red/green man)	Far side signal	3	4	4	4	3	4	4	4	4	4	4	4	3	
Audible (beeping)	No Audible	3	3	3	2	3	3	2	3	2	3	2	3	1	
Count Down	No count down	2	3	3	3	3	3	3	3	3	2	3	3	2	
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3	3	3	2	3	3	3	3	3	3	
Surface Material															
Surface Type	Smooth York Stone	3	3	3	3	4	2	4	4	3	3	4	3	3	Smooth surface and level York Stone throughout
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	3	4	3	York stone is used for the footways while Granite Setts are used for the carriageway , similar to the existing conditions of the section
Contrast with Road	Higher tonal contrast between paving and road	3	3	4	4	3	3	3	3	4	3	4	3	4	Higher tonal contrast between York Stone and Granite Setts
Lines	yellow/red/white lines at road edge	3	3	3	3	3	3	3	3	4	3	4	4	4	
Kerb															
Kerb Type (crossing over)	Crossing Upstand 0 mm to 3 mm + 800 tactile paving	4	3	3	4	2	4	3	4	3	3	4	3	3	flush kerb
Kerb Type (moving alongside)	Deliniating upstand 0 mm to 3 mm (undelineated)	3	4	2	2	2	3	0	1	3	3	2	2	1	flush kerb
Footway Width															
Width	Footway width > 5 m	4	4	4	4	3	4	2	3	3	4	4	4	4	
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	3	4	3	3	4	3	3	3	
Street Furniture															
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	3	2	3	4	4	3	3	
Cafe Tables	No cafe tables	4	4	3	3	3	3	4	3	3	3	4	3	4	
Temporary Items	No temporary obstructions	4	4	4	4	4	4	4	4	4	4	4	4	4	
Street Furniture Height	Street furniture > 0.9 m height	3	3	3	3	4	3	3	3	3	3	3	3	3	
Contrast	Low tonal contrast with paving	3	3	3	3	2	3	3	2	2	3	3	2	2	
Bench Spacing	Bench within 150 m	3	3	3	4	4	4	3	3	3	3	4	4	3	
Bench Design	Benches with arms + Backrests	3	3	3	4	4	3	3	3	4	4	4	3	3	Granite benches with a maximum height of 45cm are situated in the section. They also act as planters for proposed trees
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	3	3	3	3	3	4	3	3	3	Currently all the proposed benches are 45cm tall
Bench Sensory Experience	Good sensory experience (textures, planting, sound, colour)	3	3	3	3	3	4	3	3	3	4	3	4	3	There planters that act as benches, providing shade.
Slopes															
Gradient (in direction of travel)	Gradient < 1/50	3	4	3	4	3	4	3	3	4	3	4	3	3	In this section , the street is entirely level
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	3	4	3	4	There is minimal camber across the foorway and remains consistant throughout
Vehicle Access															
Vehicle Crossover	Crossover level	3	2	2	2	4	2	2	1	2	4	3	3	2	No changes to the existing conditions
Blue Badge Parking	Blue badge parking Within 100 m	4	3	3	3	3	4	3	3	3	3	3	3	3	No changes to the existing conditions
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	4	4	4	3	4	4	4	4	4	4	4	No changes to the existing conditions
Taxi Drop Off Kerb	Taxi drop off kerb < 100 mm	1	2	3	3	3	3	3	3	3	3	2	3	2	No changes to the existing conditions
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	3	No changes to the existing conditions
Bus Stop Location	250 m to 500 m away	3	1	1	2	1	3	2	3	3	1	1	3	3	bus stop on Cheapside o/s 1 1 New Change
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	3	4	3	3	bus stop on Cheapside o/s 1 1 New Change
Bus Stop Type	Shelter + proper seat	3	3	3	3	4	3	3	4	3	4	3	3	4	No changes to the existing conditions
Toilets															
Accessible Toilets	100 m to 500 m away	3	3	3	3	2	3	3	3	4	3	3	3	4	
Changing Places Toilets	Within 500 m	3	4	3	3	3	4	3	3	3	3	3	4	4	

The City of London Street Accessibility Tool (CoLSAT) was developed by Ross Atkin Associates and Urban Movement for the City of London Corporation with the generous assistance of 41 disabled individuals who participated in research interviews.

Ross Atkin Associates

CITY OF LONDON

urban movement

st n se t on assessment

City of London Street Accessibility Tool v2.2

Needs Segments:

Crossing Point														Comments
Crossing Type	Uncontrolled crossing 6 m to 8 m road width	3	3	2	3	3	3	2	2	2	3	2	3	2	
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	3	4	
Edge Marking	800 mm deep tactile paving edge marking (partial width)	3	3	3	3	3	3	1	2	3	3	3	3	4	
Tactie Paving Back Edge	Back edge offset from kerb edge	3	3	3	3	3	3	2	2	3	3	3	3	3	
Tactie Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	3	3	2	3	3	3	
Tactile Paving Tonal Contrast	Tactile without significant contrast with surounding paving	3	3	3	3	3	3	3	2	2	2	3	3	3	
Tactile Paving Stem Length	No tactile stem	3	4	3	3	4	3	1	2	3	3	3	3	3	
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	3	4	4	3	3	
Island Type	No island	2	3	2	2	2	2	2	2	3	2	2	2	3	
Island Depth	Island depth > 1.2 m	3	4	3	3	3	3	3	4	3	4	4	4	3	
Kerb Drop Slope	Kerb drop < 1/12, 4.7deg, 8% incline	3	3		3	3	3	3	3	3	3	2	3	4	
Kerb Drop Tactile	Kerb drop with tactile paving	3	2	3	4	1	3	3	3	3	3	3	4	3	
Signal (red/green man)	Far side signal	3	4	4	4	3	4	4	4	4	4	4	4	3	
Audible (beeping)	No Audible	3	3	3	2	3	3	2	3	2	3	2	3	1	
Count Down	No count down	2	3	3	3	3	3	3	3	3	2	3	3	2	
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3	3	3	2	3	3	3	3	3	3	
Surface Material														
Surface Type	York Stone with gaps/bumps	2	2	2	2	1	1	2	2	2	1	2	3	3	
Pattern	Pattern in paving	3	3	3	3	3	3	3	2	2	3	3	3	3	
Contrast with Road	Lower tonal contrast between paving and road	3	3	3	3	3	3	3	2	3	2	3	3	3	
Lines	No lines at road edge	3	3	3	3	3	3	3	2	2	2	2	2	2	
Kerb														
Kerb Type (crossing over)	Crossing upstand 0 mm to 3 mm + 800 tactile paving	4	3	3	4	2	4	3	4	3	3	4	3	3	
Kerb Type (moving alongside)	Deliniating kerb 150 mm +	2	2	3	3	2	2	1	3	3	3	3	4	3	
Footway Width														
Width	Footway width 1.5 m to 2 m	3	3	3	2	2	2	4	3	3	2	2	2	3	east footway is much wider.
Unobstructed Width	Min unobstructed width < 1.5 m	1	1	1	1	2	0	2	0	1	1	1	1	1	
Street Furniture														
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	3	2	3	4	4	3	3	benches and a large planter
Cafe Tables	No cafe tables	4	4	3	3	3	3	4	3	3	3	4	3	4	
Temporary Items	No temporary obstructions	4	4	4	4	4	4	4	4	4	4	4	4	4	
Street Furniture Height	Street furniture < 0.9 m height	3	3	3	3	3	3	3	2	3	3	3	3	3	
Contrast	Low tonal contrast with paving	3	3	3	3	2	3	3	2	2	3	3	2	2	stainless steel cycle racks seem to have low tonal contrast with the footway.
Bench Spacing	Bench between 150 m and 400 m away	3	3	3	2	2	3	3	3	3	3	3	3	3	
Bench Design	Benches with arms + Backrests	3	3	3	4	4	3	3	3	4	4	4	3	3	
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	3	3	3	3	3	4	3	3	3	
Bench Sensory Experience	No sensory experience	3	3	3	3	3	3	3	3	3	3	3	3	3	
Slopes														
Gradient (in direction of travel)	Gradient 1/12 to 1/20	3	2	2	2	2	2	3	3	3	3	2	3	3	
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	3	4	3	4	
Vehicle Access														
Vehicle Crossover	Crossover level	3	2	2	2	4	2	2	1	2	4	3	3	2	
Blue Badge Parking	Blue badge parking Within 100 m	4	3	3	3	3	4	3	3	3	3	3	3	3	
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	4	4	4	3	4	4	4	4	4	4	4	
Taxi Drop Off Kerb	Taxi drop off kerb < 100 mm	1	2	3	3	3	3	3	3	3	3	2	3	2	
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	3	
Bus Stop Location	250 m to 500 m away	3	1	1	2	1	3	2	3	3	1	1	3	3	bus stop on Cheapside o/s 1 New Change
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	3	4	3	3	bus stop on Cheapside o/s 1 New Change
Bus Stop Type	Shelter + perch seat	3	3	2	3	2	3	3	4	3	4	3	3	3	
Toilets														
Accessible Toilets	Within 100 m	4	4	3	4	4	4	3	3	4	4	4	3	3	
Changing Places Toilets	More than 500 m away	3	3	3	3	3	1	3	3	3	3	3	3	1	Barbican Centre

The City of London Street Accessibility Tool (CoLSAT) was developed by Ross Atkin Associates and Urban Movement for the City of London Corporation with the generous assistance of 41 disabled individuals who participated in research interviews.

Ross Atkin Associates

CITY LONDON

urban movement

t on se t on assessment

City of London Street Accessibility Tool v2.2

Needs Segments:

															Comments
Crossing Point															
Crossing Type	Controlled crossing (any road width)	4	4	4	4	4	4	4	4	4	4	4	4	3	
															Vehicular access prohibited as section 02 is proposed to be fully pedestrianised so there is no kerb type for crossing over
~~Crosses Over~~	~~Cycle track only~~	~~2~~	~~2~~	~~2~~	~~2~~	~~3~~	~~3~~	~~1~~	~~3~~	~~2~~	~~1~~	~~2~~	~~2~~	~~2~~	
~~Edge Marking~~	~~No tactile edge marking~~	~~3~~	~~3~~	~~3~~	~~3~~	~~4~~	~~3~~	~~0~~	~~1~~	~~1~~	~~3~~	~~4~~	~~2~~	~~0~~	
Tactile Paving Back Edge	Back edge offset from kerb edge	3	3	3	3	3	3	2	2	3	3	3	3	3	
Tactile Paving Colour	Tactile colour not as per guidance	~~3~~	~~3~~	~~3~~	~~3~~	~~3~~	~~3~~	~~3~~	~~3~~	~~3~~	~~2~~	~~3~~	~~3~~	~~3~~	
Tactile Paving Tonal Contrast	Tactile has significant contrast with surrounding paving	3	3	4	3	4	4	3	4	4	3	3	3	3	
~~Tactile Paving Stem Length~~	~~No tactile stem~~	~~3~~	~~4~~	~~3~~	~~3~~	~~4~~	~~3~~	~~1~~	~~2~~	~~3~~	~~3~~	~~3~~	~~3~~	~~3~~	
~~Tactile Paving Stem Width~~	~~Tactile stem 800 mm width~~	~~3~~	~~3~~	~~3~~	~~3~~	~~2~~	~~3~~	~~3~~	~~3~~	~~3~~	~~4~~	~~4~~	~~3~~	~~3~~	
Island Type	No island	~~2~~	~~3~~	~~2~~	~~2~~	~~2~~	~~2~~	~~2~~	~~2~~	~~3~~	~~2~~	~~2~~	~~2~~	~~3~~	
Island Depth	Island depth > 1.2 m	~~3~~	~~4~~	~~3~~	~~2~~	~~3~~	~~3~~	~~3~~	~~4~~	~~3~~	~~4~~	~~4~~	~~4~~	~~3~~	
Kerb Drop Slope	Kerb drop < 1/12, 4.7deg, 8% incline	3	3		3	3	3	3	3	3	3	2	3	4	
Kerb Drop Tactile	Kerb drop with tactile paving	~~3~~	~~2~~	~~3~~	~~4~~	~~1~~	~~3~~	~~3~~	~~3~~	~~3~~	~~3~~	~~3~~	~~4~~	~~3~~	
															Vehicular access prohibited as section 02 is proposed to be fully pedestrianised so there is no kerb type for crossing over
~~Signal (red/green man)~~	~~No Signal (zebra)~~	~~2~~	~~3~~	~~3~~	~~2~~	~~3~~	~~3~~	~~3~~	~~3~~	~~3~~	~~3~~	~~3~~	~~3~~	~~2~~	
~~Audible (beeping)~~	~~No Audible~~	~~3~~	~~3~~	~~3~~	~~2~~	~~3~~	~~3~~	~~2~~	~~3~~	~~2~~	~~3~~	~~2~~	~~3~~	~~1~~	
~~Count Down~~	~~No count down~~	~~2~~	~~3~~	~~3~~	~~3~~	~~3~~	~~3~~	~~3~~	~~3~~	~~3~~	~~2~~	~~3~~	~~3~~	~~2~~	
~~Tactile Rotating Cone~~	~~Rotating cone right side only~~	~~3~~	~~3~~	~~3~~	~~3~~	~~3~~	~~3~~	~~2~~	~~3~~	~~3~~	~~3~~	~~3~~	~~3~~	~~3~~	
Surface Material															
Surface Type	Smooth York Stone	3	3	3	3	4	2	4	4	3	3	4	3	3	Smooth surface and level York Stone throughout with exception to Pink Granite forming a square and Silver Grey Granite strips
Pattern	Pattern in paving	3	3	3	3	3	3	3	2	2	3	3	3	3	Silver Grey Granite strips are present throughout section 02. Pink Granite is present in a form of a square close to the Love Lane junction
Contrast with Road	Higher tonal contrast between paving and road	3	3	4	4	3	3	3	3	4	3	4	3	4	Higher tonal contrast between York Stone and road surface on Love lane
Lines	Yellow/red/white lines at road edge	3	3	3	3	3	3	3	3	4	3	4	4	4	
Kerb															
															Vehicular access prohibited as section 02 is proposed to be fully pedestrianised so there is no kerb type for crossing over
~~Kerb Type (crossing over)~~	~~Crossing upstand 0 mm to 3 mm + 800 tactile paving~~	~~4~~	~~3~~	~~3~~	~~4~~	~~2~~	~~4~~	~~3~~	~~4~~	~~3~~	~~3~~	~~4~~	~~3~~	~~3~~	Vehicular access prohibited as section 02 is proposed to be fully pedestrianised so there is no kerb type for crossing over
~~Kerb Type (moving alongside)~~	~~Delineating upstand 0 mm to 3 mm + 800 tactile paving~~	~~3~~	~~4~~	~~2~~	~~3~~	~~2~~	~~3~~	~~3~~	~~2~~	~~3~~	~~3~~	~~2~~	~~3~~	~~3~~	
Footway Width															
Width	Footway width > 5 m	4	4	4	4	3	4	2	3	3	4	4	4	4	The footway width varies between 5m and 15.8m
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	3	4	3	3	4	3	3	3	The narrowest unobstructed footway is 1.7m
Street Furniture															
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	3	2	3	4	4	3	3	
Cafe Tables	Cafe tables without 'protection'	3	3	3	2	2	2	2	2	3	3	2	3	3	
Temporary Items	No temporary obstructions	4	4	4	4	4	4	4	4	4	4	4	4	4	
Street Furniture Height	Street furniture < 0.9 m height	3	3	3	3	3	3	3	2	3	3	3	3	3	
Contrast	Low tonal contrast with paving	3	3	3	3	2	3	3	2	2	3	3	2	2	
Bench Spacing	Bench within 150 m	3	3	3	4	4	4	3	3	3	3	4	4	3	
Bench Design	Benches with arms + Backrests	3	3	3	4	4	3	3	3	4	4	4	3	3	Additional stand alone benches, in material suggested by the City Public Realm ToolKit, are proposed to be installed where possible along the street.
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	3	3	3	3	3	4	3	3	3	Granite benches with a maximum height of 45cm are situated in this section, with stand alone benches also proposed to be introduced where possible. They also act as planters for proposed trees.
Bench Sensory Experience	Good sensory experience (textures, planting, sound, colour)	3	3	3	3	3	4	3	3	3	4	3	4	3	Some benches/seating act as planters , providing shade. Different material could offer different sensory experience ot users. This will be desided in further design development.
Slopes															
Gradient (in direction of travel)	Gradient 1/12 to 1/20	3	2	2	2	2	2	3	3	3	3	2	3	3	
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	3	4	3	4	There is minimal camber across the foorway and remains consistant throughout.
Vehicle Access															
Vehicle Crossover	No crossover	3	3	3	3	3	4	3	3	3	3	3	3	3	Vehicular access prohibited as section 02 is proposed to be fully pedestrianised
Blue Badge Parking	Blue badge parking Within 100 m	4	3	3	3	3	4	3	3	3	3	3	3	3	No changes to existing conditions
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	4	4	4	3	4	4	4	4	4	4	4	No changes to existing conditions
Taxi Drop Off Kerb	Taxi drop off kerb < 100 mm	1	2	3	3	3	3	3	3	3	3	2	3	2	No changes to existing conditions
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	3	No changes to existing conditions
Bus Stop Location	Within 100 m	3	4	3	4	3	3	4	3	4	3	4	3	3	Bus stop on Cheapside o/s 1 New Change, no change from existing conditions
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	3	4	3	3	Bus stop on Cheapside o/s 1 New Change, no change from existing conditions
Bus Stop Type	Shelter + proper seat	3	3	3	3	4	3	3	4	3	4	3	3	4	No changes to existing conditions
Toilets															
Accessible Toilets	Within 100 m	4	4	3	4	4	4	3	3	4	4	4	3	3	No changes to existing conditions
Changing Places Toilets	More than 500 m away	3	3	3	3	3	1	3	3	3	3	3	3	1	Barbican Centre, no change from existing condition
Total number of 0:		0	0	0	0	0	0	1	0	0	0	0	0	0	1
Total number of 1:		1	0	0	0	0	1	0	0	0	0	0	0	0	2

The City of London Street Accessibility Tool (CoLSAT) was developed by Ross Atkin Associates and Urban Movement for the City of London Corporation with the generous assistance of 41 disabled individuals who participated in research interviews.

ton se ton assessment

City of London Street Accessibility Tool v2.2

Needs Segments:

Crossing Point														Comments
Crossing Type	Uncontrolled crossing < 6 m road width	3	3	3	3	3	3	3	3	3	3	3	3	2	
															Vehicular access prohibited as section 02 is proposed to be fully pedestrianised so there is no kerb type for crossing over
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	3	3	3	3	3	3	3	3	3	4	
Edge Marking	800 mm deep tactile paving edge marking (full width of flush area)	3	3	3	3	1	2	3	3	4	3	3	4	3	
Tactie Paving Back Edge	Back edge offset from kerb edge	3	3	3	3	3	3	2	2	3	3	3	3	3	
Tactie Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	3	3	2	3	3	3	
Tactile Paving Tonal Contrast	Tactile without significant contrast with surounding paving	3	3	3	3	3	3	3	2	2	2	3	3	3	
Tactile Paving Stem Length	No tactile stem	3	4	3	3	4	3	1	2	3	3	3	3	3	
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	3	4	4	3	3	
Island Type	No island	2	3	2	2	2	2	2	2	3	2	2	2	3	
Island Depth	Island depth > 1.2 m	3	4	3	3	3	3	3	4	3	4	4	4	3	
Kerb Drop Slope	Kerb drop < 1/12, 4.7deg, 8% incline	3	3		3	3	3	3	3	3	3	2	3	4	
Kerb Drop Tactile	Kerb drop with tactile paving	3	2	3	4	1	3	3	3	3	3	3	4	3	
															Vehicular access prohibited as section 02 is proposed to be fully pedestrianised so there is no kerb type for crossing over
Signal (red/green man)	No Signal (zebra)	2	3	3	2	3	3	3	3	3	3	3	3	2	
Audible (beeping)	No Audible	3	3	3	2	3	3	2	3	2	3	2	3	1	
Count Down	No count down	2	3	3	3	3	3	3	3	3	2	3	3	2	
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3	3	3	2	3	3	3	3	3	3	
Surface Material															
Surface Type	Smooth York Stone	3	3	3	3	4	2	4	4	3	3	4	3	3	Smooth surface and level York Stone throughout with exception to Pink Granite forming a square and Silver Grey Granite strips
Pattern	Pattern in paving	3	3	3	3	3	3	3	2	2	3	3	3	3	Silver Grey Granite strips are present throughout section 02. Pink Granite is present in a form of a square close to the Love Lane junction
Contrast with Road	Higher tonal contrast between paving and road	3	3	4	4	3	3	3	3	4	3	4	3	4	Higher tonal contrast between York Stone and road surface on Love lane
Lines	Yellow/red/white lines at road edge	3	3	3	3	3	3	3	3	4	3	4	4	4	
Kerb															
Kerb Type (crossing over)	Crossing upstand 0 mm to 3 mm + 800 tactile paving	4	3	3	4	2	4	3	4	3	3	4	3	3	Flush kerb
Kerb Type (moving alongside)	Deliniating upstand 0 mm to 3 mm (undelineated)	3	4	2	2	2	3	0	1	3	3	2	2	1	Flush kerb
Footway Width															
Width	Footway width 2 m to 5 m	4	4	4	4	3	3	3	3	4	3	3	4	4	The footway width varies between 5m and 15.8m
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	3	4	3	3	4	3	3	3	The narrowest unobstructed footway is 1.7m
Street Furniture															
Position	Street furniture < 0.5 m from kerb	3	3	3	4	4	3	3	2	3	4	4	3	3	
Cafe Tables	No cafe tables	4	4	3	3	3	3	4	3	3	3	4	3	4	
Temporary Items	No temporary obstructions	4	4	4	4	4	4	4	4	4	4	4	4	4	
Street Furniture Height	Street furniture < 0.9 m height	3	3	3	3	3	3	3	2	3	3	3	3	3	
Contrast	Low tonal contrast with paving	3	3	3	3	2	3	3	2	2	3	3	2	2	
Bench Spacing	Bench within 150 m	3	3	3	4	4	4	3	3	3	3	4	4	3	
Bench Design	Benches with arms + Backrests	3	3	3	4	4	3	3	3	4	4	4	3	3	Additional stand alone benches, in material suggested by the City Public Realm ToolKit, are proposed to be installed where possible along the street.
Bench Seat Height	Benches seat height 45 to 50 cm	3	3	3	4	3	3	3	3	3	4	3	3	3	Granite benches with a maximum height of 45cm are situated in this section, with stand alone benches also proposed to be introduced where possible. They also act as planters for proposed trees.
Bench Sensory Experience	Good sensory experience (textures, planting, sound, colour)	3	3	3	3	3	4	3	3	3	4	3	4	3	Some benches/seating act as planters , providing shade. Different material could offer different sensory experience ot users. This will be desided in further design development.
Slopes															
Gradient (in direction of travel)	Gradient 1/12 to 1/20	3	2	2	2	2	2	3	3	3	3	2	3	3	
Camber (across footway)	Camber < 1/50	3	4	3	4	3	3	3	3	3	3	4	3	4	There is minimal camber across the foorway and remains consistant throughout.
Vehicle Access															
															Vehicular access prohibited as section 02 is proposed
Vehicle Crossover	Crossover level	3	2	2	2	4	2	2	1	2	4	3	3	2	to be fully pedestrianised
Blue Badge Parking	Blue badge parking Within 100 m	4	3	3	3	3	4	3	3	3	3	3	3	3	No changes to existing conditions
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	4	4	4	3	4	4	4	4	4	4	4	No changes to existing conditions
Taxi Drop Off Kerb	Taxi drop off kerb < 100 mm	1	2	3	3	3	3	3	3	3	3	2	3	2	No changes to existing conditions
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	3	No changes to existing conditions
Bus Stop Location	Within 100 m	3	4	3	4	3	3	4	3	4	3	4	3	3	Bus stop on Cheapside o/s 1 New Change, no change from existing conditions
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	3	4	3	3	Bus stop on Cheapside o/s 1 New Change, no change from existing conditions
Bus Stop Type	Shelter + proper seat	3	3	3	3	4	3	3	4	3	4	3	3	4	No changes to existing conditions
Toilets															
Accessible Toilets	Within 100 m	4	4	3	4	4	4	3	3	4	4	4	3	3	No changes to existing conditions
Changing Places Toilets	More than 500 m away	3	3	3	3	3	1	3	3	3	3	3	3	1	Barbican Centre, no change from existing condition

The City of London Street Accessibility Tool (CoLSAT) was developed by Ross Atkin Associates and Urban Movement for the City of London Corporation with the generous assistance of 41 disabled individuals who participated in research interviews.

Project

Name of checker	Contact email address
Andrea Moravicova	**andrea.moravicova@cityoflondon.gov.uk**
Name of street	Postcode of street
Aldermanbury	**EC2V**
Name of street at start junction	Name of street at end junction
Gresham Street	**Love Lane**
Date of check	Responsible Highway Authority
01-Apr-25	**City of London Corporation**

Start scoring →

Scoring

	Metrics	Score				How to measure this?	Existing layout	Notes	Proposed layout	Notes
		3	2	1	0					
1	**Motorised vehicle speed**	When motorised traffic is travelling at its fastest the majority of vehicles are travelling below 20 mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 20-25mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 25-30mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling at 30 mph+	info	**2**	**Metric 1 scores 2. The short stretch of the street and substantially utilised parking facilities along the west kerbine are likely to minimise speeding.**	**2**	**Metric 1 scores 2. Option 1 proposes to close the majority of the street to vehicular traffic. Access to Guildhall Yard requires vehicles to slow down whn turning from main road and stop at the barriers, which is likely to minimise speeding.**
2	**Volume of motorised traffic**	There are 199 or fewer vehicles in the peak hour (both directions)	There are 200-499 vehicles in the peak hour (both directions)	There are 500-999 vehicles in the peak hour (both directions)	There are more than 1000 vehicles in the peak hour (both directions)	info	**3**	**Metric 2 scores 3. There are less than 199 motorised vehicles using Aldermanbury. Assessed on 15.08.2024 9am - 10am.**	**3**	**under Option 1 the volume of vehicles on Aldermanbury will be reduced, as only access to Guildhall Yard will be permitted.**
3	**Mix of vehicles**	No large vehicles use the street	The proportion of large vehicles is less than 2% of motorised traffic in the peak hour	The proportion of large vehicles is 2-5% of motorised traffic in the peak hour	The proportion of large vehicles is greater than 5% of motorised traffic in the peak hour	info	**0**	**Metric 3 scores 0. The proposertion of large vehicles at the time of assessemnt (15.08.2024 9am-10am) was just over 33%**	**3**	**In Option 1 vehicular traffic is remoed from Aldermanbury b/w access to Guildhall Yard and Love La. Controlled access to Guildhall Yrd is likely to ensure a low number of vehicles in the part of the street b/w Gresham St and Guildhall Yrd.**
4	**Cycle safety at junctions**	Assessing the poorest performing junction for cycle safety, 80% or more of all movements are assessed as green under the Junction Assessment Tool (LTN 1/20)	Assessing the poorest performing junction for cycle safety, 50-79% of all movements are assessed as green under the JAT	Assessing the poorest performing junction for cycle safety, there are no red scores under the JAT	A red score under the JAT has been found on one or more of the movements at any of the junctions on the street	info	**2**	**Metric 4 scores 2. Junction of Aldermanbury and Love Lane was a part of the assessment area. Two out of 4 potential movements was assessed as green.**	**3**	**Metric 4 scores 3. Closing Aldermanbury south of Love Lane to vehicles means otwo movements available to cycles are assessed as green.**
5	**Ease of crossing side roads**	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down to less than 10 mph and raised table/continuous footway at the entrance	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down to less than 10 mph but instead of a raised table at the entrance it has dropped kerbs	The weakest side road has dropped kerbs and these are on the desire line or a raised table/continuous footway	The weakest side road is missing at least 1 dropped kerb or dropped kerbs are not on the desire line	info	**3**	**Metric 5 scores 3. The access to Guildhall yard is only occasionally used, and has a raised table and a tight junction geometry.**	**3**	**same as existing arranegments.**
6	**Ease of crossing between junctions**	See table for scoring crossing facilities between junctions	See table for scoring crossing facilities between junctions	See table for scoring crossing facilities between junctions	See table for scoring crossing facilities between junctions	info	**3**	**the length of the street that is within the assessment area is less than 100m.**	**3**	

7	**Priority of crossing at junctions**	See table for scoring junctions	See table for scoring junctions	See table for scoring junctions	See table for scoring junctions	info	0	**crossing facility / level crossing missing at the north section of Aldermanbury.**	3	**level crossing is proposed to be installes at all junctions around the development, including Love Lane, which is a part of this assessment.**
8	**Navigation of crossings for people with visual impairments**	At the weakest crossing there is tactile paving on both sides of the crossing, it has the correct design and correct materials	At the weakest crossing there is tactile paving on both sides of the crossing, it has the correct design but incorrect materials	At the weakest crossing there is tactile paving on both sides of the crossing but it is made from the wrong materials or is an incorrect design	At the weakest crossing there is no tactile paving on at least one side of the crossing	info	0	**Metric 8 scores 0. Tactile paving is missing at the dropped kerbs on the north side of the assessed area.**	2	**Tactile crossing to the City of London standard is proposed to be installed at the proposed junction.**
9	**Quality of the footway surface**	At the weakest point on the street there is a smooth, non-slip surface	At the weakest point on the street there are a few minor defects	At the weakest point on the street there are many minor defects	At the weakest point on the street there is at least one major defect (a level difference of 15mm or more)	info	1	**Metric 9 scores 1. There are many minor defects on both footways of the assessed area of the street.**	3	
10	**Space for walking**	At peak times for pedestrians and the narrowest point: There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour) OR There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour) OR There is 3m or more in busy locations (flows of >1200 pedestrians an hour)	At peak times for pedestrians and the narrowest point: There is 2-2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour) OR There is 2.5-3m clear width for walking in busy locations (flows of >1200 pedestrians an hour)	At peak times for pedestrians and the narrowest point: There is 1.5-2m clear width for walking in quiet or moderate locations (flows of <1200 pedestrians an hour) OR There is 2-2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour)	Regardless of the peak pedestrian flow, at the narrowest point there is less than 1.5m clear width for walking	info	1	**Metric 10 scores 1. The usable width of the west footway in Aldermanbury is between 15. and 2m at its narowest points.**	3	**For Option 1 metric 10 scores 3. Option 1 proposes to close the majority of the street south of Love Lane to vIn ehicular traffic, allowing people walking and wheeling move freely. In location where vehicles are permitted the minimum unobstructed width for walking in quiet areas is at least 2m, and in busy areas at least 3m.**
11	**Quality of the carriageway surface**	At the weakest point on the street there is an even and smooth, skid resistant surface	At the weakest point on the street there are a few minor defects	At the weakest point on the street there are many minor defects	At the weakest point on the street there is at least one major defect (a level difference of 20mm or more)	info	1	**Metric 11 scores 1. There are many minor defects along the full length , including wobbly sets at the raised crossing at the southern end of the assessed area.**	3	**Metric 11 scores 3. It is proposed that access road to Guildhall Yard and the carriageway at the junction of ladermanbury and Love Lane will be resurfaced.**
12	**Space for cycling**	At the weakest point the cycle lanes and tracks provided exceed desirable minimum widths In locations where on-carriageway cycling is appropriate: at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes exceed desirable minimum widths	At the weakest point the cycle lanes and tracks provided meet desirable minimum widths In locations where on-carriageway cycling is appropriate: at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes meet desirable minimum widths	At the weakest point the cycle lanes and tracks provided do meet absolute minimum widths at constraints but do not meet desirable minimum widths In locations where on-carriageway cycling is appropriate: at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes do meet absolute minimum widths but do not meet desirable minimum widths	At the weakest point the cycle lanes and tracks provided do not meet absolute minimum widths In locations where on-carriageway cycling is appropriate: at the weakest point, traffic lane does not meet absolute minimum widths or traffic lane is 3.2-3.9m wide	info	0	**Metric 12 scores 0. At the narrowest point of the street the usable width of carriageway is approximately 3.25m wide.**	0	

13	**Public seating**	Assessing the full length of the street, the longest distance between public seats is less than 100m	Assessing the full length of the street, the longest distance between public seats is 100m to 199m	Assessing the full length of the street, the longest distance between public seats is 200m to 500m	Assessing the full length of the street, the longest distance between public seats is more than 500m	info	**3**	**Metric 13 scores 3. There are a number of seating opportunities along the assessed area of the street.**	**3**	**Metric 13 scores 3. There are a number of seating opportunities along the assessed area of the street, and it is proposed to increase the seating.**
14	**Cycle parking**	Assessing the full length of the street, cycle parking exceeds demand and has step-free access	Assessing the full length of the street, cycle parking exceeds demand	Assessing the full length of the street, cycle parking meets demand	Assessing the full length of the street, cycle parking does not meet demand	info	**0**	**double parking of bicycles; no step-free access to the bicycle parking area**	**0**	**the numbers of cycle parking facilities are unlikely to increase**
15	**Trees**	Assessing the full length of the street, there are trees along the full length of both sides of the street	Assessing the full length of the street, there are trees along at least 50% of the full length of both sides of the street	Assessing the full length of the street, there are trees on this street but less than 50% of the full length of both sides of the street has tree planting	Assessing the full length of the street, there are no trees on the street	info	**2**	**Metric 15 scores 2. There are mature trees at the east side of the street that provide suficient shade along the street section being assessed. The height of the buildings also help with providing shade.**	**2**	**Metric 15 scores 2. There are mature trees at the east side of the street that provide shade along the street section being assessed. It is proposed ot increase the number of trees where possible / appropriate.**
16	**Green infrastructure**	Assessing the full length of the street, at least three green infrastructure features on the full length of the street	Assessing the full length of the street, two green infrastructure features on the full length of the street	Assessing the full length of the street, only 1 green infrastructure feature on the full length of the street	Assessing the full length of the street, there is no green infrastructure in the public realm	info	**2**	**Metric 16 scores 2. There are two substantial green infrastructure features along the assessment area.**	**3**	**Option 1 proposes to introduce low level planting and some new planters in the project area.**
17	**Lighting**	Assessing the full length of the street, street lighting provides continuous lighting of all the footway on both sides of the street	Assessing the full length of the street, street lighting provides intermittent lighting of the footway on both sides of the street	Assessing the full length of the street, street lighting provides intermittent lighting of the footway on one side of the street	Assessing the full length of the street, there is no street lighting over the footways on this street	info	**3**	**Metric 17 scores 3. Good appropriate lighting is provided throughout the assessment area.**	**3**	
18	**Reducing convenience of driving short journeys**	Assessing the street as a whole there is no through-movement for private motorised traffic at all times	Assessing the street as a whole there is no through-movement for private motorised traffic at certain times	Assessing the street as a whole, there are no restrictions on through movement for private motorised traffic but there are parking restrictions.	Assessing the street as a whole, there are no restrictions on through movement for private motorised traffic and there are no parking restrictions	info	**1**	**Metric 18 scores 1. Although there is a provision of parking bays in Aldermanbury, the parking is restricted to four hours with no return within one hour.**	**3**	**Metric 18 scores 3. Option 1 proposes to close the street to through traffic at all times.**
					Are there any bus services running on this street? Yes/No		**No**		**No**	
19	**Bus stops**	Assessing the weakest bus stop, there is sufficient waiting space based on peak patronage that is clear of the walking space, the bus stop has seating, rain and sun protection for 50% of peak customers, step free access (and safe crossing of any cycle paths to access the stop)	Assessing the weakest bus stop, there is sufficient waiting space based on average patronage that is clear of the walking space, the bus stop has seating, rain and sun protection for at least 4 customers, step free access (and safe crossing of any cycle paths to access the stop)	Assessing the weakest bus stop, the bus stop has seating and rain and sun protection for at least 4 customers	Assessing the weakest bus stop, the bus stop does not have seating and rain and sun protection for at least 4 customers	info				

Healthy Streets Score

Name of street

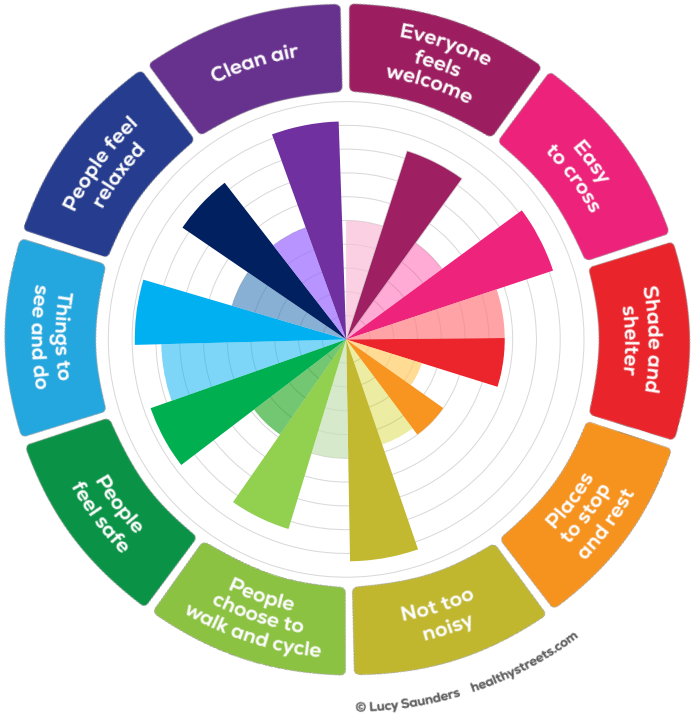
Aldermanbury

Name of street at start junction

Gresham Street

Name of street at end junction

Love Lane



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	52	82
Everyone feels welcome	50	83
Easy to cross	50	92
Shade and shelter	67	67
Places to stop and rest	33	50
Not too noisy	47	93
People choose to walk and cycle	50	83
People feel safe	49	87
Things to see and do	78	89
People feel relaxed	50	83
Clean air	50	92

Project

Name of checker	Contact email address
Andrea Moravicova	**andrea.moravicova@cityoflondon.gov.uk**
Name of street	Postcode of street
Aldermanbury Option 4	**EC2V**
Name of street at start junction	Name of street at end junction
Gresham Street	**Love Lane**
Date of check	Responsible Highway Authority
01-Apr-25	**City of London Corporation**

Start scoring →

Scoring

	Metrics	Score				How to measure this?	Existing layout	Notes	Proposed layout	Notes
		3	2	1	0					
1	**Motorised vehicle speed**	When motorised traffic is travelling at its fastest the majority of vehicles are travelling below 20 mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 20-25mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling 25-30mph	When motorised traffic is travelling at its fastest the majority of vehicles are travelling at 30 mph+	info	2	**Metric 1 scores 2. The short stretch of the street and substantially utilised parking facilities along the west kerbine are likely to minimise speeding.**	2	**Metric 1 scores 2. Option 4 proposes to reduce carriageway width which is likely to minimise speed along this short stretch of street.**
2	**Volume of motorised traffic**	There are 199 or fewer vehicles in the peak hour (both directions)	There are 200-499 vehicles in the peak hour (both directions)	There are 500-999 vehicles in the peak hour (both directions)	There are more than 1000 vehicles in the peak hour (both directions)	info	3	**Metric 2 scores 3. There are less than 199 motorised vehicles using Aldermanbury. Assessed on 15.08.2024 9am - 10am.**	3	**Metric 2 scores 3. It is expected that the volumes of traffic remain at current levels or will slightly decrease due to removal of parking provisions from this street.**
3	**Mix of vehicles**	No large vehicles use the street	The proportion of large vehicles is less than 2% of motorised traffic in the peak hour	The proportion of large vehicles is 2-5% of motorised traffic in the peak hour	The proportion of large vehicles is greater than 5% of motorised traffic in the peak hour	info	0	**Metric 3 scores 0. The proportion of large vehicles at the time of assessemnt (15.08.2024 9am-10am) was just over 33%**	0	**It is likely that although the overall number of vehicles in Aldermanbury will decrease, the proportion of large vehicles either stay the same or increases.**
4	**Cycle safety at junctions**	Assessing the poorest performing junction for cycle safety, 80% or more of all movements are assessed as green under the Junction Assessment Tool (LTN 1/20)	Assessing the poorest performing junction for cycle safety, 50-79% of all movements are assessed as green under the JAT	Assessing the poorest performing junction for cycle safety, there are no red scores under the JAT	A red score under the JAT has been found on one or more of the movements at any of the junctions on the street	info	2	**Metric 4 scores 2. Junction of Aldermanbury and Love Lane was a part of the assessment area. Two out of 4 potential movements was assessed as green.**	2	**Metric 4 scores 2. Aldermanbury will have the same working for through traffic as existing, therefore this score remains the same. 2 out of 4 potential movements was assessed green.**
5	**Ease of crossing side roads**	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down to less than 10 mph and raised table/continuous footway at the entrance	The weakest side road has a narrow, tight junction geometry such that a turning motorised vehicle must slow down to less than 10 mph but instead of a raised table at the entrance it has dropped kerbs	The weakest side road has dropped kerbs and these are on the desire line or a raised table/continuous footway	The weakest side road is missing at least 1 dropped kerb or dropped kerbs are not on the desire line	info	3	**Metric 5 scores 3. The access to Guildhall yard is only occasionally used, and has a raised table and a tight junction geometry.**	3	**same as existing arranegments.**
6	**Ease of crossing between junctions**	See table for scoring crossing facilities between junctions	See table for scoring crossing facilities between junctions	See table for scoring crossing facilities between junctions	See table for scoring crossing facilities between junctions	info	3	**the length of the street that is within the assessment area is less than 100m.**	3	**same as existing arranegments.**
7	**Priority of crossing at junctions**	See table for scoring junctions	See table for scoring junctions	See table for scoring junctions	See table for scoring junctions	info	0	**crossing facility / level crossing missing at the north section of Aldermanbury.**	3	**level crossing is proposed to be installes at all junctions around the development, including Love Lane, which is a part of this assessment.**

8	**Navigation of crossings for people with visual impairments**	At the weakest crossing there is tactile paving on both sides of the crossing, it has the correct design and correct materials	At the weakest crossing there is tactile paving on both sides of the crossing, it has the correct design but incorrect materials	At the weakest crossing there is tactile paving on both sides of the crossing but it is made from the wrong materials or is an incorrect design	At the weakest crossing there is no tactile paving on at least one side of the crossing	info	0	**Metric 8 scores 0. Tactile paving is missing at the dropped kerbs on the north side of the assessed area.**	2	**Tactile crossing to the City of London standard is proposed to be installed at the proposed junction.**
9	**Quality of the footway surface**	At the weakest point on the street there is a smooth, non-slip surface	At the weakest point on the street there are a few minor defects	At the weakest point on the street there are many minor defects	At the weakest point on the street there is at least one major defect (a level difference of 15mm or more)	info	1	**Metric 9 scores 1. There are many minor defects on both footways of the assessed area of the street.**	3	**Metric 9 scores 3. The footways within the assessment area will be repaved.**
10	**Space for walking**	At peak times for pedestrians and the narrowest point: There is 2m or more clear width for walking in quiet locations (flows of <600 pedestrians an hour) OR There is 2.5m or more clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour) OR There is 3m or more in busy locations (flows of >1200 pedestrians an hour)	At peak times for pedestrians and the narrowest point: There is 2-2.5m clear width for walking in moderately busy locations (flows of 600-1200 pedestrians an hour) OR There is 2.5-3m clear width for walking in busy locations (flows of >1200 pedestrians an hour)	At peak times for pedestrians and the narrowest point: There is 1.5-2m clear width for walking in quiet or moderate locations (flows of <1200 pedestrians an hour) OR There is 2-2.5m clear width for walking in busy locations (flows of >1200 pedestrians an hour)	Regardless of the peak pedestrian flow, at the narrowest point there is less than 1.5m clear width for walking	info	1	**Metric 10 scores 1. The usable width of the west footway in Aldermanbury is between 15. and 2m at its narowest points.**	3	**Metric 10 scores 3. Option proposes to widen the footways, with minimum unobstructed width for walking in quiet areas is at least 2m, and in busy areas at least 3m.**
11	**Quality of the carriageway surface**	At the weakest point on the street there is an even and smooth, skid resistant surface	At the weakest point on the street there are a few minor defects	At the weakest point on the street there are many minor defects	At the weakest point on the street there is at least one major defect (a level difference of 20mm or more)	info	1	**Metric 11 scores 1. There are many minor defects along the full length , including wobbly sets at the raised crossing at the southern end of the assessed area.**	3	**Metric 11 scores 3. It is proposed that access road to Guildhall Yard and the carriageway at the junction of ladermanbury and Love Lane will be resurfaced.**
12	**Space for cycling**	At the weakest point the cycle lanes and tracks provided exceed desirable minimum widths In locations where on-carriageway cycling is appropriate: at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes exceed desirable minimum widths	At the weakest point the cycle lanes and tracks provided meet desirable minimum widths In locations where on-carriageway cycling is appropriate: at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes meet desirable minimum widths	At the weakest point the cycle lanes and tracks provided do meet absolute minimum widths at constraints but do not meet desirable minimum widths In locations where on-carriageway cycling is appropriate: at no point is the lane 3.2-3.9m wide and at the weakest point, traffic lanes do meet absolute minimum widths but do not meet desirable minimum widths	At the weakest point the cycle lanes and tracks provided do not meet absolute minimum widths In locations where on-carriageway cycling is appropriate: at the weakest point, traffic lane does not meet absolute minimum widths or traffic lane is 3.2-3.9m wide	info	0	**Metric 12 scores 0. At the narrowest point of the street the usable width of carriageway is approximately 3.25m wide.**	0	**Metric 12 scored 0. The narrowest width of the usable garriageway**
13	**Public seating**	Assessing the full length of the street, the longest distance between public seats is less than 100m	Assessing the full length of the street, the longest distance between public seats is 100m to 199m	Assessing the full length of the street, the longest distance between public seats is 200m to 500m	Assessing the full length of the street, the longest distance between public seats is more than 500m	info	3	**Metric 13 scores 3. There are a number of seating opportunities along the assessed area of the street.**	3	**Metric 13 scores 3. There are a number of seating opportunities along the assessed area of the street, and it is proposed to increase the seating.**
14	**Cycle parking**	Assessing the full length of the street, cycle parking exceeds demand and has step-free access	Assessing the full length of the street, cycle parking exceeds demand	Assessing the full length of the street, cycle parking meets demand	Assessing the full length of the street, cycle parking does not meet demand	info	0	**double parking of bicycles; no step-free access to the bicycle parking area**	0	**the number of cycle parking facilities is unlikely to increase**

15	**Trees**	Assessing the full length of the street, there are trees along the full length of both sides of the street	Assessing the full length of the street, there are trees along at least 50% of the full length of both sides of the street	Assessing the full length of the street, there are trees on this street but less than 50% of the full length of both sides of the street has tree planting	Assessing the full length of the street, there are no trees on the street	info	**2**	**Metric 15 scores 2. There are mature trees at the east side of the street that provide suficient shade along the street section being assessed. The height of the buildings also help with providing shade.**	**2**	**Metric 15 scores 2. There are mature trees at the east side of the street that provide shade along the street section being assessed. It is proposed to increase the number of trees where possible and appropriate.**
16	**Green infrastructure**	Assessing the full length of the street, at least three green infrastructure features on the full length of the street	Assessing the full length of the street, two green infrastructure features on the full length of the street	Assessing the full length of the street, only 1 green infrastructure feature on the full length of the street	Assessing the full length of the street, there is no green infrastructure in the public realm	info	**2**	**Metric 16 scores 2. There are two substantial green infrastructure features along the assessment area.**	**3**	**Metric 16 scores 3. Option 4 proposes to introduce additional small green infrastructures, such as small planter or ground-level planting areas, to the street.**
17	**Lighting**	Assessing the full length of the street, street lighting provides continuous lighting of all the footway on both sides of the street	Assessing the full length of the street, street lighting provides intermittent lighting of the footway on both sides of the street	Assessing the full length of the street, street lighting provides intermittent lighting of the footway on one side of the street	Assessing the full length of the street, there is no street lighting over the footways on this street	info	**3**	**Metric 17 scores 3. Good appropriate lighting is provided throughout the assessment area.**	**3**	**Metric 17 scores 3. The lighting is expected to remain good, providing continuous lighting of all footway areas.**
18	**Reducing convenience of driving short journeys**	Assessing the street as a whole there is no through-movement for private motorised traffic at all times	Assessing the street as a whole there is no through-movement for private motorised traffic at certain times	Assessing the street as a whole, there are no restrictions on through movement for private motorised traffic but there are parking restrictions.	Assessing the street as a whole, there are no restrictions on through movement for private motorised traffic and there are no parking restrictions	info	**1**	**Metric 18 scores 1. Although there is a provision of parking bays in Aldermanbury, the parking is restricted to four hours with no return within one hour.**	**1**	**Metric 18 scores 1. Although Option 4 proposes to close the street to through traffic at all times.**
					Are there any bus services running on this street? Yes/No		**No**		**No**	
19	**Bus stops**	Assessing the weakest bus stop, there is sufficient waiting space based on peak patronage that is clear of the walking space, the bus stop has seating, rain and sun protection for 50% of peak customers, step free access (and safe crossing of any cycle paths to access the stop)	Assessing the weakest bus stop, there is sufficient waiting space based on average patronage that is clear of the walking space, the bus stop has seating, rain and sun protection for at least 4 customers, step free access (and safe crossing of any cycle paths to access the stop)	Assessing the weakest bus stop, the bus stop has seating and rain and sun protection for at least 4 customers	Assessing the weakest bus stop, the bus stop does not have seating and rain and sun protection for at least 4 customers	info				

Healthy Streets Score

Name of street

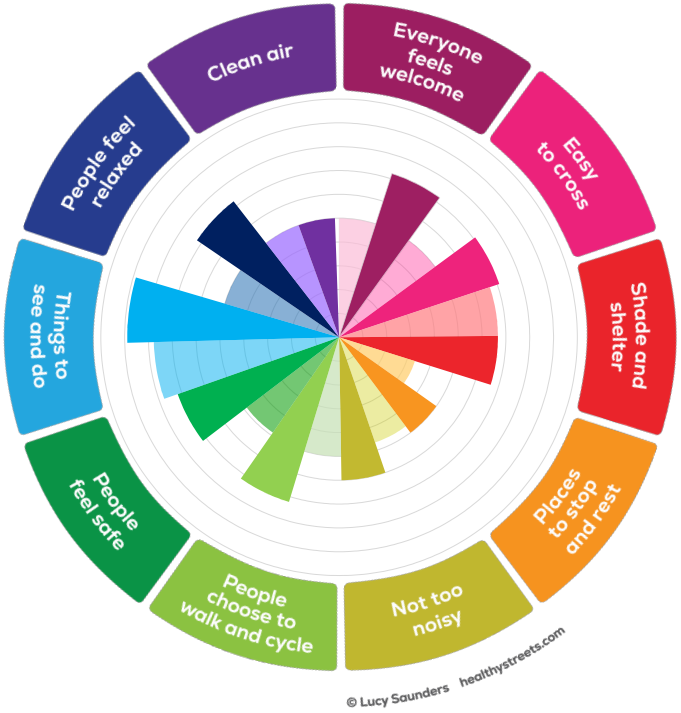
Aldermanbury

Name of street at start junction

Gresham Street

Name of street at end junction

Love Lane



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	52	67
Everyone feels welcome	50	72
Easy to cross	50	71
Shade and shelter	67	67
Places to stop and rest	33	50
Not too noisy	47	60
People choose to walk and cycle	50	72
People feel safe	49	72
Things to see and do	78	89
People feel relaxed	50	72
Clean air	50	50

TEST OF RELEVANCE: EQUALITY ANALYSIS (EA)

The screening process of using the Test of Relevance template aims to assist in determining whether a full Equality Analysis (EA) is required. The EA template and guidance plus information on the Equality Act and the Public Sector Equality Duty (PSED) can be found on City of London Intranet at: Equality and Inclusion

Introduction

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 statutory '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
- Sexual orientation

It is also Corporation policy to give voluntary (non-statutory) 'due regard' to the impact upon Social Mobility

What is due regard?

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

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.

Even in cases where it is considered that there are no implications of proposed policy and decision making on the PSED it is good practice to record the reasons why and to include these in reports to committees where decisions are being taken.

It is also good practice to consider the duty in relation to current policies, services and procedures, even if there is no plan to change them.

The Corporation has also adopted a voluntary (non-statutory) due regard of the impact upon social mobility issues. This should be considered generally and, more specifically, against the aims/objectives in the Social Mobility Strategy, 2018-28.

How to demonstrate compliance

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 continuing applying when a policy is developed and decided upon, but also when it is implemented and reviewed.

However, there is no requirement to:

- Produce equality analysis or an equality impact assessment
- Indiscriminately collect diversity date 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 services homogeneous or to try to remove or ignore differences between people.

The key points 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

Test of Relevance screening

The Test of relevance screening is a short exercise that involves looking at the overall proposal and deciding if it is relevant to the PSED.

Note: If the proposal is of a significant nature and it is apparent from the outset that a full equality analysis will be required, then it is not necessary to complete the Test of Relevance screening template and the full equality analysis must be completed.

The questions in the Test of Relevance Screening Template to help decide if the proposal is equality relevant and whether a detailed equality analysis is required. The key question is whether the proposal is likely to be relevant to any of the protected characteristics.

Quite often, the answer may not be so obvious and service-user or provider information will need to be considered to make a preliminary judgment. For example, in considering licensing arrangements, the location of the premises in question and the demographics of the area could affect whether section 149 considerations come into play.

There is no one size fits all approach but the screening process is designed to help fully consider the circumstances.

What to do

In general, the following questions all feed into whether an equality analysis is required:

- How many people is the proposal likely to affect?
- How significant is its impact?
- Does it relate to an area where there are known inequalities?

At this initial screening stage, the point is to try to assess obvious negative or positive impact.

If a negative/adverse impact has been identified (actual or potential) during completion of the screening tool, a full equality analysis must be undertaken.

If no negative / adverse impacts arising from the proposal it is not necessary to undertake a full equality analysis.

On completion of the Test of Relevance screening, officers should:

- Ensure they have fully completed and the Director has signed off the Test of Relevance Screening Template.
- Store the screening template safely so that it can be retrieved if for example, Members request to see it, or there is a freedom of information request or there is a legal challenge.
- If the outcome of the Test of Relevance Screening identifies no or minimal impact refer to it in the Implications section of the report and include references to it in the Background Papers when reporting to the Committee or other decision making process.

1. **Proposal / Project Title:** 65 Gresham Street (Aldermanbury Square)

2. **Brief summary (include main aims, proposed outcomes, recommendations / decisions sought):**

Improvements to the public realm area in the vicinity of a new development at 2 Aldermanbury Square.

The scope is defined within the associated Section 106 agreement and includes, but is not limited to, improvements to areas of public highway related to the refurbishment of 65 Gresham Street, including Aldermanbury, Love Lane, Wood Street and Gresham Street, to mitigate the impacts as a result of the new development. There is also an opportunity to deliver new public space and / or a pedestrian priority street in Aldermanbury. The proposals also include moving on-street parking facilities to neighbouring streets. The project is to be fully funded by the developer by entering into a Section 278 agreement.

The project aims to:

1. Pedestrian priority and public realm improvements on Aldermanbury, between Gresham Street and Love Lane, subject to affordability and deliverability criteria.
2. Integration of the ground floor uses of the development with the surrounding public highway.
3. Improved walking and cycling conditions to streets in the vicinity of the development.

3. **Considering the equality aims (eliminate unlawful discrimination; advance equality of opportunity; foster good relations), indicate for each protected group whether there may be a positive impact, negative (adverse) impact or no impact arising from the proposal:**

Protected Characteristic (Equality Group)	Positive Impact	Negative Impact	No Impact	Briefly explain your answer. Consider evidence, data and any consultation.
Age	☐	☐	☐	Option 1 design proposes to close the street to vehicular traffic, renew the surfaces and raised the section of current carriageway to footway level, and provide raised tables tops at junctions. These changes are likely to benefit older and younger people and children.

				Option 2 design (same as above but allows cycle access within the are closed to motor vehicles through dedicated cycle lane) will likely benefit older people, younger people and children to walk, wheel through the area, although some conflict with people cycling could potentially occure due to this option proposing a cycle route through pedestrianised area. Option 3 design proposes to introduce a time closure of Aldermanbury during the day-time hours, renew the surfaces and raise the carriageway to footway level. These changes are likely to benefit older and younger people and children, however, some benefits may be reduced during the times the road is open to vehicles. It is also acknowledged, that the Options 1, 2 and 3 could potentially impede people with this protected characteristic, as they are more likely to be reliant on using motor vehicle as a mobility aid. This is because closing Aldermanbury to vehicles could potentially increase the travel time and its cost. It should, however, be noted that Aldermanbury currently operates one way northbound, so only northbound movement will be affected. Option 4 will bring benefits to people walking and wheeling by providing level crossing at junctions and widening the west footway in Aldermanbury. Proposal to move on-street parking facilities to neighbouring streets could also potentially impede people who rely on using motor vehicles as a mobility aid, however, the full parking provision is proposed to be relocated nearby, with potential for introducing additional blue badge parking bays to the north of proposed closure area.
Disability	☐	☐	☐	People with mobility impairment will likely benefit from either pedestrianisation of the area or wider pavements in Aldermanbury, renewed surface and level pedestrian crossings in all options. People with vision impairment are also expected to benefit from the same level surface and clear demarcation of changes between road and pavement. It is acknowledged, that the Options 1, 2 and 3 may potentially to impede people with mobility impairment, as they are more likely to be reliant on using motor vehicle as a mobility aid. This is because closing Aldermanbury to vehicles could potentially increase the travel time and its

				cost. It should, however, be noted that Aldermanbury currently operates one way northbound, so only northbound movement will be affected. Proposal to move on-street parking facilities to neighbouring streets could also potentially impede people who rely on using motor vehicles as a mobility aid, however, the full parking provision is proposed to be relocated nearby, with potential for introducing additional blue badge parking bays to the north of proposed closure area.
Gender Reassignment	☐	☐	☒	No evidence of impact to gender reassignment was discovered during this exercise.
Marriage and Civil Partnership	☐	☐	☒	No evidence of impact to gender reassignment was discovered during this exercise.
Pregnancy and Maternity	☐	☐	☐	Level crossing points, clearly demarcated infrastructure, widened footways, and renewed surfaces are also likely to benefit people with this protected characteristic. However, it is acknowledged, that the Options 1, 2 and 3 may potentially to impede people with mobility impairment, as they are more likely to be reliant on using motor vehicle as a mobility aid. This is because closing Aldermanbury to vehicles could potentially increase the travel time and its cost. It should, however, be noted that Aldermanbury currently operates one way northbound, so only northbound movement will be affected. Proposal to move on-street parking facilities to neighbouring streets could also potentially impede people who rely on using motor vehicles as a mobility aid, however, the full parking provision is proposed to be relocated nearby, with potential for introducing additional blue badge parking bays to the north of proposed closure area.
Race	☐	☐	☒	No evidence of impact to gender reassignment was discovered during this exercise.
Religion or Belief	☐	☐	☒	No evidence of impact to gender reassignment was discovered during this exercise.
Sex (i.e. gender)	☐	☐	☒	No evidence of impact to gender reassignment was discovered during this exercise.

Sexual Orientation	☐	☐	☒	No evidence of impact to gender reassignment was discovered during this exercise.

4. Are there any potential social mobility or wider issues? Please check appropriate box	**Yes**	**No**	**Briefly explain your answer:**
	☒	☒	This project is looking to improve the quality and function of the local public realm for people walking and wheeling. All proposed Options can bring a positive change to the public realm for people with protected characteristics, albeit to a varying extent.

5. There are no negative / adverse impact(s)

Some negative impact could be experienced by people with protected characteristics of age, disability and pregnancy and maternity, who are likely to use motor vehicles as a mobility aid.

6. Are there positive impacts of the proposal on any equality groups or Social Mobility? It is envisaged that the proposals will encourage active travel. It is expected that all people with protected characteristics will benefit from raising the carriageway to the footway level and narrowing the space motor vehicle space to improve the environment and ease of active movement in the area for people walking, wheeling and cycling.

7. As a result of this screening, is a full EA necessary? Please check appropriate box	**Yes**	**No**	**Briefly explain your answer:**
	☒	☐	Yes, at this stage. The proposed changes seem to have positive or neutral impact on people with protective characteristics who use active mode of transport. However, closing the street to motor vehicles may impede people with protected characteristics of age, disability and pregnancy and maternity, who are more likely to use motor vehicles as a mobility aid due to potential increase in journey times and associated costs.

The option recommended for implementation will be re-assessed prior to Gateway 5.

8. Name of Lead Officer: Andrea Moravicova	**Job title:** Project Manager	**Date of completion:** 02/04/2025

Signed off by Department Director:	**Name:**	**Date:**

City of London: Projects Procedure Corporate Risks Register

Project name: *65 Gresham Street s278*

Unique project identifier: *12421*

Total est cost (exc risk) *£3600000*

PM's overall risk rating	Low
Avg risk pre-mitigation	5.6
Avg risk post-mitigation	3.2
Red risks (open)	0
Amber risks (open)	8
Green risks (open)	6

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)	£0.00	0%	*Costed risk as % of total estimated cost of project*
Costed risk pre-mitigation (open)	£0.00	0%	*" "*
Costed risk post-mitigation (open)	£0.00	0%	*" "*
Costed Risk Provision requested	£0.00	0%	*CRP as % of total estimated cost of project*

	Number of Open Risks	Avg Score	Costed impact	Red	Amber	Green
(1) Compliance/Regulatory	1	3.0	£0.00	0	0	1
(2) Financial	2	4.5	£0.00	0	1	1
(3) Reputation	5	6.4	£0.00	0	4	1
(4) Contractual/Partnership	1	4.0	£0.00	0	0	1
(5) H&S/Wellbeing	0	0.0	£0.00	0	0	0
(6) Safeguarding	0	0.0	£0.00	0	0	0
(7) Innovation	0	0.0	£0.00	0	0	0
(8) Technology	0	0.0	£0.00	0	0	0
(9) Environmental	0	0.0	£0.00	0	0	0
(10) Physical	5	6.2	£0.00	0	3	2

		Extreme	Major	Serious	Minor
Issues (open)	0	**Open Issues**	0	0	0	0
All Issues	0	**All Issues**	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:	65 Gresham Street s278	**PM's overall risk rating:**	Low	**CRP requested this gateway**	£ -	**Average unmitigated risk**	5.6	**Open Risks**	14
Unique project identifier:	12421	**Total estimated cost (exec risk):**	£ 3,600,000	**Total CRP used to date**	£ -	**Average mitigated risk score**	3.2	**Closed Risks**	0

General risk classification										Mitigation actions								Ownership & Action				
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to Issues	Comment(s)
R1	2	(3) Reputation	Gateway 1 to 5 - The development is delayed, impacting on project programme and budget	Further time and therefore resource may be required if planned alignment with the development programme is extended.	Possible	Serious	6	£0.00	N	B – Fairly Confident	* Early engagement with the developer via the project's communications plan and the planned working group.	£0.00	Possible	Minor	£0.00	3	£0.00	0	22/01/2024		Tom Noble		
R2	2	(2) Financial	Gateway 1 to 6 - Procurement procedures impact negatively on project delivery	Additional resource may be required if there is a delay or issue with a project's procurement of goods or services from external suppliers.	Possible	Minor	3	£0.00	N	B – Fairly Confident	* Map out any resources using the Annual Procurement Plan with the procurement team * Consider early engagement with internal suppliers where required (Highways, Traffic Enforcement, Open Spaces, M&E, etc)	£0.00	Unlikely	Minor	£0.00	2	£0.00	0	22/01/2024		Tom Noble		22/01/24 - The project does carry some risk in this regard as it is proposed to procure external services in the next stage of work. However, this proposed work is standard in nature and therefore no mitigation (other than usual BAU work) is planned.
R3	2	(2) Financial	Gateway 1 to 6 - Inaccurate or incomplete project estimates, including baxters / inflationary issues	If an estimate is found at a later date to be inaccurate or incomplete, more funding and/or time resource would be needed to rectify the issue or fund/ underwrite the shortfall. More specifically, inflationary amounts predetermined earlier in a project may be found to be insufficient and require extra funding to cover any shortfall.	Possible	Serious	6	£0.00	N	B – Fairly Confident	* Undertake internal re-estimates prior to each Gateway stage, including discussions with procurement/ finance in regards to external factors such as baxters/ inflation	£0.00	Possible	Minor	£0.00	3	£0.00	0	22/01/2024		Tom Noble		
R4	2	(10) Physical	Gateway 1 to 5 - Utility survey issues lead to increased costs and / or scope of work	At the earlier stages of a project, delays could occur which result in unplanned costs if utility companies don't engage as expected or further topographical or utility surveys are required.	Possible	Serious	6	£0.00	N	B – Fairly Confident	* Work with design engineers to work out an appropriate sums to cover utility delays or on-site discoveries. * Consider and budget for trial holes if the location is thought to be particularly difficult.	£0.00	Possible	Serious	£0.00	6	£0.00	0	22/01/2024		Tom Noble		
R5	2	(3) Reputation	Gateway 1 to 6 – Issues with external engagement and buy-in lead to projects delays and / or increased costs.	Further time and therefore resource may be required if planned engagement work with main stakeholders takes longer, requires more work or doesn't go as planned. Also, they may change their requirements for a project which results in abortive work and costs.	Possible	Serious	6	£0.00	N	B – Fairly Confident	* Establish the working group as proposed and create a log of their aspirations/ requirements for the project. * Identify key stakeholders through the Communication Plan and ensure regular engagement.	£0.00	Unlikely	Serious	£0.00	4	£0.00	0	22/01/2024		Tom Noble		
R6	2	(3) Reputation	Gateway 1 to 6 – Third party delays impact negatively on project delivery (time and / or costs).	Activities planned by third parties in the project area clash with project-related workstreams, leading to delays to implementing the project deliverables.	Possible	Serious	6	£0.00	N	B – Fairly Confident	* Map out key external dependencies and assess their timescales. * Engage early with key identified stakeholders.	£0.00	Unlikely	Serious	£0.00	4	£0.00	0	23/01/2024		Tom Noble		
R7	3	(3) Reputation	Gateway 3 to 5 - Lack of internal stakeholders buy-in to the project may impact on delivering the full ambition of the developer.	lack of buy-in will result in more modest improvements to Aldermanbury, and potential damage to the business relationship with the new occupiers.	Possible	Major	12	£0.00	N	B – Fairly Confident	•Liaise with relevant internal stakeholders to gather their requirements in early stages of the design development. •Develop several design options that still support developer's ambition but also accommodate internal stakeholder's requirements. •Keep development team and internal stakeholders updated on the progress of the project.		Unlikely	Serious	£0.00	4	£0.00	0	21/01/2025		Andrea Moravicova		
R8	3	(10) Physical	Delays to the Section 278 agreement sign-off.	Delays to the project timeline and potential increase of cost.	Possible	Serious	6	£0.00	N	A – Very Confident	Negotiations and close liaison with the developer on designs for the developed options will continue to ensure project associated costs are defined as accurately as possible and Section 278 agreement is finalised before June 2026.	£0.00	Unlikely	Serious	£0.00	4	£0.00	0	21/01/2025		Andrea Moravicova		
R9	3	(1) Compliance/Regulatory	Gateway 3 to 5 - Issues or delays in obtaining any required consents, such as planning or works permits cause delays to project delivery.	It is likely the project may suffer from some form of unplanned delay, additional works and / or costs.	Possible	Minor	3	£0.00	N	B – Fairly Confident	Early engagement with relevant teams and submission of required materials to obtain consent in timely manner, so these can be considered and processed accordinly.	£0.00	Rare	Minor	£0.00	1	£0.00	0	03/02/2025		Andrea Moravicova		

R10	3	(10) Physical	Gateway 3 to 5 - underground conditions prevent the implementation of a desired option.	negative impact on proposed changes to the public highway, delays to the programme.	Possible	Major	12	£0.00	N	B – Fairly Confident		£0.00	Possible	Serious	£0.00	6	£0.00	0	26/03/2025		Andrea Moravicova		
R11	3	(4) Contractual/Partnership	Project design team are unable to attend or do not contribute to key design meetings	Delays to the project, key milestones potentially affected.	Unlikely	Serious	4	£0.00	N	A – Very Confident	Schedule Design team meetings in advance, proposing numerous dates and offering remote connections to the meeting.	£0.00	Rare	Serious	£0.00	2	£0.00	0	26/03/2025		Andrea Moravicova		
R12	3	(10) Physical	Gateway 3 to 6 - Network accessibility before and during construction causes project delay and / or increased costs.	Should part of the road network be or become unavaailable when required, this could cause delays and cost increase to the project	Possible	Minor	3	£0.00	N	B – Fairly Confident	Liaise with the traffic management and other highways team to ensure the project's requirements are communicated to them; and apply for the necessary closures well in advance so this can be included in the closures programme.	£0.00	Unlikely	Minor	£0.00	2	£0.00	0	08/04/2025		Andrea Moravicova		
R13	3	(3) Reputation	Accident during construction impacts the project delivery and costs.	An accident involving member(s) of public or a site contractor occuing in or around site will likely result in delays to the project, and reputational damage to the City & its contractors. A potential negative impact of the incident on the developer may impact / damage future business relationship.	Rare	Serious	2	£0.00	N	A – Very Confident	*Ensure site supervision & conduct site visits during construction *Consider regular site visits with the Principal Designer should it become	£0.00	Rare	Serious	£0.00	2	£0.00		08/04/2025		Ben Manku		
R14	3	(10) Physical	Accident during construction impacts the project delivery and costs.	Regardless of whether it will be a member of public or a contractor on site, should an accident occur in or around site delays are likely to occur.	Rare	Major	4	£0.00	N	B – Fairly Confident	*Ensure site supervision & conduct site visits during construction *Consider regular site visits with the Principal Designer should it become	£0.00	Rare	Serious	£0.00	2	£0.00		08/04/2025		Ben Manku		
								£0.00				£0.00			£0.00		£0.00						

This page is intentionally left blank

Committees: Streets and Walkways Sub - *for information* Projects & Procurement Sub - *for information*	**Dates:** 07 May 2025 19 May 2025
Subject: Moor Lane Environmental Enhancements **Unique Project Identifier:** 9441	**Gateway 3/4** Regular **Progress Report**
Report of: Executive Director of Environment **Report Author:** Andrea Moravicova	**For Information**
PUBLIC	

1. Status update	**Project Description:** Public realm enhancements in Moor Lane to provide greening and an improved pedestrian environment. The project was paused in January 2024 to 'reset' the approach to the design of the scheme, with a more collaborative process involving local stakeholders, including residents, being endorsed. The pause in the project also allowed for options for traffic movement in Moor Lane to be considered as part of the Bunhill, Barbican & Golden Lane Healthy Neighbourhood Plan (HNP), the public consultation for which has now concluded. This report provides an update on project progress since the previous report to committee in February 2025. **RAG Status:** Amber (Amber at last report to committee) **Risk Status:** Medium (Medium at last report to committee) **Total Estimated Cost of Project (excluding risk):** £1,560,000 (excluding Area A which was fully funded through a Section 278 agreement) **Spend to Date:** £422,841 **Costed Risk Provision Utilised:** Not applicable
2. Key points to note	**Next Gateway:** Gateway 3/4 Options Appraisal (Regular) **Background** 2.1. In January 2024 an issue report for Moor Lane was approved, giving authority to revert the project to Gateway 3/4 Options Appraisal stage following representations post Gateway 5 for the original greening scheme. The purpose of this was to review the scheme's objectives and revise the design in collaboration with local stakeholders through a new project Working Group. 2.2. The January 2024 report also noted that options for more transformative change in Moor Lane were reliant on changes to traffic management for the street, and that such changes should be

	considered as part of the development of the Healthy Neighbourhood Plan (HNP) for the area. A public consultation on the HNP ran during November and December 2024 and proposed a range of options for traffic management on Moor Lane. This put the project for Moor Lane on hold. 2.3. In February 2025 an issue report was approved, allowing the project to recommence, and the design process to restart through a 'co-design' approach. The report also authorised officers to work with the project Working Group to develop the brief to procure consultants to develop a design for Moor Lane. This design is to be based on a closure to through motorised traffic on Moor Lane, reflecting the results from the HNP consultation for this street. 2.4. This report sets out the roles and responsibilities of the different parties involved and provides a timeline that the project is working towards. These are for Members to note. **Roles and responsibilities and project governance:** 2.5. The Streets and Walkways Sub Committee is the client committee for the Project. The Committee will remain the overall decision-making authority. 2.6. The project Working Group includes residents from Willoughby House as the residential property that fronts Moor Lane and representatives of local businesses and the local BID. The working group is chaired by the Alderwoman for Cripplegate Ward. 2.7. The Working Group will advocate for and support the development of the Moor Lane project in accordance with the terms of reference (Appendix 3). The Group will help to shape and inform the direction of the project, by providing feedback on the proposals, identifying opportunities or risks, assists with research, collection of data and dissemination of information to the wider stakeholders. 2.8. The City of London Corporation's Transport and Public Realm Projects team will undertake the management of the project and administer the Working Group meetings. 2.9. Whilst the Working Group is a key sounding board for the project direction and its progress, wider stakeholder engagement and consultation on the design will be undertaken.
3. Reporting period	January to May 2025
4. Progress to date	4.1. The working group has met twice. First to agree the terms of reference for the group and the project objectives. The second meeting focused on outlining the requirements for the new public realm in Moor Lane. These requirements informed the contents of a brief to appoint a specialist consultant(s) to progress the design. 4.2. The draft brief was shared with the Working Group following the second meeting includes skills relating to landscape architects, traffic consultants and structural engineers, and was agreed by the

	Working Group following the specification being shared electronically after the second working group meeting had set the parameters. 4.3. The City will remain the contractual client for this appointment, whilst the appointed consultant(s) will lead on the co-design process, using the Working Group as their regular review group. 4.4. The consultant(s) will also lead on and undertake wider stakeholder engagement as part of the initial design stage. This will ensure that the design process is collaborative and considers the needs and benefits for all people who will use, be impacted by it. 4.5. The City Procurement team has been engaged to administer the tender exercise. This is expected to conclude later this month (May 2025). 4.6. Engagement and the co-design work will commence and is expected to continue through to late 2025. 4.7. A public consultation exercise is planned for late 2025 / early 2026. Its results will be reported to the Committee for a final decision on which design should be taken forward to seek authority to implement later in 2026. 4.8. Works are currently estimated to commence in early 2027. 4.9. An updated project programme has been agreed by the Working Group and is included at Appendix 2. 4.10. The project programme assumes that the budget currently allocated to the project will be sufficient to deliver the design and the implementation of the scheme. There is a risk of cost overrun. This will become clearer once the procurement of the consultant has concluded, and the initial feasibility takes place. If required, officers will set out available options in an Issues report.
5. Next steps	5.1. Appoint a consultant(s) to develop designs for Moor Lane following the procurement exercise. 5.2. Develop designs through engagement with local stakeholders and seek authority to undertake public consultation on design option(s) 5.3. Following confirmation of a single design option to be progressed, Statutory consultation of required traffic orders can be progressed ahead of the final approval to proceed to implementation.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Project programme
Appendix 3	Working Group Terms of Reference

Contact

Report Author	Andrea Moravicova
Email Address	Andrea.moravicova@cityoflondon.gov.uk

This page is intentionally left blank

Project Coversheet

[1] Ownership & Status

UPI: 9441
Core Project Name: Moor Lane Environmental Enhancements
Programme Affiliation (if applicable): Bunhill, Barbican & Golden Lane Healthy Neighbourhood
Project Manager: Andrea Moravicova

Definition of need:
Moor Lane has been earmarked as an area for improvement for several years. A scheme was developed and approved in 2011, which resulted from extensive consultation and proposed the creation of a linear park along Moor Lane. The proposals were to be funded by the Section 106 agreement for the Milton Court development and approval was granted to implement the scheme on site. However, the scheme was paused in light of the emerging 21 Moorfields development which is now complete.

A revised design for the scheme was approved at Gateway 5 in May 2023, however local stakeholders subsequently objected to the approved design, whilst still supporting the overall ambition to enhance the street.

In January 2024 an Issue report for the project was approved. This gave authority for the project to revert to Gateway 3/4 (Options Appraisal), allowing for a review of the objectives of the project and a revised set of design options to be produced.

In January 2025 an approved Issue report authorised officers to work with the project's Working group on procuring a consultant to develop a design for Moor Lane based on a closure to through movement of motor vehicles.

Key measures of success:

- To improve the experience, accessibility and safety of walking, wheeling, and cycling in the area by aligning the public realm in Moor Lane with the City Public Realm Supplementary Planning document and Trasport Strategy.
- Introduce greening and where appropriate sustainable urban drainage on Moor Lane in line with the objectives of the Climate action Strategy.
- To create a public realm that is attractive, inclusive, and resilient.

Expected timeframe for the project delivery:
Implementation of Area A (eastern footway and carriageway) was completed in early 2024. Implementation of Area B is now expected in 2026.

Are we on track for completing the project against the expected timeframe for project delivery?
The project is currently on track against the 'reset' programme, as endorsed in the January 2024 report.

Has this project generated public or media impact and response which the City of London has needed to manage or is managing?
No.

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes:
The project is part of the Barbican Area Streets & Walkways Enhancement Strategy and was approved as one of the strategy's high priority schemes by the Court of Common Council in 2008 following a public consultation exercise.

In July 2011 an evaluation report was approved by Members to implement environmental enhancements on Moor Lane.

Approval was granted to progress to detailed design stage, seek relevant permissions and implement the scheme. A budget of £1,391,136 was made available following the report approval.

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

- Total Estimated Cost (excluding risk): £1.55M
- Resources to reach next Gateway (excluding risk): £1.45M
- Spend to date: £257,526
- Estimated Programme Dates: Works were intended to commence in 2012.

Scope/Design Change and Impact: Create a linear park, with trees and planters, along the west footway on Moor Lane.

*It should be noted that the evaluation report approved in 2011 predated the current Gateway reporting procedure.

Gateway 3 - Issue report (as approved by Project Sub-committee on 30 November 2020 and Streets and Walkways Sub-committee 1 December 2020)*

- Total Estimated Cost (excluding risk): £1.7-£2.2M
- Resources to reach next Gateway (excluding risk): £230,382 (£128,566 from approved Section 106 budget and £101,816 funded through 21 Moorfields Section 278 agreement)
- Spend to date:
- Costed Risk Against the Project:
- Estimated Programme Dates:
    - Design review & surveys: Dec 2020 - Mar 2021
    - Consultation: Mar – May 2021
    - Detail design: Jun – Sept 2021
    - Gateway 4/5: Sept 2021
    - Construction package: Oct 2021– Feb 2022
    - Phased implementation (minimum 6 months): Spring 2022 – late 2022/Early 2023

Scope/Design Change and Impact: The design aligns with the brief described within the Evaluation report, whilst considering the stakeholders' feedback to date, the changing context of the area and the

development of the site at 21 Moorfields. The scope was increased to include the Section 278 works to east footway adjacent to the 21 Moorfields development.
An increase to the overall project budget has been incurred due to the revised scope, although this increase is fully funded through a Section 278 agreement.

*Upon approval of the 2011 report, officers were given authority to proceed with detail design and implement the scheme, however, several modifications required to the scheme outlined in the issue report, officers considered the existing scheme to be at Gateway 3 stage. It was, therefore, proposed that the next report to Members is a Gateway 4/5, outlining the detail design and requesting authority to start work.

Gateway 4c-5 – Detailed Design & Authority to Start Work Area A (as approved by Streets and Walkways sub-committee on 5 July 2022 and Operational Property and Projects sub-committee in August 2022)
Total Estimated Cost (excluding risk):

- Total Estimated Cost (excluding risk): £2,958,680
- Resources to reach next Gateway (excluding risk): £1,448,680 (to implement S278 works)
- Spend to date: £364,588
- Costed Risk Against the Project: £50,000
- Estimated Programme Dates:
    - Sign S278 Agreement and receipt of funds: July 2022
    - Procurement of materials following sign-off of the construction package: July 2022*
    - Submit traffic management plan / permits: July 2022
    - Construction package for Area A: August 2022
    - Phased implementation (minimum 6 months): October 2022**
    - Gateway 5 report related to Area B:
    - Snagging in Area A: June / July 2023
    - Gateway 6 outcome report for both phases (Area A & Area B): December 2023

**Subject to signing the Section 278 Agreement and receipt of funds from Developer. The lead in times for procuring materials are 12-16 weeks.*
***Subject to changes to the Developer's programme and site release.*

Scope/Design Change and Impact:
Some changes to design were made to incorporate greenery to the east footway design without compromising the security requirements of the development.

Gateway 4-5 – Detailed Design & Authority to Start Work Area B (as approved by Streets and Walkways sub-committee on 23 May 2023 and Operational Property and Projects sub-committee ion 5 June 2023)
Total Estimated Cost (excluding risk):

- Total Estimated Cost (excluding risk): £2,958,680
- Spend to date: £ £350,000 (Area B)
- Costed Risk Against the Project:
- Estimated Programme Dates:

- Finalise construction package for Area B: June 2023
- Procurement of materials following sign-off of the construction package: June 2023
- Submit traffic management plan / permits: August 2023
- Phased implementation: September 2023 – April 2024
- Snagging in Area B: May 2024
- Gateway 6 outcome report for both phases (Area A & Area B): September 2024

Scope/Design Change and Impact:
Delays in the development programme delayed the start of implementation of the S278 works (Area A) by approximately ten months.

Gateway 5 Progress report (as approved by Streets and Walkways sub-committee 26 September 2023)
Reporting period: May 2023 – September 2023
Update on activities undertaken to date in relation to Area B (west footway on Moor Lane). These mainly involved discussions on the design and greening with representatives of Willoughby House and the Heron, and the Barbican Association. It also highlighted the next steps, which included further discussion on greening with local stakeholders, and development of greening proposals in consultation with the City's Garden's team and a consultant.

Gateway 5 Issue report (as approved by Streets & Walkways sub-committee on 30 January 2024)
Reporting period: September 2023 – January 2024

- Approved incorporation of Area B of the Moor Lane Environmental Enhancement project within the Barbican, Bunhill and Golden Lane (BBGL) Healthy Neighbourhood Plan programme.
- Agreed to revert the project to Gateway 3/4 Options Appraisal stage to review the scheme's objectives and revise the designs in collaboration with local stakeholders through the Working Party.
- Endorsed consideration of traffic management to Moor Lane that could provide opportunities for further greening of the street through the BBGL Healthy Neighbourhood Plan.
- Resources required to reach the next Gateway (excluding risk): £85,000 (met from within the existing project budget).

Gateway 3 / 4 Issue report (as approved by Streets and Walkways sub-committee on 4 February 2025)
Reporting period: January 2024 – January 2025

- Authorise officers to work with the project Working Group to procure consultants to develop a design for Moor Lane based on a closure to through movement of motor vehicles.

Total anticipated on-going commitment post-delivery [£]:
Details of maintenance costs will be set out as part of the next Gateway report.

Appendix 2

Outline programme

last updated 14 04.2025

Milestone	Duration	2025										2026											2027	
		March	April	May	June	July	August	Sept	Oct	Nov	Dec	Jan	Feb	March	May	June	July	Aug	Sept	Oct	Nov	Dec	Jan	Feb
Stage 2: Procurement of consultants	8 weeks																							
Stage 3: Surveys	8 weeks																							
Stage 4: Concept Design	14 weeks																							
Stage 5: Consultation	14 weeks																							
Stage 6: Detailed Design & costing	16 weeks																							
Stage 7: Pre-construction	24 weeks																							
Stage 8: Construction	TBC																							

This page is intentionally left blank

Moor Lane Environmental Enhancement Working Group
October 2024

Terms of Reference

1. Moor Lane Environmental Enhancement project - summary

The project intends to deliver public realm enhancements to provide greening and improved environment for people walking, wheeling and cycling on Moor Lane. In January 2024, the committees approved the incorporation of the project into the Barbican, Bunhill and Golden Lane area Healthy Neighbourhood Plan. This allows the focus for the potential traffic management changes in Moor Lane to be considered holistically within the area. The change in traffic movement could potentially bring further greening opportunities for Moor Lane

The Project Objectives are:

1. To improve the experience, accessibility and safety of walking, wheeling, and cycling in the area by aligning the public realm in Moor Lane with the City Public Realm Supplementary Planning document and Trasport Strategy.

2. Introduce greening and where appropriate sustainable urban drainage on Moor Lane in line with the objectives of the Climate action Strategy.

3. To create a public realm that is attractive, inclusive, and resilient.

Project governance:

Streets and Walkways Sub Committee are the client committee and will take final decisions

2. The Role of the Working Group:

To advocate for and support the Moor Lane Environmental Enhancement project, the Working Group will:

- To help shape and inform the direction of the project
- provide feedback on the proposals to ensure the final scheme best meets the needs of all stakeholders;
- inform the project lead of any opportunities or risks to the project;
- assist with research, collection of data and dissemination of information to wider stakeholders as required.
- To form a working group position on next steps and options for inclusion in Officers reports to Committee.

3. Structure of the Working Group

- The Working Group meetings will be chaired by a Member of the Working group, Alderwoman Liz King.

Terms of reference

- The administrative duties relating to the meetings (agenda circulation, minutes and room bookings and invites) will be undertaken by the Transport & Public Realm Projects Team, City of London Corporation.
- If a member of the Working Group is unable to attend a meeting, they will endeavour to send a substitute.

4. Working Group Members

Job Title/Representing
Cripplegate Ward Member
Community and Children Services, City of London Corporation
Resident, The Heron, 5 Moor Lane
Culture Mile BID
Resident, Willoughby House
Resident, Willoughby House
Chair, Golden Lane Residents Association
Brookfield Properties
Deutsche Bank
Aldersgate Ward
Transport and Public Realm Projects, City of London Corporation

Project Management team (CoL)
Group Manager, Transport & Public Realm Projects, CoL
Project Manager, Transport & Public Realm Projects, CoL

Expectations of the Working group

- Group Members represent the views of their respective organisations/associations
- Members are asked to provide feedback and provide challenge on content presented to the group to ensure a robust design is achieved.
- At all times group members should treat each other with respect and listen to each other
- Attend meetings regularly or risk forfeiting your place
-

The Chair of the group:

- Must ensure that all members of the working group have had their opportunity to voice their opinion, and have their questions answered.

5. Circulation of information and meetings

Terms of reference

Prior to the meetings, an information pack will be sent out to the Working Group Members. It will include the following, amongst other individual project updates as required:

- Proposed agenda and draft minutes
- An updated delivery programme (once agreed)

Working Group meetings are proposed to be scheduled in line with key design milestones and will be proposed for the group to agree following the outcome of the Healthy Neighbourhood Plan consultation.
The meetings are proposed to be undertaken in a hybrid manner, with meeting facilities provided at the Guildhall North Wing.

Version number: 0.3 (04/12/24)

This page is intentionally left blank

Committees: Planning and Transportation Committee: For decision Projects and Procurement Sub Committee: For Information	**Dates:** 11 February 2025 19 May 2025
Subject: Bank Junction Improvements: Experimental traffic order to reintroduce taxis **Unique Project Identifier:** *11401*	**Gateway 5: Complex Authority to start work**
Report of: **Executive Director Environment** **Report Author:** Gillian Howard, Policy and Projects, City Operations	**For Information**
PUBLIC	

1. Status Update	**Project Description:** The Bank Junction Improvements project has delivered All change at Bank. The project is now focussed on implementing an experimental traffic order to allow taxis through Bank Junction during restricted hours. This report relates only to the experiment and not the wider programme. Throughout this report 'taxis' refers to licensed taxis (black cabs) only. The current restrictions will continue to apply to private hire vehicles (e.g. Uber, Bolt, Addison Lee). **RAG Status:** Amber (Amber at last report to Committee) **Risk Status:** Medium (Medium at last report to committee) **Total Estimated Cost of Project (excluding risk):** £877,000 **Change in Total Estimated Cost of Project (excluding risk):** Increase of £17k since last report to Committee **Spend to Date:** *£316,303 spent and committed (includes spend on the review of approx. £173k).* **Costed Risk Provision Utilised:** £0;

	Slippage: *Programme for implementation of the experiment (should this report be approved) has slipped as explained in section 6.* The Streets & Walkways Sub Committee approved the routing option for taxis in November 2024. The approved route is for taxis to be allowed to access Bank junction from both Cornhill and Poultry between 7am to 7pm, Monday to Friday. This would include the use of Mansion House Street in both directions. This report can be found in the background papers at the end of this report. This report considers the benefits and impacts of this change to the Bank restrictions and the operational and monitoring requirements for the experimental traffic order. The experiment will run for up to 18 months by which time a decision on whether to retain the change or revert to the previous operation must be taken. The report also outlines an additional funding request for up to £750k to support the cost of installing new signage and enforcement cameras, data collection, monitoring, consultation, and officer time. An increased Costed Risk Provision is also included to minimise any potential delay if additional unplanned spend is required during the experiment. For example, for additional surveys or changes to or replacement of signage.
2. Requested decisions	**Next Gateway:** *Gateway 5 – (a second G5 at the end of the experiment)* **Next Steps:** • Finalise the monitoring strategy for submission as part of the Traffic Management (TMAN) application to TfL • Finalise the Communications and Engagement Strategy • Complete the traffic modelling auditing work with TfL and obtain the scheme impact assessment report • Present to TfL's Roads Space Performance Group (RSPG) if required • Submit TMAN application to TfL for final approval • Undertake baseline monitoring surveys • Prepare public consultation materials • Issue Experimental Traffic Order (ETO) notices and start the experiment • Implement the engagement and communications strategy to inform people of the change to the restrictions and raise awareness of the statutory and public consultations • Undertake post implementation monitoring strategy

surveys
- Collate all information and report back to RSPG and Members on the outcome of the experiment.

Requested Decisions:

1. Approve, subject to TfL's TMAN approval and the additional funding being approved, that an Experimental Traffic Order be implemented to allow taxis to travel the full length of Cornhill, Poultry and Mansion House Street in both directions, Monday to Friday, 7am to 7pm. This includes prohibiting taxis from turning into Lombard Street/King William Street from Bank junction.
2. Agree the success criteria for the experimental traffic order in paragraph 34
3. Approve, subject to Policy & Resources Committee approval, an additional budget of £750k to reach the next Gateway (explained in section 3).
4. Note that this would take the revised total Bank junction improvements project budget to £8,057,030 (including risk).
5. Note the total estimated cost of the experimental traffic order project at £877k (excluding risk).
6. Approve, subject to the approval of the bid for an additional £750k, a Costed Risk Provision of £350K (to be drawn down via delegation to Chief Officer).
7. Note the proposed monitoring strategy (Appendix 3)
8. Note the draft outline communications and engagement plan (Appendix 4)
9. Note that the next planned report is a second Gateway 5 report presenting the outcome of the monitoring and considering whether to make the experiment permanent. This will be approximately 14-16 months after the launch of the experiment, depending on how committee dates fall.

3. Budget

Table 1: Resource required to reach the conclusion of the ETO (subject to the approval of the requested £750k)

16100287 - timing

Item	Reason	Funds/ Source of Funding	Cost (£)
P&T Staff costs	Officer time to see the experiment through to	OSPR	50,000

	conclusion		
Fees	Data collection, consultancy support, consultation, traffic orders, equalities analysis, etc	OSPR	350,000
Works	Signage and enforcement changes	OSPR	150,000
Total		**OSPR**	**550,000**

The staff cost element will provide officer time to project mange implementation, monitoring, consultation and conclusion of the experiment. The fees element is largely associated with data collection to support the baseline and post implementation monitoring, but also includes provision for public consultation and some consultancy support. This is outlined in more detail in Appendix 3 and 4.

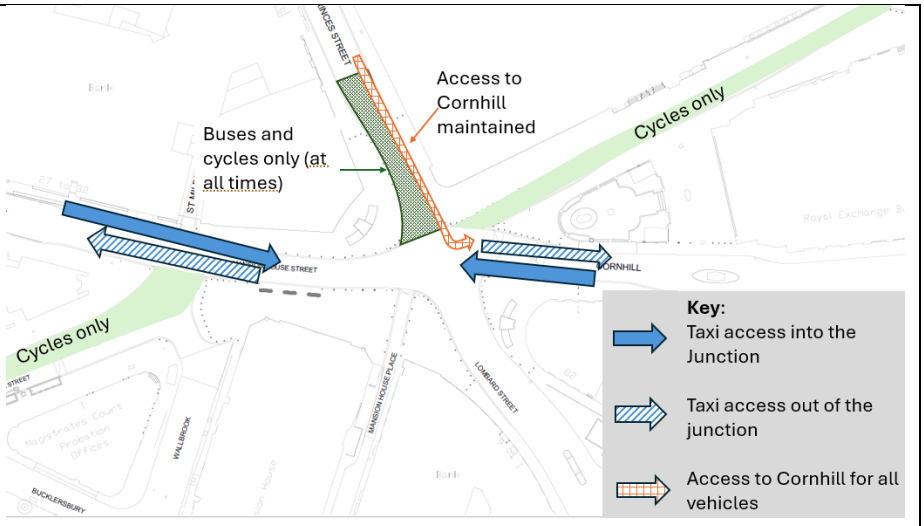
The works value includes an estimate for an additional enforcement camera, signage changes and the addition of two traffic light signals that operate on a timed basis to communicate the banned turns to taxis during the hours of 7am to 7pm, Monday to Friday.

In the summer of 2023, a bid for 650k to complete the review, and if required, to complete the work to get to gateway 5 with an experimental traffic order was agreed. This was on the basis that at the time it was not certain that an experiment would be taken forward, and if it were, what exactly would be required. The £650k was funded from the On Street Parking Reserve and also included a costed risk provision of 150k.

A further funding request for an additional £750K has been prepared to bid for further On Street Parking Reserve. This bid will initially be considered by the Chief Officer Priorities Board in February 2025, and if successful, followed by Resource Allocation Sub Committee and Policy and Resources Committee. This figure includes a bid for a further £200K costed risk provision.

In total this would take the total funding for the completion of the review and the life of the proposed experiment to a total of £1.4m including costed risk (£1.05m excluding costed risk

	provision). In the meantime, there is still sufficient funding in the current budget to work towards the implementation of the ETO. The risk of an unsuccessful funding bid is explored in section 7 paragraph 48. **Costed Risk Provision requested for this Gateway: £350k** (as detailed in the Risk Register – Appendix 2. Subject to the outcome of the bid for a further £750K). It is requested that a further £200k is added to the Costed Risk Provision. This is to cover unplanned costs, for example if more monitoring surveys are required, if additional officer time is needed or if additional enforcement is necessary. The existing £150k is to be kept against the risk associated with legal challenge.
4. Design summary	1. Following the Court of Common Council decision in June 2024, the Streets & Walkways Sub Committee approved the routing option for taxis through Bank junction in November 2024. 2. The approved route is for taxis to be allowed to access the junction from both Cornhill and Poultry between 7am to 7pm, Monday to Friday. This would include the use of Mansion House Street in both directions. 3. A timed banned turn from Mansion House Street to Lombard Street and Cornhill to Lombard Street would be implemented, except for buses and cycles, Monday to Friday, 7am to 7pm. 4. Princes Street southbound remains an access only route to Cornhill, maintaining servicing and deliveries to premises in Cornhill. This includes taxis which require access to Cornhill. 5. After 7pm Monday to Friday all vehicles can enter the junction in the same way that they do now, including taxis. **Image 1: Diagram showing routes available to taxis during restricted hours**



6. The approved route is expected to meet the aim of increasing the availability to taxis in the Bank area while limiting potential disbenefits for other street users. The benefits of this route over the other options considered by the Streets & Walkways Sub Committee include:

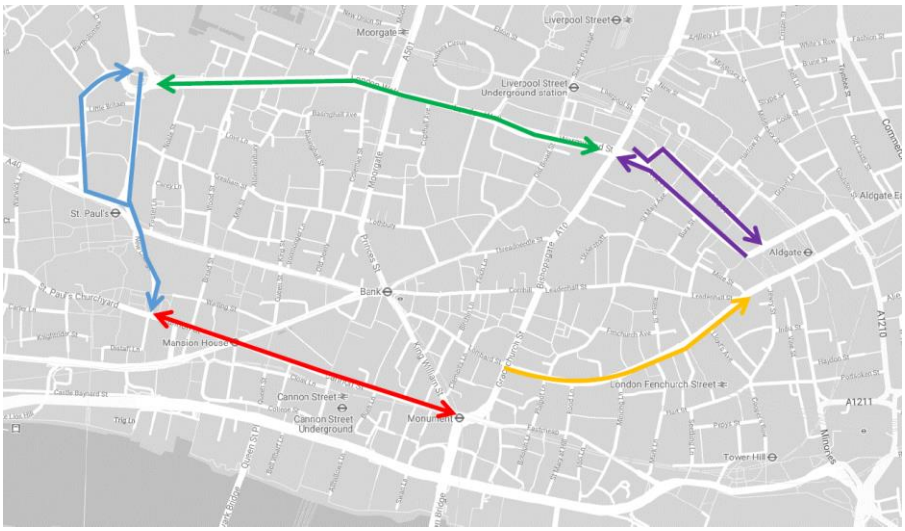
- During restricted hours, there would be no permitted turning movements for taxis within the junction, reducing the risk of collisions.
- No increase in vehicle numbers on Lombard Street, which is unsuitable for through traffic due to the narrowness of the street, narrow pavements and high numbers of people walking, wheeling and cycling.
- It is unlikely to need the overall cycle time of the traffic signals at Bank modified, meaning that wait times for people walking and wheeling are unlikely to increase.
- There is expected to be limited impact to bus journey times through the junction or in the surrounding area. This will be confirmed in the traffic modelling work with TfL.
- The traffic model forecast at this stage keeps the number of vehicles across the junction comfortably within capacity, and therefore leaves room for higher levels of cycling during the spring and summer, and for future growth.
- There is forecast to be a limited increase in vehicles queuing on the approach to the traffic signals, reducing the risk of people cycling overtaking stationary traffic, and limiting the potential for taxis using the rank on Poultry being blocked by the queue.

<u>Traffic modelling audit</u>

7. TfL's audit of the traffic model for Bank junction has been delayed by ongoing impacts of the cyber security incident in autumn 2024. At this moment in time, it is not possible to

	confirm when the audit will be completed, but there will be a delay against the original programme. 8. As a result of this delay, this report does not include audited journey time impacts. Instead, the results of unaudited feasibility modelling are provided to allow Members to make an informed decision on whether to proceed with the experimental traffic order, subject to the final approvals from TfL. 9. If the audited results identify journey time increases for either buses or general traffic that are significantly different to those provided below, then a follow up Issues report will be issued for Members to review the decision to proceed. 10. If the audited journey time impacts do not change significantly then no further approvals will be required, and the experiment will be implemented as quickly as possible following TfL's approval. 11. The below forecast journey time impacts are based on the feasibility modelling and are based on a forecast level of demand for the number of Taxis crossing Bank. As stated in other reports, there is a degree of uncertainty with this demand forecast and in practice this could be higher which would then change the forecast impacts and their spread across the area. This is why an experiment is recommended to undertake this change so that impacts can be monitored. <u>Bus journey time impacts</u> 12. The feasibility modelling suggests that the impact of proposed route for taxis will provide some small benefits to some bus journey times within the modelled area, alongside some disbenefits in both the AM and PM peaks. Overall, the average impact on the bus routes through the area is an increase of 0-1min. 13. This is considered to be an acceptable level of impact, although Members should note that it is ultimately TfL's remit to decide what impact to bus journey times is acceptable. Impacts on bus journey times will be considered by TfL alongside other benefits and impacts when considering the TMAN application. <u>General journey time impacts</u> 14. In both the AM and PM peak hours, all general traffic journey times along the key routes are within +/-1 minute compared to the baseline. This is considered to be an acceptable level of impact.

15. The key routes tested are
    - Cannon Street eastbound and westbound (Red)
    - London Wall eastbound and westbound (Green)
    - New Change/ Newgate Street gyratory northbound and southbound (Blue)
    - Fenchurch Street eastbound only. (Yellow)
    - Bevis Marks northbound and southbound (Purple)



16. There is generally a slight improvement in journey times due to taxis switching from these routes to pass through Bank junction.

<u>Infrastructure requirements</u>

17. Implementing the experimental traffic order will not require any physical change to the junction.

18. New signage will be required both at Bank junction and on the approaches to Cornhill from the east, and Poultry from the west.

19. It is likely that at least one additional enforcement camera will be required. Work is ongoing to finalise location details and costs. The Costed Risk Provision includes funding in case costs are higher than currently forecast.

20. There is a need for two timed signs on the traffic lights to communicate to taxi drivers that they cannot turn into Lombard Street/King William Street from either Mansion House Street or Cornhill during the restricted hours of Monday to Friday, 7am to 7pm.

21. The signs essentially light up during the restricted hours and turn off to present a blank face at 7pm. This will avoid the need for complicated wording to be added to static

	signage, which would also increase the size of the signs. The traffic signals will be designed and implemented by TfL. <u>Cheapside bus gate</u> 22. On 4 February 2025 the Streets & Walkways Sub Committee will consider whether the experiment to allow taxis to travel through the bus gate on Cheapside should be made permanent. 23. The proposed changes to the restrictions at Bank junction are not dependent on the changes to the Cheapside restriction being made permanent. 24. In combination with the future experiment at Bank, allowing taxis through the Cheapside bus gate would provide a priority route for buses and taxis from New Change to Leadenhall Street in both directions. This has the potential to improve the journey time for those people who need to travel east/west through the area and are reliant on taxis as their main mode of transport. <u>Equalities analysis</u> 25. The findings of the equalities analysis undertaken for the review and published in May/June 2024 are still valid. 26. This analysis recognised that there are both positive and negative impacts associated with the current restriction; and concluded that: "The additional research undertaken on taxi availability, journey times, and journey costs suggests that, as a whole, the restriction of taxi access through Bank junction between the hours of 7am to 7pm has not led to any extensive negative impacts on equality, and the impacts of the restrictions outside of these hours is deemed to be negligible. "However, it is important to acknowledge that there have been some negative impacts for certain individuals, particularly those that are most reliant on taxis as an essential mobility aid, such as some disabled people, older people with age-related mobility impairments, and pregnant women". 27. An updated equalities analysis will be presented with the next report to inform the decision on whether to make the experiment permanent. This will be informed by the results of the monitoring, consultation and engagement. <u>Legal</u>

	28. In exercising the City Corporation's functions as traffic authority, the City are required to comply with the duty in Section 122 of the Road Traffic Regulation Act which requires the traffic authority, in exercising its traffic authority functions, to secure the expeditious, convenient, and safe movement of vehicular and other traffic (including pedestrians), so far as practicable having regard to: (a) the desirability of securing and maintaining reasonable access to premises. (b) the effect on the amenities of any locality affected. (bb) national air quality strategy. (c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles. (d) any other relevant matters. 29. Under Section 16 of the Traffic Management Act 2004 the City Corporation as the local traffic authority has a duty to manage its road network with a view to achieving, so far as may be reasonably practicable having regard to its other obligations, policies and objectives, the objectives of (a) securing the expeditious movement of traffic on the authority's road network and (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority. 30. Under Section 149 of the Equality Act 2010 the public sector equality duty requires public authorities to have due regard to the need to: • Eliminate unlawful discrimination, harassment and victimisation • Advance equality of opportunity and • Foster good relations between those who share a protected characteristic (i.e., race, sex, disability, age, sexual orientation, religion or belief, pregnancy or maternity, marriage or civil partnership and gender reassignment) and those who do not. 31. As part of the duty to have "due regard" where there is disproportionate impact on a group who share a protected characteristic, the City Corporation should consider what steps might be taken to mitigate the impact, on the basis that it is a proportionate means which has been adopted towards achieving a legitimate aim. <u>Proposed success criteria and wider monitoring</u>

	32. The themes for the success criteria for the experimental traffic order were discussed by the Streets & Walkways Sub Committee in November 2024. These were also discussed with TfL who were in broad support of these four areas of focus. Further discussion with TfL officers has taken place to develop these criteria in more detail. 33. Members are asked to agree the key indicators below to be used to assess the success of the experiment and inform the decision on whether to make it permanent. 34. These indicators will apply between 7am and 7pm, Monday to Friday. The order of listing does not imply any weighting or priority. **The number of taxis available in the Bank junction area** • The key indicator will be whether and to what extent the number of taxis available to hire has increased compared to the baseline. **The number and severity of collisions within the Bank junction area** • The key indicator will be whether and to what extent the number of collisions has increased compared to the baseline. • Note that collision data is likely to be limited to the first six to nine months of the experiment and will be unverified/provisional data and subject to change once verification has taken place. **How long people need to wait at crossings within the Bank area** • The key indicator will be whether and to what extent wait times have increased compared to the baseline. **Average bus journey times within the monitoring area** • The key indicator will be whether and to what extent journey times have increased compared to the baseline. • Note that TfL's threshold for acceptable variance is within one standard deviation of baseline journey times and/or a breach of bus performance indicators 35. Further details on the approach to data collection for these indicators is provided in the draft Monitoring Strategy (Appendix 4). TfL will formally consider this strategy as part of their approval process. 36. In addition to the key success criteria, it is proposed to monitor other factors to gain an understanding of potential wider impacts. This will consider:

	• Whether and to what extent the number of collisions within the wider Bank area has changed compared to the baseline. • Whether and to what extent waiting time at crossings in the wider Bank area have increased compared to the baseline values. • Traffic levels on Poultry and Cornhill and whether, between 7am and 7pm, Monday to Friday these meet the basic requirements of the London Cycling Levels of Service (200 – 500 vehicles per hour). • Whether and to what extent taxi availability in the wider Bank area has changed compared to pre-implementation figures. • An observation of whether and to what extent journey times on main traffic corridors in the wider Bank area change during the experiment. • Feedback from different user groups, the public, and businesses will be assessed to understand whether there is any decline in perceived safety or sense of place, as established by baseline measurements. • Air quality - The proposed changes to vehicle restrictions at Bank junction are not anticipated to have a significant impact on air quality. This is due to the relatively low volumes of taxis forecast to use the junction, as well as the fact that a proportion of taxis will be electric vehicles (zero emission). Therefore, the project will track the ongoing monitoring of air quality as part of the All Change at Bank project. The ETO should not show a significantly detrimental change in air quality. <u>Communication and Engagement</u> 37. In Appendix 4 there is a draft outline plan setting out the different external audiences and proposed means of communicating and engaging with them. It also sets out an approach for targeted local communication for those people most likely to be impacted or benefit from the changes. This workstream will be developed in more detail over the coming weeks.
5. Delivery team	• Transport and Public Realm Projects– Project management and stakeholder engagement • Highways – detailed design and construction pack • FM Conway – term contractor, signage changes and any other physical measures required. • TfL – Traffic signal infrastructure changes

	• TfL – assistance on monitoring data collection (such as I-bus data) • Yunex – enforcement camera installation if required (existing City contract)
6. Programme and key dates	38. The timetable for implementation is not yet confirmed and is reliant on the forthcoming approvals by TfL. 39. Traffic modelling auditing must be completed, and a Scheme Impact Report produce before a TMAN application can be submitted to TfL. This work is behind schedule following the cyber incident last autumn. 40. Assuming TfL grant approval to proceed with the experiment, there will be a period of time required to change/install signage (including the TfL traffic signal sign). The traffic signal signage installation is within the control of TfL. During this time any baseline data that is outstanding will be collected and engagement with stakeholders about the changes will be undertaken. 41. Once the go live date is actioned, the statutory consultation starts for 6 months, and the wider public consultation will shortly follow, allowing the scheme to settle down first. The various monitoring strands of work will start with an aim to be wrapping up monitoring around month 12 of the experiment. 42. A consultation summary and monitoring findings report will be presented with recommendations to Planning and Transportation Committee as to whether the experiment should be kept and made permanent, or not, around month 15 of the experiment. 43. This decision needs to be actioned within the 18-month experimental timeline.
7. Risks	Costed Risk Provision Utilised at Last Gateway: **£0** Change in Costed Risk: **+ £200k** 44. The additional £200k request is explained in the budget section and shown against risks 21 and 22 in the risk register in Appendix 2. The total costed Risk request for the ETO project is £350k. <u>Programme</u> 45. The TfL cyber security incident has led to the traffic modelling audit being delayed and a new programme for completing the audit has not yet been confirmed. It is

	therefore not possible to confirm the implementation date for the experimental traffic order, but it is very unlikely to go live in May as originally planned. 46. To mitigate the impact of any delays on the programme, some tasks will be undertaken ahead of receiving TfL TMAN approval. This will ensure the experiment can be initiated as soon as possible following approval. Tasks to be undertaken now include preparation of the communication and engagement materials, some of the baseline monitoring and potentially purchasing of signs, enforcement cameras, traffic signal signage etc ahead of the final sign off to proceed. 47. There is a risk that this will result in abortive spend if TfL do not approve the scheme, but the likelihood of this is low. <u>Funding</u> 48. There is a risk that the request for the additional £550k to fully implement and monitor the experiment as set out in this report, with the additional £200k costed risk, is not approved or not approved in full. This would mean that the ability to monitor the impacts and benefits of the experiment would be severely limited, and the scale of engagement, consultation, and ability to enforce would be compromised. <u>Risk to safety.</u> 49. Increasing the volume of vehicles and/or movements within the junction increases the risk of a collision. The City Corporation has to be minded to minimise this risk in determining the way forward. This risk is mitigated, but not removed, by the routing option proposed. If necessary, further mitigation, such as enhanced enforcement, can be implemented if it becomes evident that there are issues, such as non-compliance, that increase the volume of vehicles using the junction during restricted hours.
8. Success criteria	50. See paragraphs 32-36
9. Progress reporting	51. It is proposed that once the experiment is operational, a further G5 report would be submitted towards the end of the experimental period (within 15 months of the start of the experiment) detailing the monitoring of the scheme and seeking a decision on either making the experiment permanent or reverting to the previous restrictions. 52. If there are any issues that arise in the meantime, an issues report will be presented for consideration.

Background paper

Bank Junction Improvements: Experimental traffic order to reintroduce taxis (Gateway 3/4 Options appraisal), Streets & Walkways Sub Committee, 19 November 2024 https://democracy.cityoflondon.gov.uk/mgAi.aspx?ID=157476

Equalities analysis : All Change at Bank – April 2024 Equality Impact Assessment (EqIA) Update

Appendices

Appendix 1	Project Coversheet
Appendix 2	Risk Register
Appendix 3	Draft monitoring strategy
Appendix 4	Draft outline communication and engagement plan

Contact

Report Author	Gillian Howard
Email Address	Gillian.howard@cityoflondon.gov.uk
Telephone Number	020 7332 3139

This page is intentionally left blank

Appendix 1

Project Coversheet

[1] Ownership & Status

UPI: 11401
Core Project Name: Bank Junction Improvements: All Change at Bank
Programme Affiliation (if applicable): Bank on Safety
Project Manager: Gillian Howard

Definition of need: The junction was identified in the Bank area strategy in 2013, as a space that did not work well for anyone. It was seen as dangerous and polluted with a high collision rate. This project was initiated to investigate solutions to these issues, to simplify the movement at the junction to create less conflict, to reallocate space to assist with the growth of pedestrian numbers and to ensure that the 'Place' function for the centre of the Bank conservation area is enhanced

Key measures of success:

1) Reduction in total casualties – specific interest in reducing Killed and Seriously Injured.
2) Reduced NO_2 emission levels
3) Improved Pedestrian comfort levels
4) Improved perception of Place (as a place to spend time in, and not just pass through)

Expected timeframe for the project delivery: 3-4 years (following restarting it in January 2019)

Key Milestones:

~~1) Gateway 4 – September/October 2020 (was March/April 2020)~~
~~2) Gateway 4c December 2020/January 2021 (received February 2021)~~
~~3) Gateway 5 – September/October 2021 (was March April 2021). (received in December 2021)~~
4) Construction substantially complete by end 2022. (updated to Summer 2023) (subsequently updated to Spring 2024)

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

Has this project generated public or media impact and response which the City of London has needed to manage or is managing?
With its close relationship with the Bank on Safety scheme – the longer-term project has had media interest which has been manged by the media team. The public are currently aware that more change is forthcoming at Bank.

[2] Finance and Costed Risk

Headline Financial, Scope and Design Changes: Update relevant section post report approval. Add multiple entries to relevant box if issues reports are approved. Note this section is to tell the 'project story' of how we reached the current position outlined in the main report.

'Project Proposal' G1/G2 report (as approved by PSC 05/12/2013): • Total Estimated Cost (excluding risk): 4-6 million • Resources to reach next Gateway (excluding risk) £532,000 • Spend to date: £434,000

- Costed Risk Against the Project: N/A
- CRP Requested: N/A
- CRP Drawn Down:
- Estimated Programme Dates: G3 anticipated June 2015 - scheme completion estimated 2019/2020

Scope/Design Change and Impact: some slippage on timeframe for G3 with delays with consultant. Subsequently a fatality at the junction in June 2015 changed the approach to the project

'Options Appraisal and Design' G3 report (as approved by PSC 01/12/2015):

- Total Estimated Cost (excluding risk): 4-18 million
- Resources to reach next Gateway (excluding risk) £1,179,000
- Spend to date: £886,791
- Costed Risk Against the Project: N/A
- CRP Requested: N/A
- CRP Drawn Down: N/A
- Estimated Programme Dates: G4 mid 2017; construction start late 2018 complete in 2020

Scope/Design Change and Impact:
The introduction of what became the Bank on Safety Scheme was initiated at the Gateway 3 stage of this project (in the same report). Intention to continue to work on both projects.

This project was formally put on hold in February 2018 in an issues report

An issues report in January 2019 sought to restart the project with changes to the project approach. Members agreed a strategic option to pursue rather than continuing with looking at 4 rigid options following the experience and lessons of delivering the Bank on Safety scheme.

Both Planning and Transportation and Streets and Walkways Sub Committee changed the recommendation in the January 2019 Issues report to read:

"Proceed with feasibility design of Strategic Option 2 (semi pedestrian priority with some vehicle movement) to a Gateway 4 report, on the basis that the proposed timescales for the project be tightened, and that Strategic Option 1 be retained as the Corporation's longer-term aspiration for the junction. The next phase of work will investigate different options for highways alignment, design of public realm and vehicle mix to inform the Gateway 4 report;"

The April 2019 issues report sought approval to the proposed project approach to achieve the strategic aim agreed in the January 2019 report with a request for further funds.

Due to the introduction of the organisations fundamental review the funding element of the April report was not confirmed until June 2019 following changes being made to the source of funding to be S106 and not OSPR.

Appendix 1

A further Capital Funding Bid as part of the new annual process was submitted and £4m has been allocated from this process in addition to the existing £1.5m of S106 and TFL funding already secured.

A second Gateway 3 was submitted:

'Options Appraisal and Design' G3 report (as approved by PSC 27/05/2020):

- Total Estimated Cost (excluding risk): 5-5.6 million
- Resources to reach next Gateway (excluding risk) £1,583,457
- Spend to date: £1,190,861
- Costed Risk Against the Project: N/A
- CRP Requested: N/A
- CRP Drawn Down: N/A
- Estimated Programme Dates: G4 Sept/Oct 2020; construction start late 2021 complete in 2023

Scope/Design Change and Impact
3 options out of 20 were agreed to proceed for further design.

'Options Appraisal and Design' G4 report: *(as approved by Projects Sub 23/10/20)*

- *Total Estimated Cost (excluding risk): 5-5.6 million*
- *Resources to reach next Gateway (excluding risk): 541,935*
- *Spend to date:* 1,381,474
- *Costed Risk Against the Project: 95,000*
- *CRP Requested: 95,000*
- *CRP Drawn Down: 0*
- *Estimated Programme Dates: G4c December 2020/January 2021*

1 option chosen for detailed design to continue

Options Appraisal and Design' G4b report: (as approved by Court of Common Council 3/12/20)

- *Total Estimated Cost (excluding risk): 5-5.6 million*
- *Resources to reach next Gateway (excluding risk): 541,935*
- *Spend to date:* 1,381,474
- *Costed Risk Against the Project: 95,000*
- *CRP Requested: 95,000*
- *CRP Drawn Down: 0*
- *Estimated Programme Dates: G4c December 2020/January 2021*

Detailed Design G4c report: (as approved by Projects Sub 23/02/2021**)**

- *Total Estimated Cost (excluding risk): 5-5.6 million*
- *Resources to reach next Gateway (G5) (excluding risk): 541,935*
- *Spend to date: 1,475,110*
- *Costed Risk Against the Project: 95,000*
- *CRP Requested: 95,000*
- *CRP Drawn Down: 0*
- *Estimated Programme Dates: Progress report on consultation findings – June/July 2021 followed by G5 October 2021.*

Appendix 1

Agreement of the design option to be proceed to Public consultation.

Issues report: (as approved by Projects Sub 23/07/21).

- *Total Estimated Cost (excluding risk): 5-5.6 million*
- *Resources to reach next Gateway (G5) (excluding risk): 693,258*
- *Spend to date:* 1,613,003
- *Costed Risk Against the Project: £253,500*
- *CRP Requested: 93,000*
- *CRP Drawn Down: 0*
- *Estimated Programme Dates: Progress report on consultation findings – September 2021 followed by G5 October 2021.*

Scope/Design Change and Impact: the change to programme following more time needed to fully analyse the consultation results means that we will no longer be able to substantially complete the work by the end of 2022 as planned. It is still possible to complete a large area before the LM show 2022 but a substantial area will need to be completed after LM show.

Issues report – public consultation findings report (As approved by Projects sub 15/09/21)

- *Total Estimated Cost (excluding risk): 5-5.6 million*
- *Resources to reach next Gateway (G5) (excluding risk): 693,258*
- *Spend to date: 1,689,517*
- *Costed Risk Against the Project: £253,500*
- *CRP Requested: 93,000*
- *CRP Drawn Down: 0*
- *Estimated Programme Dates: G5 October 2021.*

'Authority to start Work' G5 report (as approved by Projects sub 15/012/22):

- Total Estimated Cost (excluding risk): £6.7 million (costed risk to be utilised on delivery when no longer needed for Risk – descoping options included in the report)
- Resources to reach next Gateway (excluding risk): **3,513,197 (+297k to 997k risk)**
- Spend to date: *£1,945,799*
- Costed Risk Against the Project: £1,175,000
- CRP Requested: 390,000 (confirmed funding) to 1,090,000 (awaiting confirmation of capital bid)
- CRP Drawn Down: 0
- Estimated Programme Dates: construction completion summer 2023

Scope/Design Change and Impact:
Due to increasing contract costs, labour and materials, the original project budget of £5.6m was no longer going to deliver the basic functional change as designed. The report discussed how delivery could happen with no extra funding, which would be to not undertake the physical change in Queen Victoria Street or deliver any of the public realm enhancements that had been consulted upon.
A capital top up bid of £700k based on a anticipated 20% uplift in the prices used to estimate for the Gateway 5 had been applied for, but the final decisions on the funding was not going to be taken until the Court of Common Council in March

2023. If the 700k was granted, the full base design would be achievable, and there would be scope to deliver some of the public realm enhancements by utilising costed risk provision that had not been required during the substantive build.

***Issues Report September 2022: update on progress and Public realm priorities**.*

- Total Estimated Cost (excluding risk): £6.7 million to max £6.8million utilising unspent costed risk
- Resources to reach next Gateway (excluding risk): **3,513,197 (+297k to 997k risk)**
- Spend to date: *£2,342,000*
- Costed Risk Against the Project: £1,175,000
- CRP Requested: £666,498 (remaining)
- CRP Drawn Down: £423,502
- Estimated Programme Dates: construction completion Spring 2024

Scope/Design Change and Impact
Following the successful bid for funding to cover the increased inflationary costs and contract rises which ensured that the basic functional change of the project could be delivered, this report focused on the enhancements that needed to be prioritised as and when/or if funding became available to deliver them. The principle of using any unspent costed risk provision on the enhancements was approved at gateway 5. This report agreed a priority to which funding would be directed

A series of reports relating to the traffic mix and timing review have also been received by committee (S&W) May 2022, February 2023, May 2023.

An Urgency report was considered in August 2023 regarding an additional £500k (Plus £150k CRP) to the budget specifically for progressing the traffic mix and timing review

- Total Estimated Cost (excluding risk): £6.7 million to max £7.3 million utilising unspent costed risk
- Spend to date: *£3,495,398*
- Costed Risk Against the Project: £1,240,000
- CRP Requested: £816,498 (remaining)
- CRP Drawn Down: £423,502
- Estimated Programme Dates: construction completion Spring 2024

Progress Report November 2023: report on the progress of the construction works for All Change at Bank project.

- Total Estimated Cost (excluding risk): £6.7 million to max £7.3 million utilising unspent costed risk
- Spend to date: *£3,476,194*
- Costed Risk Against the Project: £1,240,000
- CRP Requested: £816,498 (remaining)
- CRP Drawn Down: £423,502
- Estimated Programme Dates: construction completion Spring 2024

A number of reports regarding the review of traffic and timing mix have taken place, the final decision on the review was taken in June 2024 by the Court of

Appendix 1

Common Council to proceed with working towards an experimental traffic order to reintroduce taxis through Bank. This decision creates a new phase of the overall bank junction improvements project.

G3/4 – Taxi Experimental Traffic Order. November 2024
*Vales refer only to the experiment not the overall project***–**

- Total Estimated Cost (excluding risk): (of the ETO project) £760k-860k
- Resources to reach next Gateway (excluding risk): N/A
- Spend to date: *£136k*
- Costed Risk Against the Project: £150k
- CRP Requested: £150k (retained)
- CRP Drawn Down: 0
- Estimated Programme Dates: TBC

G5 - Taxi Experimental Traffic Order February 2025

Total anticipated on-going commitment post-delivery [£]: Value to TBC once the level of greening, seating and enhancement is confirmed following the prioritisation of the enhancements should there be funding to deliver these. The maintenance value is including in the cost estimates of the project and is not a further resource to acquire.

There is a likely change to cleansing and maintenance costs of the area with additional greenery and seating.

Programme Affiliation [£]: with Bank on Safety Scheme up to £9.08 million

City of London: Projects Procedure Corporate Risks Register

Project Name:	*All Change at Bank*	**PM's overall risk rating:**	Medium	**CRP requested this gateway**	£ 916,498	**Average unmitigated risk**	9.3	**Open Risks**	8
Unique project identifier:	11401	**Total estimated cost (exec risk):**	£ 7,697,930	**Total CRP used to date**	£ 626,714	**Average mitigated risk score**	6.0	**Closed Risks**	11

General risk classification										Mitigation actions							Ownership & Action					
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to Issues	Comment(s)
R1	5	(2) Financial	Inaccurate or Incomplete project estimates, including baxters/ inflationary issues leads to budget increases	If an estimate is found at a later date to be inaccurate or incomplete, more funding and/or time resource would be needed to rectify the issue or fund/ underwrite the shortfall. More specifically, inflationary amounts predetermined earlier in a project may be found to be insufficient and require extra funding to cover any shortfall.	Likely	Serious	8	£7,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Undertake regular cost reviews via the highways team.	£0.00	Possible	Serious	£6,000.00	6	£0.00	staff time	14/09/2020	Gillian Howard	Ben Bishop		reduced impact rating now that the main build is complete. Remain open for the outstanding public realm and access work
R6	5	(2) Financial	Accessibility and/ or security concerns lead to project change	Further changes to the project's design if necessary may impact on accessibility/ security concerns leading to further changes.	Unlikely	Serious	4	£20,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* On-going dialogue with the accessibility/ security workstreams	£0.00	Rare	Minor	£15,000.00	1	£0.00	Costs to cover staff and/ or fees	14/09/2020	Gillian Howard	Neil West		works on the ramp to the raised area still needs to be undertaken
R9	5	(10) Physical	Trial holes/ utility investigations lead to further information being required and an increase and time.	Delays could occur which result in unplanned costs if utility companies don't engage as expected or additional utility surveys are required.	Possible	Serious	6	£8,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	Liaise closely with design engineers to work out an approach to cover utility delays or site discoveries. Trial holes to be undertaken once security measures have been developed further.	£0.00	Rare	Minor	£5,000.00	1	£0.00	staff time	14/09/2020	Gillian Howard	Ben/ Bishop/ Neil West		Utility works all complete - awaiting final bills.
R10	5	(3) Reputation	Expectation of the look and feel of the scheme is higher than what can be achieved with the budget available.	It is possible that we lose support for the proposed changes whilst still having a need to make functional change to support the growth in pedestrian numbers	Possible	Serious	6	£8,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	Liaise closely with design engineers to maximise public realm opportunities that can be included, subject to site and budget constraints.	£0.00	Unlikely	Serious	£7,000.00	4	£0.00	cost to cover staff time	14/09/2020	Gillian Howard	Ben/ Bishop/ Neil West		reduced risk impacts now that we are a significant way into the build and look and finish.
R11	5	(1) Service Delivery/ Performance	Additional investigations or surveys may be required by internal/ external parties to further validate the design.	Delays could occur to the programme if validation of the design is delayed.	Unlikely	Serious	6	£20,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	Liaise with internal/ external parties at an early stage to agree the scope of any additional investigations/ surveys.	£0.00	Rare	Minor	£11,000.00	1	£0.00	Costs to cover staff time and/ or consultants time/fee	14/09/2020	Gillian Howard	Neil West		Nearing the end of the risk life.
R16	5	(4) Contractual/Partnership	Change in term contractor/supplier rates taking into account recent market changes not available at the G5 stage	increased price of construction costs and associated services limiting ability to deliver full design	Possible	Major	12	£700,000.00	Y - for costed impact post-mitigation	C – Uncomfortable	impact of changes are out side of our control - we can only change scope to accommodate the budget available	£0.00	Possible	Major	£276,498.00	12	£432,502.00	works costs/ including site supervision	19/10/2021	Gillian Howard	Gillian Howard/ Neil West		recalculation of further increased costs over and above those calculated for the September 2022 report being done. These costs will create another issue log and drawn down, however the market is not fluctuating as much as it was so have reduced the likelihood classifications
R19	5	(2) Financial	increased costs of site supervision due to delays ,	increased site supervision costs and associated work	Possible	Serious	6	£90,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	regular construction meetings to get early warning of any problems.	£0.00	Possible	Minor	£77,000.00	3	£0.00	staff costs	08/11/2021	Gillian Howard	Gillian Howard/Ben Bishop		
R21	6	(1) Compliance/Regulatory	Traffic mix and timing review decisions are challenged and require legal advice and possibly goes to Court	significant delay to delivering the outcome of the review, and if challenge lost this may impact the ability to progress	Possible	Major	12	£150,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	undertake process correctly and ensure decisions are made by Members with good evidence and data available to them	£0.00	Unlikely	Major	£150,000.00	8	£0.00	staff costs/ legal fees	03/08/2023	Gillian Howard	Gillian Howard		This sum is not to be used for public realm enhancements once risk of challenge regarding the Traffic and Timing review has passed
R22	6	(2) Financial	If the proposed level of monitoring, stakeholder engagement that is costed to see through the experiment is not sufficient, more surveys, support, time and work may be required to determine the experiments outcome	not enough money to undertake the additional things that may be asked of us which may be in addition to the proposed monitoring and engagement plans, or could be that more sites need to be included as the impact is wider than expected.	Possible	Serious	6	£200,000.00	N	B – Fairly Confident	working on the best information we have to set out a robust plan for monitoring and engagement for Members to agree to reduce the chance of additional work being added after. But due to the experimental nature of the project, there is always a risk something may happen which is outside our control	£0.00	Possible	Serious	£150,000.00	6	£0.00	staff costs, fees, works	01/10/2024	Gillian Howard	Gillian Howard		
R22	6	(1) Compliance/Regulatory	Enforcement changes or additioanl communications are required to enforce/improve compliance the experimental restrictions if abused to encourage greater compliance and understanding	poor compliance with entry or exit of taxis, or other vehicles follwing taxis across the jucntion will increase the safety risk, particualrlay to people walking, wheeling and cycling.	Likely	Serious	8	£50,000.00	N	B – Fairly Confident	identified all signs we believe need to be updated to show taxi access, have inlcuded the cost of one new enforcement camera in the main budget and will work on a communications piece specifically for PHV's to reitterate that PHV's are not inlcuded in the experiment.	£0.00	Possible	Serious	£50,000.00	6	£0.00	staff costs, fees, works	06/01/2025	Gillian Howard	Gillian Howard		

This page is intentionally left blank

NORMAN ROURKE PRYME

CONSTRUCTION CONSULTANTS
HIGHWAYS AND INFRASTRUCTURE
TRAFFIC AND TRANSPORTATION

MONITORING STRATEGY

Bank Junction Experimental Traffic Order

30 January 2025

Bank Junction Experimental Traffic Order

CITY OF LONDON

QA RECORD:

DOCUMENT REF	10999TR01	Rev	0.3
DRAFTED BY	Cristina Ormenisan	Date	29 January 2025
CHECKED BY	Chris Attwood	Date	29 January 2025
APPROVED BY	Kate Tiernan	Date	29 January 2025
ELECTRONIC LOCATION	Https://Nrpltd.Sharepoint.Com/Sites/Cityoflondon/Shared Documents/Bank Jct Trial Implementation/Reports/Monitoring Strategy - Bank Junction ETO V0.3 - CO GH.Docx		

CONTENTS

EXECUTIVE SUMMARY

Bank Junction, a pivotal transport hub in the City of London, has undergone significant transformations through the Bank on Safety and All Change at Bank projects. These initiatives improved safety, enhanced the pedestrian environment, improved bus journey times and supported better air quality. Nonetheless, concerns remain regarding accessibility, particularly for individuals who rely on taxis. To address these concerns, an Experimental Traffic Order (ETO) will trial allowing taxis access through the junction between Poultry and Cornhill only during restricted hours, while maintaining existing restrictions on other motor vehicles. Taxis are defined as black cabs (or hackney carriages) and do not include private hire vehicles.

The ETO can remain in effect for 18 months, during which time a decision must be made to make it permanent or to revert back to the existing restrictions. The decision-making process is expected to begin not earlier than 12 months after implementation, which will mean the scheme, and associated monitoring, will have been in place for at least 1 year. The proposed changes must remain unchanged for at least 6 months.

This Monitoring Strategy outlines the approach for evaluating the ETO's effects on safety, traffic flow, pedestrian wait times, bus journey times, taxi availability, and the overall user experience. It establishes clear success criteria, sets out a structured methodology for data collection, and details how stakeholder feedback will be incorporated. Key metrics will be closely monitored and compared to established baselines. By working collaboratively with transport operators, emergency services, community groups, and advocacy organisations, the project team will ensure a thorough review of operational performance and user perceptions. The findings from this experimental period will inform a future decision on whether to make the changes permanent, ensuring that accessibility improvements are balanced with the safety, environmental, and public-realm benefits delivered at Bank Junction.

1 INTRODUCTION

1.1 Context

1.1.1 Bank Junction is a critical transport hub located at the heart of the City of London, surrounded by iconic buildings such as the Royal Exchange, the Bank of England, and Mansion House. The junction is one of the busiest in London, experiencing high volumes of pedestrians, cyclists, buses, and other vehicles. Historically, Bank Junction has faced several challenges:

- **Safety Concerns**: It was previously identified as a collision hotspot, with a high number of traffic accidents involving various road users, particularly pedestrians and cyclists.
- **Traffic Congestion**: Significant vehicular congestion impacting journey times for all road users.
- **Air Quality Issues**: High levels of vehicular traffic contributing to poor air quality.
- **Pedestrian Experience**: Limited space and high traffic volumes reducing the comfort and safety of pedestrians.

1.1.2 To address these issues, the Bank Junction Improvement Programme was initiated, comprising two key projects:

- **Bank on Safety**: Implemented in 2017 as an experimental safety scheme, this project introduced traffic restrictions to reduce collisions and improve safety at the junction. The scheme restricted motor vehicles from entering the junction between 7 am and 7 pm on weekdays, allowing access only for buses and cyclists. Following successful outcomes, the scheme was made permanent.
- **All Change at Bank**: Completed in 2024, this project delivered transformational changes to the junction's layout and public realm. Key improvements included:
    - **Increased pedestrian space**: Widened pavements and new pedestrian areas to accommodate high footfall.
    - **Enhanced public realm**: Introduction of seating, greening, and improved surfaces to create a more welcoming environment.
    - **Simplified junction layout**: Redesign of the junction to reduce complexity and improve safety for all users.
    - **Continued traffic restrictions**: Continuation of the traffic restrictions introduced under Bank on Safety, limiting motor vehicle access during peak times.

1.1.3 Despite the success of the previous projects in improving safety and the pedestrian environment, concerns have been raised regarding accessibility, particularly for those who rely on taxis as an essential mobility aid. In response to these concerns, a proposal has been made to amend the existing traffic restrictions under the All Change at Bank project.

1.2 Project Objectives

1.2.1 The amendment to the existing restrictions will seek to:

- Enhance taxi availability: Improve access to taxis in the Bank area for all including individuals who depend on taxis such as disabled people, older adults with mobility impairments, and pregnant women.
- Maintain safety and environmental benefits: Ensure that the safety improvements and environmental enhancements achieved through the previous projects are preserved.
- Maintain pedestrian waiting time at crossings and not affect negatively bus journey times in the area.

1.3 About this document

1.3.1 The project seeks to implement an Experimental Traffic Order to permit taxis to access Bank Junction between Poultry and Cornhill only during restricted hours, while continuing to restrict other motor vehicles, including private hire vehicles and powered two-wheelers. It is not proposed to make any physical changes to the existing layout of Bank junction, or the wider highway network. There will be changes made to the traffic signs on approach to, and at, Bank junction to inform users that taxis can proceed between Poultry and Cornhill (and vice versa). The traffic signals at Bank junction will be updated to accommodate the addition of two time-sensitive illuminated 'secret' signs. The first, which is illuminated between 7am-7pm (Monday to Friday) restricts right-turn (except buses and cycles) from Poultry/Mansion House Street to King William Street. The second, positioned on the eastbound approach from Cornhill, enforces a no left-turn restriction during the same hours. From 7pm-7am and at weekends, the signs will be switched off, thereby retaining the current permitted movements.

1.3.2 The ETO can remain in effect for 18 months, by which time a decision must be made to make it permanent or to revert back to the existing restrictions. The decision-making process is expected to begin not earlier than 12 months after implementation; however, to ensure there is sufficient time to complete all necessary procedures within the 18-month timeframe, the aim is for the final report and decision to be made around month 15 of the experiment. By this stage, the scheme, and associated monitoring, will have been in place for at least 1 year. It is acknowledged that complete 12- month data- particularly for safety may not be available. The proposed changes must remain unchanged for at least 6 months for the experiment to be valid.

1.3.3 The impacts on safety, traffic flow, air quality, and equality considerations will be monitored. The experimental period will be used to collect data and gather feedback before making a decision on whether to make the changes permanent

1.3.4 This Monitoring Strategy forms part of the City of London Corporation's formal Traffic Management Act Notification (TMAN) application to the TfL Network Impact Specialist Team (NIST) and is a key requirement arising from ongoing collaboration with various TFL departments.

1.3.5 This document outlines the Post-Implementation Monitoring Strategy for the experimental change to allow taxi access through Bank Junction between Poultry and Cornhill only during restricted hours (7am to 7pm, Monday to Friday). The strategy defines:

- The methods and data sources for monitoring and evaluating the impacts of the experimental change.
- Roles and responsibilities of the organisations involved.
- Success criteria and supporting criteria.
- Timelines and key review periods.
- A brief discussion of limitations.

2 MEASURING SUCCESS

2.1 Context

2.1.1 Feasibility traffic modelling has been conducted to anticipate potential impacts to general traffic and bus journey times, and general highway operation, at Bank junction and the wider network.

2.1.2 The outcomes of this modelling forecast that there would be no significant impact at Bank junction, or the wider highway network, on vehicle journey times (including buses), network operation, or pedestrian wait times. While this has provided the City of London and TfL with a preliminary degree of assurance that the changes proposed as part of the ETO will not generate significant negative impacts, the modelling audit is still ongoing with TfL

2.1.3 A set of baseline data will be collected prior to the implementation of the ETO that will serve as a basis for measuring the project's success against established criteria. While no single criterion will be quantifiably weighted over another, core success factors will guide decision-making, and other factors will be monitored as supporting indicators.

2.1.4 The following success factors have broadly been agreed with TfL and will require further refinement once the modelling Auditing Process for TMAN application has been concluded. These indicators will apply between 7am and 7pm, Monday to Friday.

2.2 Key success Criteria

The number of taxis available in the Bank Junction area

2.2.1 The key indicator will be whether and to what extent the number of taxis available to hire has increased compared to the baseline.

The number and severity of collisions within the Bank Junction area

2.2.2 The key indicator will be whether and to what extent the number of collisions has increased compared to the baseline.

2.2.3 The monitoring area is shown in Figure 3.1

How long people need to wait at crossing within the Bank Junction area

2.2.4 The key indicator will be whether and to what extent the wait times have increased compared to the baseline.

Average bus journey times within the monitoring area

2.2.5 The key indicator will be whether and to what extent journey times have increased compared to the baseline.

2.2.6 Note that TfL is expected to require that any change is within one standard deviation from the baseline values (subject to performance metrics for each bus route).

2.3 Other monitoring criteria

2.3.1 In addition to measuring how well the scheme is meeting its key objectives, it is beneficial to monitor other supplementary factors to gain an understanding of the wider impacts resulting from the scheme:

- **The number of collisions within the wider Bank Area:** An assessment on whether and to what extent the number of collisions has changed compared to the baseline, for the wider Bank area.
- **Waiting time at crossing in the wider Bank Area:** A review of whether and to what extent waiting times at crossing have increased compared to the baseline values.
- **Cycle level of service on Poultry and Cornhill:** An assessment on whether and to what extent traffic flows remain below 200 vehicles per hour and do not exceed 500 vehicles per hours on these streets.
- **The number of taxis available in the wider Bank Area:** A review on whether and to what extent taxi availability in the wider Bank Area has increased compared to pre-implementation figures.
- **General traffic journey times:** An observation of whether and to what extent journey times on main traffic corridors in the wider Bank area change during the experiment.
- **Public perception:** Feedback from different user groups, the public, and businesses will be assessed to understand whether there is any decline in perceived safety or sense of place, as established by baseline measurements.
- **Air quality:** The proposed changes to vehicle restrictions at Bank junction are not anticipated to have a significant impact on air quality. This is due to the relatively low volumes of taxis forecast to use the junction, as well as the fact that a proportion of taxis will be electric vehicles (zero emission). Therefore, the project will track the ongoing monitoring of air quality as part of the All Change at Bank project. The ETO should not show a significantly detrimental change in air quality.

3 DATA COLLECTION AND METHODOLOGY

3.1 Collisions

3.1.1 Collisions, and associated casualties, will be monitored using the TfL Stats19 Database and associated Road Safety Data Reports which are updated biannually. These statistics include Metropolitan and City Police records, as well as self-reported casualties. Fully validated data is published annually following a thorough verification process. It is important to note that interim Road Safety Data Report may not include all self-reported collisions.

3.1.2 During the experiment, collision data will be compared against the three-year average prior to the experiment's introduction in the Bank area. The monitoring will focus specifically on the restricted hours of Monday to Friday, from 7:00 am to 7:00 pm.

3.1.3 The TfL Road Safety Dashboard data will be supplemented by information received from the City of London Police throughout the experiment.

3.1.4 A map of the collision monitoring area is provided in Figure 3.1.

3.1.5 The three-year average validated collision data prior to the ETO, specifically from 2022, 2023, and 2024, will serve as the baseline for safety factors. However, most of the data available during the experiment will be provisional, meaning that comparisons will inevitably involve validated and provisional data. This cannot be overcome because of the restricted timing of an experimental order. It is possible that a decision is taken based on provisional data, and it then later changes. To enhance confidence in the use of provisional data, a comparison exercise of 2024 data in terms of volume of change between the provisional data set and the validated set will be undertaken to observe changes between the data sets. This would then give an understanding of the possible risk. It is worth noting that Department for Transport, in its Background Quality Report found only 1% difference between provisional and validated data for years 2020-2022 at the national level, with no clear upward or downward trend.

Figure 3.1: Collision monitoring area

3.2 Pedestrian wait times

3.2.1 Initial traffic modelling suggests no adjustments to traffic signal cycle times are needed to accommodate increased taxi numbers on Poultry and Cornhill. Pedestrian waiting times at signalised crossings are therefore expected to remain unchanged. However, on implementation of the experiment, traffic signal timings will be reviewed to ensure they appropriately balance the demands of different user groups.

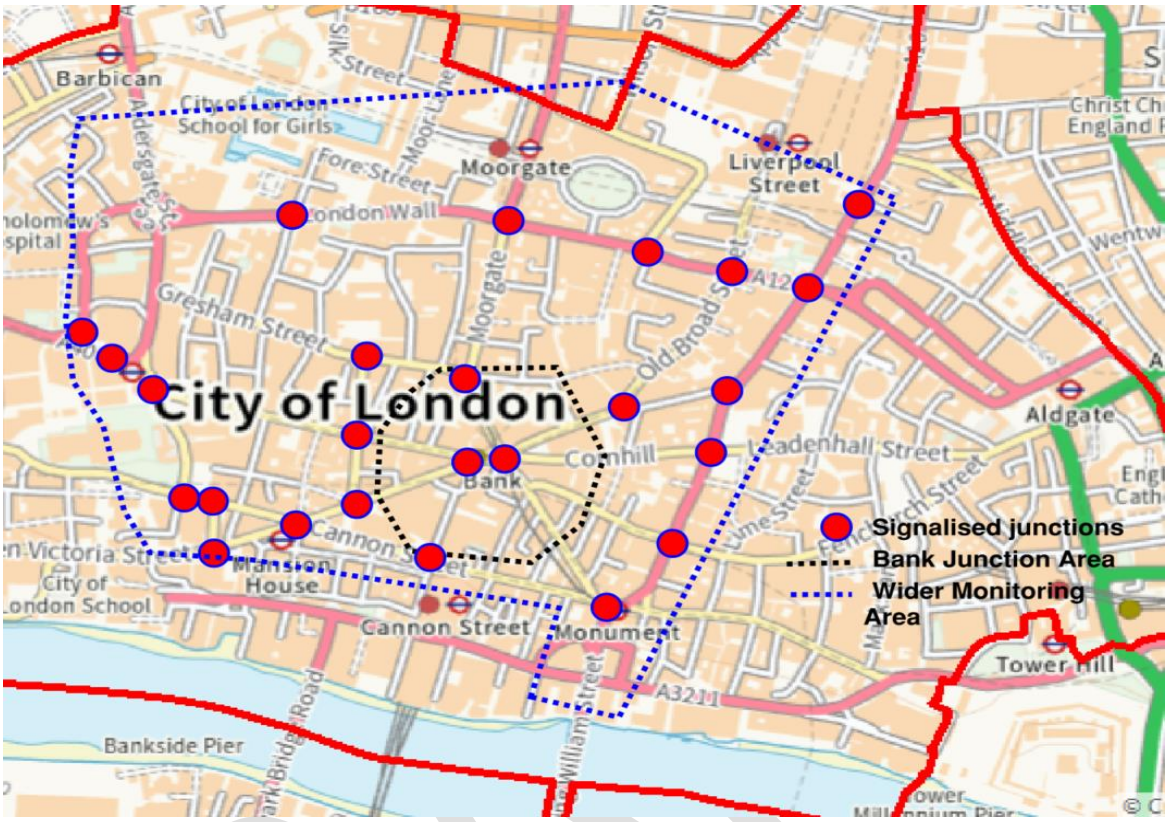
3.2.2 Signal cycle time data, which informs maximum pedestrian wait times at signalised crossings, will be sourced from TfL as part of the ongoing monitoring process.

3.2.3 The proposed areas for monitoring and a map of signals within the monitoring area can be found in Figure 3.2.

3.2.4 It is expected that the three signals at the New Change/Newgate Street junction, will be replaced by temporary traffic lights from Spring 2025 for the duration of the St Paul's Gyratory Scheme Implementation works. The temporary traffic signals are not equipped with detection capabilities or adaptive cycle timing to respond to traffic flows. Consequently, the three signals may not be monitored; however, this will become clearer once the exact introduction for the temporary signals are confirmed.

3.2.5 Pedestrian wait times at crossings will be evaluated against a baseline derived from a review of the TfL supplied signal cycle time data from the years prior to the experiment. This review will consider factors that influenced cycle times during that period. Further engagement with TfL will be necessary to finalise the specific details of the baseline.

Figure 3.2: Signalised junctions to be monitored



3.3 Bus journey times

3.3.1 Initial traffic modelling predicts minimal impact on bus journey times. All routes within the monitoring area show changes in journey time ranging from 0 to 1 minute. .

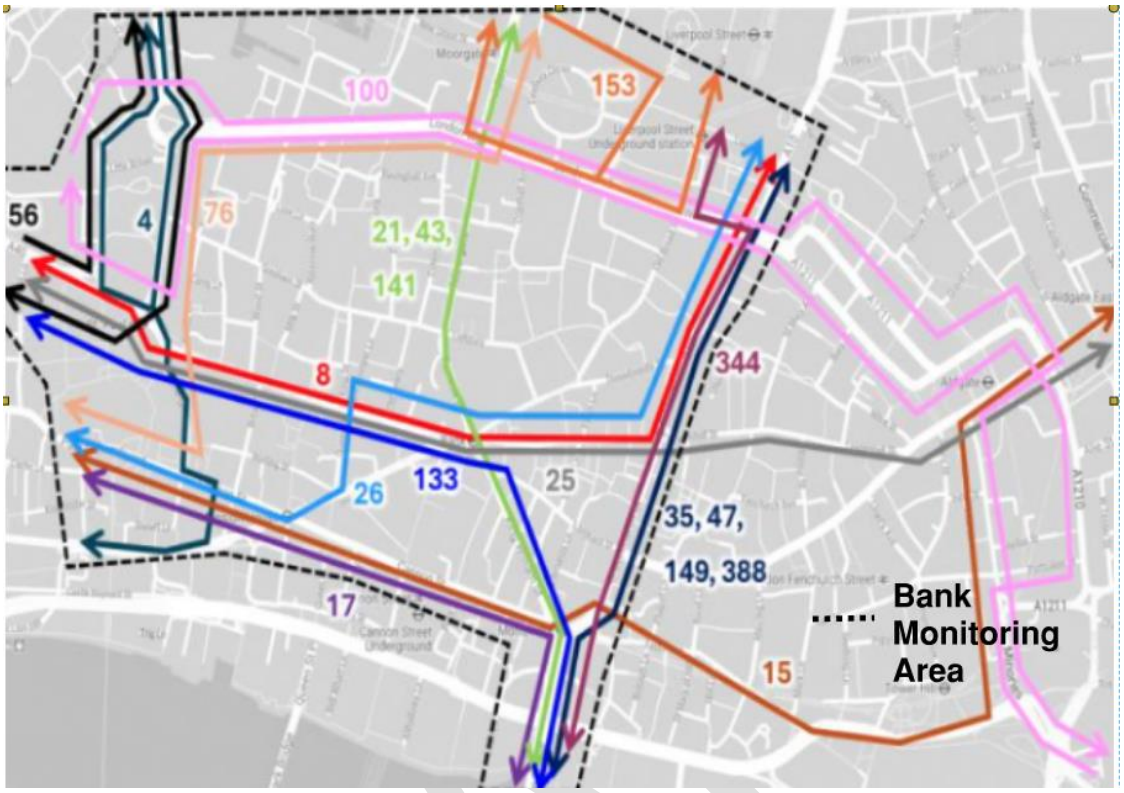
3.3.2 TfL's threshold for acceptable variance is within one standard deviation of baseline journey times and/or a breach of bus performance indicators. TfL has indicated that, as a starting point, the baseline will be calculated using data from the preceding two years. However, due to significant and on-going road works , new baseline values will have to be carefully calculated in collaboration with TfL to ensure the impacts of these conditions are properly accounted for.

3.3.3 This will involve discounting data where roadworks and other localised events have temporarily affected the journey times and choosing appropriate periods for baseline calculations. For example, bus routes servicing King William Street (southbound) have been on diversion since the start of the scheme construction in Summer 2024, and will likely still be closed at start of the ETO. This will make it difficult to assess the change in journey time for the routes servicing King William Street.

3.3.4 iBus data will be used for real-time monitoring, and results will be presented graphically using a dashboard set up and maintained by TfL.

3.3.5 The bus routes to be monitored during the experiment, 19 in total, are illustrated in Figure 3.2.

Figure 3.3: Bus routes



3.4 Taxi availability

3.4.1 Initial traffic modelling, not yet audited by TfL, indicates a moderate increase in taxi numbers passing east-west through Bank Junction, specifically along the Poultry-Cornhill corridor. To verify whether this prediction corresponds to increased taxi availability, surveys will be conducted at selected locations both during the restricted hours (7:00 am to 7:00 pm) and in the evenings, recording whether taxis have their lights on or off as to whether they are available to hire.

3.4.2 In addition to manual on-street surveys, the monitoring strategy includes observing taxi rank usage within the immediate and wider Bank area. There are current discussions with the taxi trade to explore what additional data may be available on taxi circulation patterns and numbers in the City, in order to supplement the surveys.

3.4.3 Baseline measurements will be established at a time when network conditions are stable. To allow a bedding-in period for the Experimental Traffic Order, the post-implementation surveys will commence no earlier than two months after the scheme's introduction and will be undertaken in 15-minute intervals over a 16 hour window across two days. Data from these surveys will be compared against the baseline to assess any changes in taxi availability. It is proposed to undertake lights on/off manual surveys at 12 distinct locations within Bank area, and monitor 8 taxi ranks within the same area. Maps showing the proposed survey locations are provided in Appendix A.

3.5 Journey times – key traffic corridors

3.5.1 Traffic modelling work undertaken up to now, has shown general journey times for the AM and PM peak along the key routes are within +/-1 minute compared the modelled baseline scenario. Overall, there is a slight improvement due to some taxis being removed from parallel east-west routes and reassigned to pass through Bank Junction.

3.5.2 The following traffic corridors within the Bank area will be monitored, subject to suitability in conjunction with the planned roadworks:

- Cannon Street eastbound and westbound.
- London Wall eastbound and westbound.
- New Change/Newgate Street Gyratory northbound and southbound
- Leadenhall Street eastbound and westbound

3.5.3 Traffic routes correspond to bus services. This means that bus journey times, excluding dwell times, can be used as proxies to assess general traffic journey times.

3.5.4 Google Journey Time data will be used to validate results. Data will be sourced and analysed every three months during the experiment for two weeks of peak weekday periods.

3.5.5 Information on start and end points for the journey time data collection can be found in Appendix C.

3.6 Traffic surveys

3.6.1 Traffic volumes by mode, along with queue lengths at specific locations around Bank Junction and in the wider monitoring area, will be collected to measure any changes in traffic flow and network operation.

3.6.2 Classified Turning Counts (CTCs) and queue length surveys are proposed at junctions along the east-west Poultry–Cornhill route:

- Bank junction (including Queen Victoria Street)
- Cornhill/ Leadenhall Street/ Bishopsgate.
- Cheapside/King Street/ Queen Street.
- Cheapside/ New Change.

3.6.3 The CTC surveys will capture turning movements by different vehicle types at each of the junctions, including taxis (black cabs) along the main east-west route that taxis will be permitted to use to pass through Bank junction. Additionally, the surveys will also monitor compliance with any restricted turns at these junctions.

3.6.4 Data will be collected every three months over three weekdays per month, both within and outside restricted times. There will be a total of 4 counts for the duration of the experiment, at month 3, 6, 9 and 12.

3.6.5 Additionally, video Automatic Traffic Counts (ATCs) will be collected Monday to Friday regularly throughout the experiment's duration at agreed intervals. The following locations are proposed:

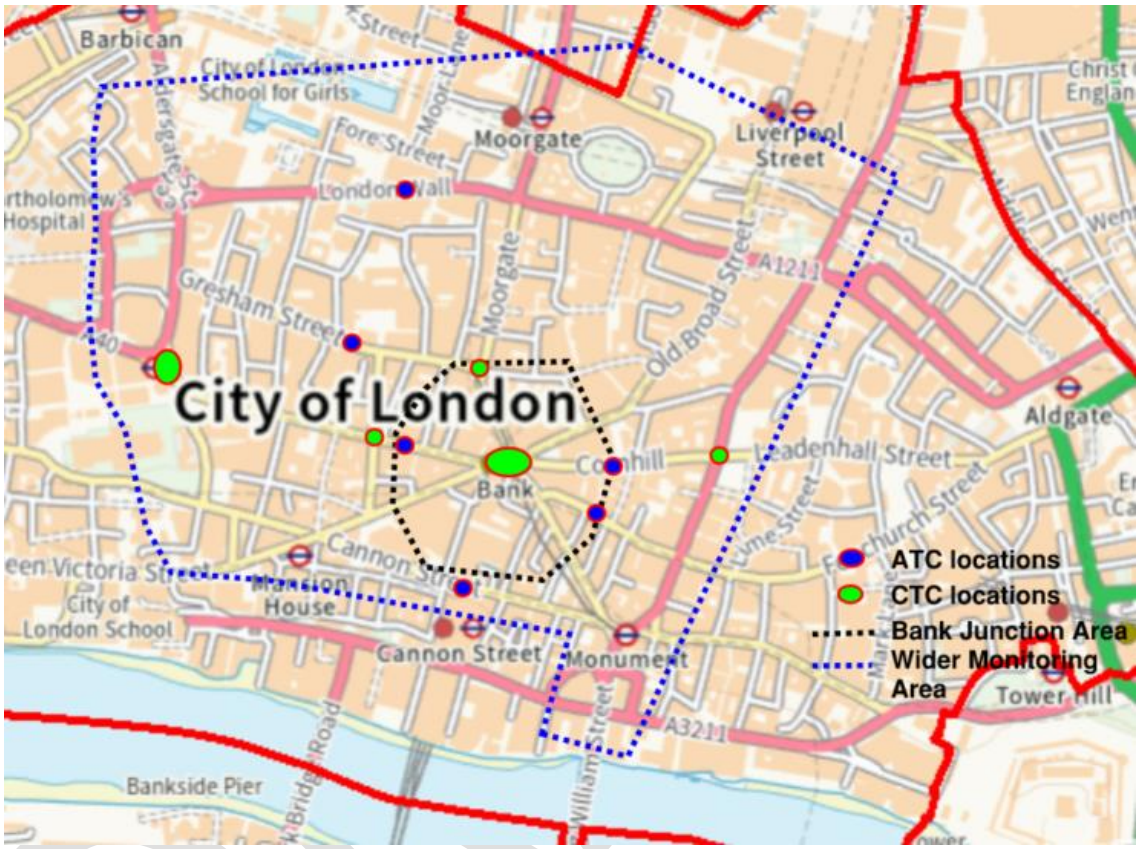
- London Wall (between Wood Street and Moorgate).
- Gresham Street (between Aldermanbury and King Street).
- Cheapside (between King Street and Old Jewry).
- Cannon Street (east of Dowgate Hill).
- Lombard Street
- Cornhill

3.6.6 The ATC surveys will capture traffic flows at specific locations on a street. These will provide a longer-term trend analysis, that will be supplemented by the more detailed, but less frequent, CTCs.

3.6.7 Baseline traffic flow monitoring will be conducted for two weeks before the experiment's launch. The exact timing will depend on suitable network conditions for data collection.

3.6.8 This data will help evaluate changes to vehicle volumes on approaches to Bank Junction and the wider network. The traffic flows will be one of the datasets used to inform the key success criteria.

Figure 3.4: Traffic flows – survey locations.



4 STAKEHOLDER ENGAGEMENT AND CONSULTATION

4.1 Overview

4.1.1 The engagement and consultation process aligns with the ETO statutory requirements whilst actively reaching local businesses and stakeholders. Due to the limited nature of changes to the existing scheme a radius of 250m (aligns with TFL Bishopsgate consultation) is proposed for communication and stakeholder engagement focusing on those most directly impacted at Bank Junction including businesses, those frequently in temporary transit, tourists and commuters who have bespoke travel requirements.

4.1.2 Engaging with the 167 residential addresses and 580 registered commercial addresses in the area along with the businesses registered through the City Belongs network, and individually through internal networks and targeted communication from GIS data enables a holistic and thorough approach across multiple channels.

4.2 Engagement and Communication Approach

4.2.1 In line with City of London commitment to reducing carbon emissions, the primary focus of the communication and engagement activities will be digital. This approach not only supports the COL environmental targets but also broadens opportunities for participation. Where necessary, traditional methods will also be employed to ensure no one is excluded from consultation activities.

4.2.2 Physical copies of documents: Physical copies of the consultation survey and associated materials will be available for public inspection at the City of London Corporation's principal office. This enables access for those with barriers to digital access.

4.2.3 City of London Corporation website: Electronic copies of documents will be made available to access on the internet via the City of London Corporation website.

4.2.4 Social media platforms: Consultation information will be promoted through the Corporation's official LinkedIn social media account.

4.2.5 Public notices: Consultation information public notices may be used.

4.2.6 E-mail and postal correspondence and notifications: In line with General Data Protection Regulations (GDPR) 2018 COL will send information about the consultation and receive feedback or representations from the public by way of e-mail or post.

4.2.7 Stakeholder and public meetings: Meetings for stakeholders and the general public to attend, if it is felt necessary.

4.2.8 Other digital tools and telephone calls: Online conferencing, 'virtual' workshops or meetings, as well as telephone conferencing and calls can often be useful to engage with hard-to-reach groups and others whose circumstances make attending events in person a challenge.

4.2.9 Internet (online) consultation and engagement platforms: Online consultation and engagement platform will host the survey and information to enable the public to submit comments or formal representations to the consultation.

4.3 Statutory requirement

4.3.1 An Experimental Traffic Regulation Order is subject to a legal statutory requirement of a 6-month consultation period but can stay in force for a maximum of 18-months, whilst the decision is made whether to make the change permanent.

4.3.2 After at least six months, all comments of support and objection are considered. This process allows public input while testing new traffic measures in real world conditions. It is expected that the experimental order at Bank would be in place for at least 12 months. **Approach: Internet (online) consultation and engagement platforms, Public notices, E-mail and postal correspondence and notifications.**

4.4 Emergency Services and Statutory representatives

4.4.1 The project team will maintain regular communication with emergency services representatives to highlight any operational issues affecting response times.

4.4.2 The predicted changes to traffic flows do not forecast that the emergency response times will be negatively affected.

4.4.3 The project team will connect where relevant with City of London Communications and Campaigns team who engage with the emergency services directly in Bank Junction. **Approach: Internet (online) consultation and engagement platforms, E-mail and postal correspondence and notifications,**

4.5 Transport operators

4.5.1 As part of the engagement and consultation activities, all relevant public transport operators including TfL, black taxi, private hire services and other local transport providers will be notified of the changes to be implemented through the Experimental Traffic Order.

4.5.2 Engagement with private hire trade representatives, through TfL's Taxi and Private Hire team will ensure that the changes are clearly communicated to operators, clarifying that the restrictions apply solely to taxis and not to private hire vehicles, which are not designated as taxis under these changes.

4.5.3 Ongoing engagement with taxi trade representatives, such as the Licensed Taxi Drivers' Association (LTDA) will occur throughout the experiment.

4.5.4 Ongoing engagement with various TfL teams will ensure effective coordination in data collection, both before and during the experiment. **Approach: Internet (online) consultation and engagement platforms, E-mail and postal correspondence and notifications.**

4.6 Perception Survey

4.6.1 Prior to the ETO a local 4-8 week perception survey of Bank Junction will be carried out to gather baseline data on the perception of safety and place in line with guidance from TFL Healthy Streets.

4.6.2 Baseline perception surveys were not completed prior to implementation of All Change at Bank due to COVID-19 pandemic and restrictions; therefore, these surveys will help establish people's views on the changes that have already taken place but cannot be compared to the before view. However, it is possible to undertake both pre-implementation and live-scheme perception surveys as part of this experiment.

4.6.3 The consultation surveys as well as the perceptions surveys will gather demographic and equalities data in line with City of London Corporation policy. The surveys will also allow for data segmentation on where people have responded from and their relationship to Bank Junction.

4.6.4 Approaches: Internet (online) consultation and engagement platforms, City of London Corporation website, Social media platforms, E-mail and postal correspondence and notifications, Other digital tools and telephone calls, Stakeholder and public meetings

4.7 Consultation Survey

4.7.1 There will be an integrated engagement and communication campaign for the first 6 to 8 weeks with the consultation survey remaining open for the full 6 months of the statutory consultation period.

4.7.2 The online consultation survey will launch 4 weeks after the start of the experiment and remain open throughout consultation period. Reporting and decision making on whether the changes are made permanent will be complete within 18 months of the start of the experiment.

4.7.3 Approaches: Internet (online) consultation and engagement platforms, Stakeholder and public meetings, Public notices, City of London Corporation website, Social media platforms, Physical copies of documents, E-mail and postal correspondence and notifications, Other digital tools and telephone calls.

4.8 Advocacy and special interest groups

4.8.1 The project team will engage with groups such as the London Cycling Campaign (LCC), Living Streets and Wheels for wellbeing to gather member views and update with the relevant stakeholder material. These engagements will take place through online conferencing, virtual workshops and email communications.

4.8.2 Engagement with disability groups and those with protected characteristics will also be undertaken to ensure inclusive access and to address any concerns regarding the changes.

4.8.3 Workers in Bank area will be engaged, through Diversity Networks and any other affiliated equality groups, in the process and updated with the relevant stakeholder material. City Belonging networks are known to reach a wider audience than the traditional consultation methods. Approaches: Internet (online) consultation and engagement platforms. E-mail and postal correspondence and notifications.

4.9 Internal Stakeholders

4.9.1 The City of London Corporation Diversity Networks will be actively engaged in the process and updated with the relevant stakeholder material. Approaches: Internet (online) consultation and engagement platforms. E-mail and postal correspondence and notifications.

4.9.2 In addition, regular updates to Ward Members of the City of London so that they can use their network of contacts within their wards to help communicate messages and disseminate information to ensure a wide reach of stakeholders is achieved.

5 FACTORS AFFECTING RESULTS

5.1 Planned and emergency road works and other road space requirements

5.1.1 The proposed change at Bank junction is likely to be one of a number of factors that influences traffic conditions on the highway network in the vicinity of Bank junction during the period of the ETO. There could be planned or emergency road works, construction associated with developments that require road space and/or temporary changes to the highway layout, or atypical incidents that may affect the traffic volumes, general traffic and bus journey times, pedestrian wait times and queue lengths in the vicinity of the scheme. It is anticipated that the over the full period of the ETO (18 months), the true impact of the changes to Bank Junction will be captured in a representative manner.

5.1.2 Incidents, roadworks and construction works will be tracked to determine whether observed changes can be attributed to the scheme or other external factors.

5.1.3 Early engagement with the City of London Network Management Team has identified the following planned schemes, some of which may conclude before the experiment commences. They will be monitored for potential delays affecting baseline or final results:

- King William Street – Scheduled to be completed in August 2025. This may be followed by the construction works scheduled to be completed by end of 2026.
- Leadenhall Street – Scheduled to begin in Autumn 2025 (subject to outcomes of the consultation) with an anticipated build duration of 18 months.
- London Wall – Phase 1 scheduled for May/June 2025, while Phase 2, will take place in 2026.
- TfL Bishopsgate Streetspace scheme –TfL has proposed to make the scheme permanent which will require highway works. Further engagement with TfL is required to understand a definitive timeline for the works.
- St. Paul's Gyratory – Scheduled to begin in May 2025.

5.1.4 Additionally the following works planned by development sites in the area, have been scheduled for the upcoming year:

- Leadenhall Street – It is expected that closures will be implemented in April-May 2025 and July 2025, to facilitate the works, in addition to the scheme at 5.1.3.

5.1.5 At present, this is the extent of information available. Ongoing engagement with City of London Network Management Team will continue to ensure all upcoming works are considered when setting the baseline and during data collection throughout the experiment.

5.2 External environmental factors

5.2.1 Traffic flows and impact upon bus journey times and signal cycle time is expected to change as a result of external environmental factors such as seasonal variations and network issues that require bus diversions.

5.2.2 Public events and public holidays can show a decrease in traffic flow.

5.2.3 School terms can influence traffic levels and potentially affect consultation response rates.

5.2.4 The timing for baseline and on-going measurements will consider these external factors to ensure reliability of results.

5.3 Contingency planning

5.3.1 Monitoring will continue throughout the experiment, allowing timely responses to unexpected changes.

5.3.2 Initial modelling predicts a modest increase in taxi volumes along Cornhill and Poultry during the AM and PM peak hours. The regular traffic surveys will quantify this impact, as well as more frequent site observations by City of London Officers and TfL engineers.

5.3.3 If taxi flows exceed junction performance thresholds, in coordination with TfL, adjustments to signal cycle times may be made. This may include having to increase the overall traffic signal cycle time.

5.3.4 Ongoing engagement with the LTDA will help identify short-term spikes in taxi volumes or specific events causing unanticipated changes.

5.3.5 Further mitigation measures may need to be introduced such as new temporary diversions to reduce the numbers of taxis accessing the junction if the volumes are causing problems. Any mitigation changes to the agreed restrictions, will require the re-start of the statutory 6-month objection period, while the expiry date of the ETO cannot be extended past the 18 month period without the consent of the Secretary of State.

6 GOVERNANCE

6.1 Organisational roles and responsibilities

6.1.1 The successful implementation of the ETO relies on the coordinated effort of multiple organisations and teams, each contributing their specific expertise and resources. This section outlines the key stakeholders involved and responsibilities at each stage.

6.1.2 The defined structures and responsibilities will support robust data collection, thorough analysis and timely reporting.

6.1.3 The final decision-making authority lies with the Planning and Transportation Committee, which reviews the findings and recommendations from the monitoring and evaluation process and determines whether the scheme should be made permanent or discontinued.

6.2 Approval of the Experiment

6.2.1 The restriction amendments require a TMAN application to TfL to implement the experiment. This monitoring strategy will form part of the TMAN application.

Road Space Performance Review Group RSPRG

- Reviews the scheme and monitoring strategy.
- Agrees on mitigation measures if unacceptable impacts are observed.

Transport for London Network Impact Specialist Team and Network Performance Team

- Manages formal scheme submission and approvals.
- Monitor traffic conditions and make adjustments in response to observed issues.

6.3 Monitoring and Evaluation

Project Delivery Team

- Implement the monitoring Strategy.
- Commission surveys and data analysis.
- Collate and analyse data.
- Report progress, risks and issues.
- Coordinate with stakeholders and address concerns

City of London Police

- Provide information on police attended traffic collision data which may not form part of the provisional collision data available via Stats 19., as well as on-site observations.
- Update the project team on road safety concerns as a result of the implementation of the changes.

City of London Network Management

- Update the project team with concerns regarding instances of network congestion as a result of the implementation of the scheme.
- Notify the project team of unavoidable road works that may affect the highway network.

Transport for London Network Performance Delivery Team

- Oversees the Scheme Impact Report as part of TMAN approval.
- Provides input in the Monitoring Strategy.
- Share data and insights on network performance, including signal cycle times.

Transport for London Bus Operations Team

- Provides information on bus performance throughout the experiment.
- Agreed success criteria for bus performance.

Transport for London Engineering Team

- Monitor junction signals operation and road safety.

6.4 Key review periods

6.4.1 The Experimental Traffic Order can remain in effect for 18 months, after which a decision must be made whether to make it permanent. The decision-making process is expected to begin no later than 12 months after implementation. It is expected that at this point, the data sets collected will be sufficiently developed to enable analysis.

6.4.2 Table 6.1 shows indicative timeline for monitoring and reporting activities.

6.4.3 A final report will be produced 12 months after the start of the experiment, providing an analysis of the monitoring data and its comparison against the success criteria outlined in the monitoring strategy. The report will also present the results of the consultation and include the City of London Officers' recommendation to inform the decision-making process.

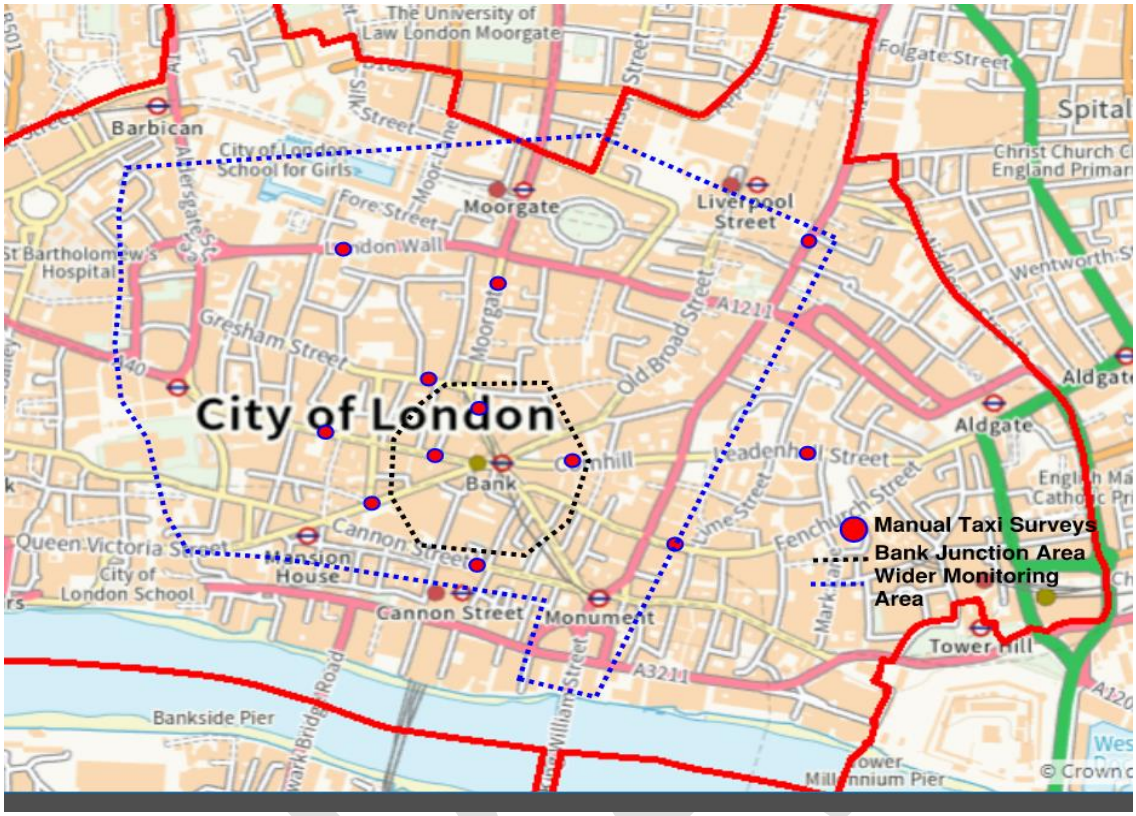
6.4.4 Progress updates will be provided if ongoing monitoring identified data that significantly deviates from the modelled forecasts, necessitating further review of intervention.

Table 6.1: Indicative programme of monitoring activities

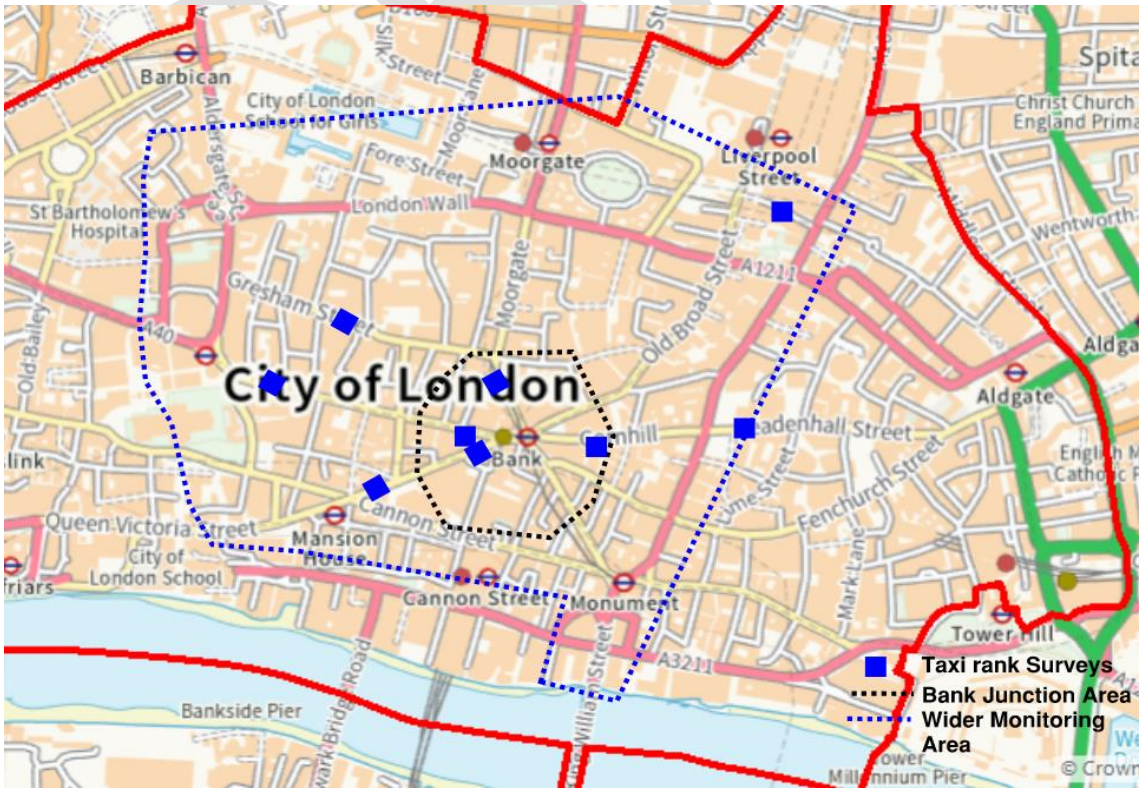
Period	Activity
Pre-start	Perception Surveys, Early Engagement and Baseline Data Collection
Month 1	Experimental Traffic Order goes live. Statutory Consultation starts
Month 2	Public Consultation Starts Ongoing monitoring of iBus data, cycle times and ATCs.
Month 3 -5	Taxi availability surveys Ongoing monitoring of iBus data, cycle times CTCs and ATCs.
Month 6	Public and Statutory consultation ends Taxi availability surveys
Month 7 - 10	Ongoing monitoring of iBus data, cycle times, and ATCs.
Month 11	Consultation Analysis and Reporting Complete Ongoing monitoring of iBus data, cycle times, and ATCs.
Month 12	Ongoing monitoring of CTCs and ATCs. 12-month iBus data available 12-month Cycle Time Data available Resolve objections arising from Statutory consultation.
Month 13	Provisional Safety data available Analysis of results
Month 14	Analysis of results Recommendations for Committee by Project Officers TMAN submission / RSPRG
Month 15 - 16	Governance approvals including TMAN submission / RSPRG
Month 17	Contingency for Governance approval
Month 18	Experimental Traffic Order expires

APPENDIX A: TAXI AVAILABILITY SURVEYS

Manual Taxi Availability Surveys



Taxi Rank Survey Locations



APPENDIX B: BUS MONITORING

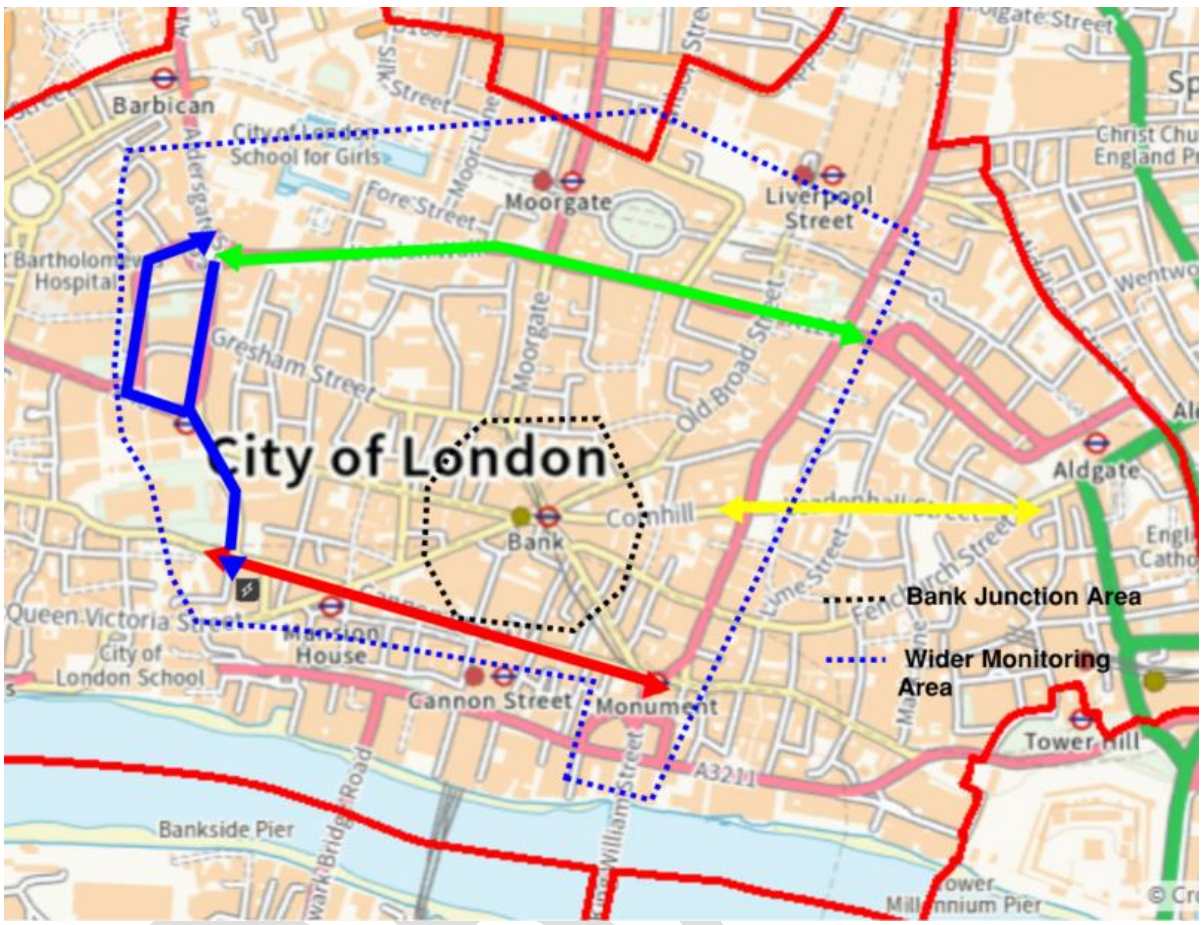
Monitored Bus Route Sections

4_NB	Millennium Bridge (Stop SG)	Aldersgate Street (Stop BC)
4_SB	London Wall (Stop BD)	Millennium Bridge (Stop SF)
8_WB	Liverpool Street (Stop L)	St Paul's (Stop SQ)
8_EB	King Edward Street (Stop ST)	Liverpool Street (Stop F)
15_EB	St Paul's Cathedral (Stop SK)	Monument (Stop H)
15_WB	Monument (Stop J)	St Paul's Churchyard (Stop SH)
17_WB	Monument (Stop Q)	St Paul's Churchyard (Stop SH)
17_SB	St Paul's Cathedral (Stop SK)	Monument (Stop P)
21_SB	Moorgate (Stop L)	Monument (Stop P)
21_NB	Monument (Stop Q)	Moorgate (Stop B)
25_EB	King Edward Street (Stop ST)	Aldgate East (Stop E)
25_WB	Aldgate East (Stop J)	St Paul's (Stop SQ)
26_NB	St Paul's Cathedral (Stop SK)	Liverpool Street (Stop F)
26_SB	Liverpool Street (Stop L)	St Paul's Cathedral (Stop SH)
35_SB	Liverpool Street (Stop K)	Monument (Stop P)
35_NB	Monument (Stop Q)	Liverpool Street (Stop F)
43_NB	London Bridge (Stop Q)	Moorgate Station
43_SB	Moorgate (Stop L)	Monument (Stop P)
47_SB	Liverpool Street (Stop K)	Monument (Stop P)
47_NB	Monument (Stop Q)	Liverpool Street (Stop F)
56_NB	King Edward Street (Stop ST)	Aldersgate Street (Stop BC)
56_SB	London Wall (Stop BD)	St. Paul's Station (Stop SQ)
76_NB	St Paul's Cathedral (Stop SK)	Finsbury Square (Stop D)

76_SB	Moorgate Station (Stop L)	St Paul's Churchyard (Stop SH)
100_EB	King Edward Street (stand)	Minories (Stop H)
100_WB	Mansell Street (Stop S)	King Edward Street (stand)
133_SB	King Edward Street (Stop ST)	Monument (Stop P)
133_NB	Monument (Stop Q)	St Paul's (Stop SQ)
141_SB	Moorgate Station (Stop L)	Monument (Stop P)
141_NB	Monument (Stop Q)	Moorgate Station
149_SB	Liverpool Street (Stop K)	Monument (Stop P)
149_NB	Monument (Stop Q)	Wormwood Street (Stop W)
153_EB	Eldon Street (Stop V)	Liverpool Street Station (Stop N)
153_WB	Liverpool Street Station (Stop C)	Moorgate Station (Stop B)
344_NB	Monument (Stop Q)	Liverpool Street Station (Stop N)
344_SB	Liverpool Street (Stop B)	Fenchurch Street (Stop U)
388_NB	Monument (Stop Q)	Liverpool Street (Stop F)
388_SB	Wormwood Street (Stop Y)	Monument (Stop P)

APPENDIX C: JOURNEY TIMES

Traffic Corridors – Journey Time Monitoring



TRAFFIC & TRANSPORTATION

CONSTRUCTION CONSULTANTS

HIGHWAYS & INFRASTRUCTURE

London
57 Webber Street,
London, SE1 0RF

✉ london@nrpltd.com
+44 (0)207 654 7280

Exeter
2 Splatford Barton
Business Park
Exeter, EX6 7BT

✉ exeter@nrpltd.com
+44 (0)1392 266880

Bristol
The Picture House
4 Colston Avenue,
Bristol, BS1 4ST

✉ bristol@nrpltd.com
+44 (0)117 387 8910

Truro
Penstraze Business Centre,
Truro, TR4 8PN

+44 (0)1872 562054

This page is intentionally left blank

NORMAN ROURKE PRYME

CONSTRUCTION CONSULTANTS
HIGHWAYS AND INFRASTRUCTURE
TRAFFIC AND TRANSPORTATION

Communication and Engagement Plan

Bank Junction Experimental Traffic Order

30 January 2025

Bank Junction Experimental Traffic Order

City of London

QA RECORD:

DOCUMENT REF	10999TR02	Rev	0.1
DRAFTED BY	Linda Kulahcigil	Date	30 January 2025
CHECKED BY	Cristina Ormenisan	Date	30 January 2025
APPROVED BY	Kate Tiernan	Date	30 January 2025
ELECTRONIC LOCATION	Https://Nrpltd-My.Sharepoint.Com/Personal/Kate_Tiernan_Nrpltd_Com/Documents/Documents/Col Communication And Engagement Plan DRAFT Copy (002)GHKT.Docx		

CONTENTS

Appendix A: Bank Junction Stakeholder Mapping (250m radius) – Commercial

Appendix B: Bank Junction Stakeholder Mapping – Residential

Appendix C: Bank Junction Commercial Business List (250m radius)

EXECUTIVE SUMMARY

Bank Junction, a pivotal transport hub in the City of London, has undergone significant transformations through the Bank on Safety and All Change at Bank projects. These initiatives improved safety, enhanced the pedestrian environment, improved bus journey times and supported better air quality. Nonetheless, concerns remain regarding accessibility, particularly for individuals who rely on taxis. To address these concerns, an Experimental Traffic Order (ETO) will trial allowing taxis controlled access through the junction between Poultry and Cornhill only during restricted hours, while maintaining existing restrictions on other motor vehicles. Taxis are defined as black taxis (or hackney carriages) and do not include private hire vehicles.

The ETO can remain in effect for 18 months, during which time a decision must be made to make it permanent or to revert back to the existing restrictions. The decision-making process is expected to begin not earlier than 12 months after implementation, which will mean the scheme, and associated monitoring, will have been in place for at least 1 year. The proposed changes must remain unchanged for at least 6 months.

This Communications and Engagement Plan outlines the approach for engaging with and evaluating the ETO's consultation alongside the monitoring strategy evaluating effects on safety, traffic flow, pedestrian wait times, bus journey times, taxi availability, and the overall user experience. Together these documents establish clear success criteria, setting out a structured methodology for engagement, consultation, communication, data collection, and details how stakeholder feedback will be incorporated. By working collaboratively with transport operators, emergency services, community groups, and advocacy organisations, the project team will ensure a thorough review of operational performance and user perceptions. The findings from this experimental period will inform a future decision on whether to make the changes permanent, ensuring that accessibility improvements are balanced with the safety, environmental, and public-realm benefits delivered at Bank Junction.

1 INTRODUCTION

1.1 Background

1.1.1 Bank Junction, a pivotal transport hub in the City of London, has undergone significant transformations through the Bank on Safety and All Change at Bank projects. These initiatives improved safety, enhanced the pedestrian environment, improved bus journey times and supported better air quality.

1.1.2 Timed restrictions have been in place since 2017 to limit the junction to use by people cycling and buses only.

1.1.3 This, along with wider improvement works to Bank Junction, have been ongoing to make the area a safer and more pleasant place to travel through and visit, as part of a strategy to:

- Reduce casualties by simplifying the junction;
- Reduce pedestrian crowding levels;
- Improve local air quality; and
- Turn Bank into a place to spend time in rather than pass through.

1.1.4 Nonetheless, concerns remain regarding accessibility, particularly for individuals who rely on taxis.

1.1.5 In June 2024, elected Members of the City of London Corporation voted to work towards allowing taxis to access Bank Junction for a trial period. The decision was made by the Court of Common Council, the City Corporation's premier decision-making body. A further decision is expected in February 2025 on the detail of that experiment.

1.1.6 The final phase of All Change at Bank works finished in June 2024, and delivered further footway widening, new paving, kerbs and wider pedestrian crossing points.

1.1.7 Trees and Rain gardens (Sustainable Urban Drainage) have also been delivered , as part of the City Corporation's Climate Action Strategy which commits the organisation to supporting the achievement of net zero for the whole Square Mile by 2040.

1.1.8 Introducing a new Experimental Traffic Order (ETO) will trial allowing taxis access through the junction between Poultry and Cornhill only during restricted hours, while maintaining existing restrictions on other motor vehicles. Taxis are defined as black cabs (or hackney carriages) and do not include private hire vehicles.

1.1.9 The ETO can remain in effect for 18 months, during which time a decision must be made to make it permanent or to revert back to the existing restrictions. The decision-making process is expected to begin not earlier than 12 months after implementation, which will mean the scheme, and associated monitoring, will have been in place for 1 year. The proposed changes must remain unchanged for at least 6 months.

1.1.10 The Monitoring Strategy for the Bank Junction ETO outlines the approach for evaluating the ETO's effects on safety, traffic flow, pedestrian wait times, bus journey times, taxi availability, and the overall user experience. It establishes clear success criteria, sets out a structured methodology for data collection, and details how stakeholder feedback will be incorporated. Key metrics will be closely monitored and compared to established baselines. By working collaboratively with transport operators, emergency services, community groups, and advocacy organisations, the project team will ensure a thorough review of operational performance and user perceptions. The findings from this experimental period will inform a future decision on whether to make the changes permanent, ensuring that accessibility improvements are balanced with the safety, environmental, and public-realm benefits delivered at Bank Junction.

1.1.11 The City Corporation's Transport Strategy states that the City are actively seeking a yet undeveloped automated solution for identifying taxis carrying registered disabled passengers that can potentially allow them to use otherwise restricted streets and reduce the potential for higher fares. If this system becomes available, then existing restrictions will be reviewed to assess their suitability for allowing this limited access.

1.1.12 A similar scheme has been launched in neighbouring London Borough of Hackney. There, taxi users with long-term mobility difficulties or visual impairments will get an exemption through six bus gates in the borough as part of a pilot scheme within a low traffic neighbourhood. City officers will be following the developments and results of this pilot.

1.1.13 Feasibility modelling has been undertaken and was part of the decision making in November 2024.

1.2 Statutory Requirement

1.2.1 An Experimental Traffic Regulation Order (ETO) is subject to a legal statutory requirement of a 6-month consultation period but can stay in force for a maximum of 18-months, whilst the decision is made whether to make the change permanent.

1.2.2 An Experimental Traffic Order allows for the effectiveness of a change to be trialled before a decision is taken to make it permanent in the future. Once the ETO comes into force, there is a statutory 6 month period within which anyone may object.

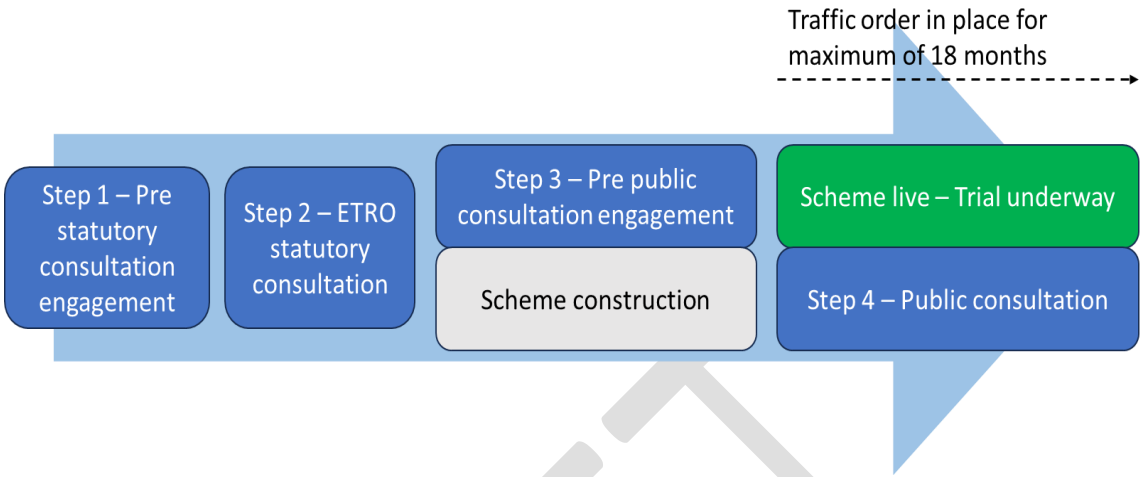
1.2.3 The ETO can remain in effect for 18 months, by which a decision must be made to make it permanent or to revert back to the existing restrictions. The decision-making process is expected to begin no earlier than 12 months after implementation; however, to ensure there is sufficient time to complete all necessary procedures within the 18-month timeframe, the aim is for the final report and decision to be made around month 15 of the experiment. By this stage, the scheme, and associated monitoring, will have been in place for at least 1 year. It is acknowledged that complete 12- month data- particularly for safety may not be available. The proposed changes must remain unchanged for at least 6 months for the experiment to be valid.

1.2.4 During the 18 months, processes need to be put in place to make the scheme permanent, if this is the final decision.

1.2.5 Consideration must be given to the public sector equality duty during this decision-making process. This can be addressed through the Equality Impact Assessment process.

1.2.6 The approach to the ETO engagement process can be summarised in the diagram below (source: TfL):

Figure 1.2: ETO Engagement process



1.2.7 The final engagement report will ensure that the principles of the 'active listening approach and this approach is summarised in Figure 1.21 below.

Figure 1.21: ETO Active listening engagement approach (Source: TfL)

1.3 Wider public consultation

1.3.1 In addition to the statutory consultation, a wider public consultation will be carried out with principles such as:

- the consultation must be carried out at a formative stage e.g. before a final decision
- sufficient information concerning the proposal must be given to the consultees in order for them to respond
- an adequate amount of time must be given for consideration and response
- the result of the consultation must be taken into account when making the final decision.

1.3.2 From a reputational perspective, it is also important that the consultation should comply with the City Corporations own key principles:

- keep an open mind and run consultations in an open and honest way
- be clear about what we are consulting on and what we will do with the findings
- give all relevant parties the chance to have their say
- provide sufficient time and information to enable people to engage
- take views expressed in consultations into account when we make decisions
- provide effective and timely consultation feedback

1.3.3 The Cabinet Office Consultation Principles set out further guidance, generally taken as good practice, including the need for consultations to be clear, concise and targeted.

1.3.4 Engaging the public ensures better decisions as a result from the dialogue with local communities. Good quality engagement is an important part of the process to deliver a successful scheme.

1.3.5 Engagement work needs to be proportionate to the impact of what is changing. The consultation phase responding back (you said, we did Fig.1.21) to the community informs how their comments have been reflected in the final proposals. Consultation is about creating timely dialogue through various forms of engagement with stakeholders, whose responses can help shape the outcome.

1.3.6 The recommended approach to engagement focuses on communication and consultation through active and meaningful engagement in how the City Corporation delivers services, change, and policy.

1.3.7 The wider public consultation will be advertised from the beginning of the experiment with the online survey going live 4 weeks from the start of the experiment, and will run concurrently with an engagement and communication campaign for 6 to 8 weeks from this date. The survey will then remain available online until the end of the statutory consultation. This will provide a sufficient period for correspondence, reporting and consultation analysis for inclusion in the committee report as part of the final decision making process.

2 SUMMARY

2.1.1 Detailed and thorough communications are essential for successful stakeholder engagement and consultation. Including digital communication and correspondence, in person activity to enable a convenient way for the public and businesses to complete the consultation. Tailored engagement builds a clear plan and evidence base of who has contributed to the consultation.

2.1.2 To achieve this the engagement and consultation process aligns with the ETO statutory requirements whilst actively reaching local businesses and stakeholders. Due to the limited nature of changes to the existing scheme a radius of 250m (aligns with TFL Bishopsgate consultation) is proposed for communication and stakeholder engagement. Focusing on those most directly impacted at Bank Junction includes businesses, those frequently in temporary transit, tourists and commuters who have specific travel requirements.

2.1.3 Engaging the 167 residential addresses and 580 registered commercial addresses in the 250m area includes those registered through the City Belongs network, and other internal networks such as Women in Business.

3 COMMUNICATION OBJECTIVES

3.1.1 The objectives of this Communication and Engagement Plan are to:

- Improve understanding for stakeholders and local community of the experiment. This includes the benefits such as increased access to travel options with the introduction of Black Taxis.
- Improved understanding of stakeholders' sense of place and safety at Bank Junction from stakeholders and public.
- Increase public and stakeholder knowledge and understanding of the proposed changes; highlight the benefits and impacts to the community; and address any misunderstandings and concerns that the public and stakeholders may have.
- Communicate how and where stakeholders and the public can get involved.

4 AUDIENCE

4.1 Stakeholders and wider audience

4.1.1 The Square Mile is diverse – bringing together more than half a million people from every imaginable community to work, live, inspire and innovate within a few minutes of one another. The City Belongs Project promotes engagement within the City, also encouraging those from under-represented groups to stand in City elections and get involved in the civic life of the Square Mile. Bank is an area where new companies and networks are incubated and established with those interested in starting City Belonging Networks including Women, LGBTQ+, Latin Americans, Neurodiversity, Military veterans and reservists and a number of faith and national communities.

4.1.2 The 250 metre consultation boundary area includes businesses, places of worship and residential properties, stakeholder organisations and business networks. Levels of activity in the area have peaks times aligned with commuters and operational times for businesses, whilst an active nighttime economy continues to grow.

Stakeholders

- Other public sector bodies and organisations including healthcare, emergency services
- Private sector businesses identified by location
- Transport operators and freight
- Residents and amenity groups
- Sustainable travel / access and disability groups

Wider audience

4.1.3 The public will be affected by the proposals in different ways. We will consider audiences based in different areas of the City and beyond and how the proposals may affect them.

4.1.4 Prior to the ETO, it is proposed a local 4-8 week perception survey of Bank Junction be carried out to gather baseline data on the perception of safety and place in line with guidance from TfL Healthy Streets. Including a digital survey online promoted widely and in-person activity carried out with a number of in person surveys and interviews conducted at Bank Junction with the public.

4.1.5 The perception survey and consultation allow for data analysis including where people have responded from and their relationship to Bank Junction. With the local audience most impacted this is reflected in the level of local engagement and communication.

4.2 Baselining key stakeholders current positions

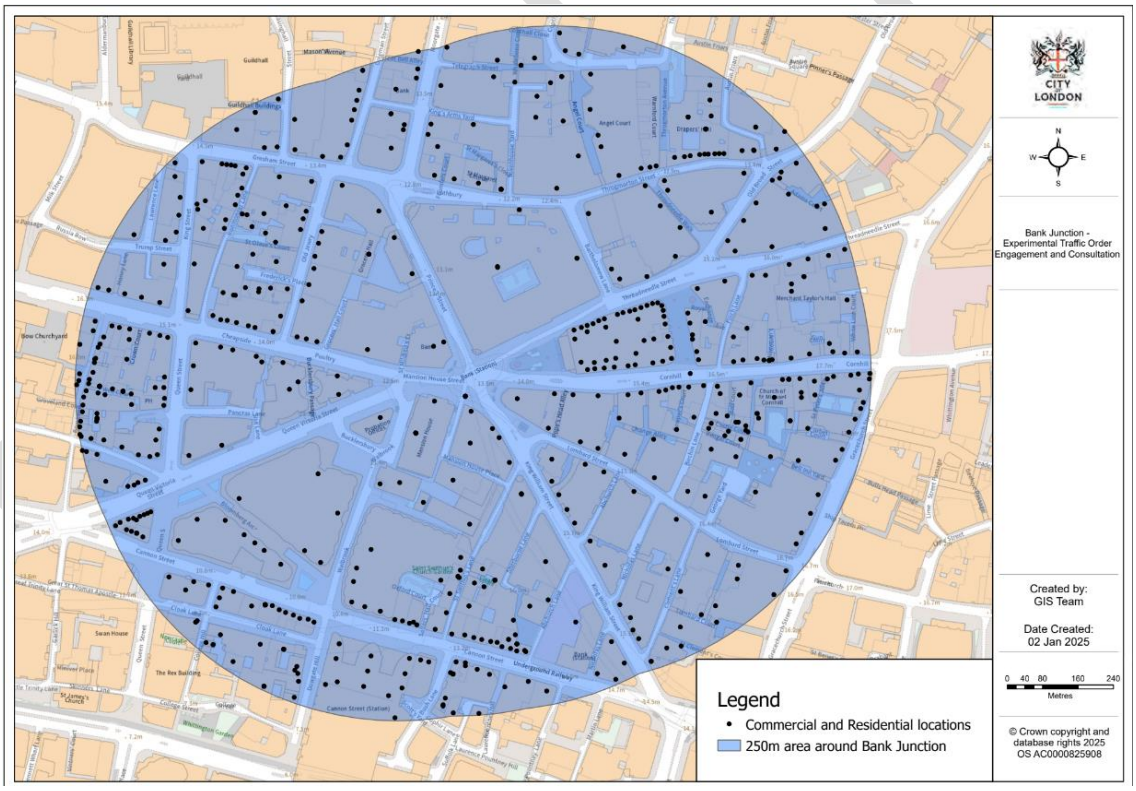
Stakeholder Mapping

4.2.1 Local stakeholder mapping of a 250 metre radius of Bank Junction; 580 commercial properties and 167 residential properties. Businesses are grouped by commercial use; hotels, medical, retail, leisure, places of worship and offices. Grouping in this way allows communication appropriate to the needs of the business. Hospitality as a sector, functions differently to Finance with different transport requirements. Detailed further in the tactical engagement section below. Businesses engaged with who aren't already aware of City Belongs project will be encouraged to register with the platform. Full list in appendix.

4.2.2 Output from the perception survey prior to the ETO provides baseline data of the current perception by businesses, stakeholders and the wider public of a sense of place and safety in the Bank Junction area. Local businesses are mapped below and include;

- The Bank of England
- Mansion House
- Browan Solicitors
- The Ned Hotel
- Lombard St Bar
- St Mary Woolworth
- Magistrates Court

Figure 4.2: Bank Junction ETO engagement and consultation area



5 ENGAGEMENT PLAN

5.1 Purpose

5.1.1 The process to engage with stakeholders during the engagement and consultation of the scheme uses three tiers:

- Engage
- Inform
- Monitor

5.1.2 As part of the engagement process, the sentiment of key stakeholders will be assessed and will help define how we will target stakeholders. For this consultation it is recommend to undertake early stakeholder engagement and a local approach with the 250-metre boundary area of Bank Junction.

Early engagement and inclusion

5.1.3 A perception survey will take place prior to the ETO during a 4-8 week period of early engagement in the local area (with a radius of 250metres aligned with the consultation boundary). This research will meet ethical standards informed by the code of good practice by Resources | UK Evaluation Society. Research questions will be developed with The Corporation along with research methods. Data collection will focus on a target sample size of 1000 responses with a rough breakdown of; 650 workers, 50-100 visitors, 200 residents and 50 students within a 250metre boundary area.

5.1.4 Insight from the perception survey will provide a baseline to monitor impacts of sentiment and perception through the changes made. This will include dwell time as well as more transitory movements through the area. A perception survey will take place before the introduction of taxis through the ETO process and post this process whilst the ETO is in place. This approach will help track the changes and inform a data led and evidence based approach to decision making on the ETO with comparative analysis of the changes and impact. The engagement platform will host the perception survey online with a programme of additional face to face activity scheduled to engage with key stakeholders and individuals onsite in the Bank Junction area. The public will be interviewed and complete the survey in person at Bank Junction along with activity to promote participation in the survey online.

5.1.5 Meeting with key stakeholders through online drop-in sessions and in person events will be crucial to engage the relevant individuals and gather their sentiment and perceptions of Bank Junction. Utilising existing platforms to engage with businesses in the area through contributions to e-bulletins and LinkedIn posts.

5.2 Stakeholder tactics

Tactical engagement

5.2.1 A tactical engagement approach help define a stakeholder's current status, the risks and opportunities they present to the success of the scheme, and the best ways of engaging them. Registered commercial addresses of local stakeholders are listed in the table below.

5.2.2 This avoids generic communication and builds relationship through correspondence tailored to the sector or stakeholder. Building individual as well as collective correspondence and associated contacts to an informed position through FAQ's, meetings and informing through affiliated monitoring materials.

5.2.3 Key stakeholder status questions:

- How critical to the success of the schemes?
- How critical are they to the success of the programme?
- How do they currently view the area, scheme and programme?
- How have they been engaged to date and through what channels?
- Effect and impact on the stakeholder of the programme?

Table 5.2: Stakeholder matrix (250m radius)

Commercial sector	Volume
Hotels	8
Retail	247
Medical	25
Education	0
Residential	167

Key organisational contacts:

5.2.4 Emergency Services and Statutory Representatives. The project team will maintain regular communication with these representatives to highlight any operational issues affecting response times. Where relevant connecting++ City of London Communications and Campaigns team who engage with the emergency services directly in Bank Junction.

5.2.5 Transport Operators. As part of the engagement and consultation activities, all relevant public transport operators including TfL, black taxi, private hire services and other local transport providers will be notified of the changes to be implemented through the Experimental Traffic Order.

5.2.6 Engagement with private hire trade representatives, through TfL's Taxi and Private Hire team will ensure that the changes are clearly communicated to operators, clarifying that the restrictions apply solely to taxis and not to private hire vehicles, which are not designated as taxis under these changes.

5.2.7 Local Community Networks and affiliated advocacy organisations such as Wheels for Wellbeing, Transport for All, Sustrans and Living Streets.

6 CONSULTATION PLAN

6.1 Consultation purpose and approach

6.1.1 The public consultation is to gather views from the public and stakeholders regarding the Bank Junction ETO to reintroduce Taxis. Primary feedback will be made through the online consultation survey with secondary feedback through email correspondence and where needed in person stakeholder meetings. All feedback is welcome from the public on all aspects of the scheme including implementation and operation. Comparative analysis of all data and feedback received will be included in the decision-making process. The consultation will provide opportunity to widen the awareness of the existing improvements to Bank Junction.

6.1.2 During the consultation phase the following will be undertaken:

- Drafting and deliver an online consultation survey addressing the ETO with affiliated demographic questions aligned with The Corporations policy. Including associated material.
- Engage, communicate and track correspondence with statutory stakeholders (as listed above).
- Deliver direct communications at critical points of the consultation process including media releases, web content, resident leaflets, and social media content. Work with internal officers to disseminate communications material through existing channels such as LinkedIn, City Belongs and diversity networks.
- Clearly signpost people to the consultation platform.
- Ensure the development of easy-to-understand and accessible consultation material, including the survey questionnaire and FAQs; and associated material.
- Brief the City Corporation customer services team to signpost queries efficiently.

6.1.3 Multiple channels of communication and engagement are needed to effectively reach different demographic groups. Younger people predominantly utilise online platforms, businesses engaging via LinkedIn, paper copies are for those less digitally literate or with barriers to access and specialised community groups such as faith networks, neuro diversity and LGBTQ groups.

6.1.4 An accessible, diverse and inclusive consultation process ensures disabled people are included in the public consultation for the project with core principles for developing an accessible consultation process:

- Multiple channels and accessible formats
- All ways are equal
- Reach your audience
- Resource appropriately
- Commit to learn

6.1.5 In line with City of London Corporation policy and in order to help to meet the City Corporation's Equality Objectives, Voluntary equality monitoring data of those participating in the consultation will be gathered during the consultation. This will include:

- Demographic data for respondents including any disability and impairment in line with a social model.
- Which accessible formats of the consultation materials are being accessed.
- Which non-digital mechanisms for providing feedback are being used.

6.1.6 Utilising an online platform and engaging people in person face to face actively enables a diversity of methods to capture feedback. Multiple channels and accessible formats to invite participation in the consultation can include:

- Digital – email, social media etc.
- Postal letters
- In person activity
- Printed consultation material where requested
- Online drop in sessions

6.1.7 We would expect to receive an increase in responses with increased channels. All 'standard' consultation materials should be accessible to people with a range of access needs with additional accessible formats on request such as:

- Large print
- Plain text
- Audio
- Easy Read

6.2 Online Drop In Sessions

6.2.1 Online drop-in sessions can be an important part of the consultation process to enable stakeholders and others collectively and individually to ask direct questions in a time efficient manner for participants and with the option of autonomy. Questions asked here and information shared can be added to the public facing FAQ document for others to access. Online drop-in sessions can reach more diverse groups which might otherwise not respond, be missed or have a digital preference as online engagement provides a safe accessible space for many.

6.2.2 Younger people tend to be more digitally engaged and so can be reached through this method as well as the online consultation survey.

6.2.3 During the consultation, a series of stakeholder specific online sessions with bookable time slots will be held to answer any specific questions and direct people to the public consultation. Wherever possible, attendees will be invited as grouped stakeholder types to ensure the invite and content can be targeted towards the audience attending. Appointed timeslots will be available to be booked in advance offering 1-1 conversation with the option of groups requesting.

6.3 Face to face

6.3.1 Balancing face to face with online engagement is important to help optimum inclusivity and quality of engagement. This type of engagement can help to reach those who may not engage online. This may be those who are more disadvantaged or older people. Face to face activity is effective to raise awareness at a local level through conversations.

6.3.2 During the early engagement perception survey phase, a number of face-to-face surveys and on street activities will be scheduled for the local area to engage people directly. During the consultation phase this will be repeated and a number of local meetings taking place to reach local business, employees and key stakeholders in the area.

6.4 Consultation materials

6.4.1 The portfolio of materials required are likely to be:

- Short consultation brochure outlining the schemes, what the consultation is about, benefits and impacts, how you can respond.
- Leaflets/letters (digital and print) inviting all businesses and stakeholders to take part in the consultation. It is standard practise to letter drop every registered address in the consultation area.
- Map of the scheme.
- Questionnaire for people to provide feedback.
- Copy of FAQs.

6.4.2 As mentioned above, a dedicated online engagement platform can be used.

6.5 Feedback approach

6.5.1 For the public consultation, feedback will be collected via an online engagement platform (and paper where requested) questionnaire. All the consultation material will be available online to ensure that anybody can access the materials, enabling as wide a participation as possible. Paper copies of the questionnaire will be available on request from City of London Corporation offices.

6.5.2 The questionnaire will be hosted on the online engagement platform, and the data will be analysed in accordance with GDPR. The survey will be designed to ensure that meaningful outputs can be achieved from the data enabling appropriate decision making to be taken.

6.5.3 The questionnaire and FAQs will be provided to the City of London contact team so that they can respond to any enquiries from the public regarding the consultation. A summary of consultation findings will be published with the committee report that will consider whether the experimental order should be made permanent.

7 COMMUNICATION PLAN

7.1 Introduction

7.1.1 This strategy is divided into two phases - an engagement phase and a consultation phase. During both phases effective clear, concise, and consistent communication will be to public, members and all stakeholders. Accurate coverage and informed social media engagement during the consultation period will communicate next steps.

7.1.2 For both phases a coordinated approach will be used to inform, engage and consult stakeholders. More details are under the implementation section. The online engagement platform will be used to announce updates.

7.2 Implementation

7.2.1 The implementation of the communications strategy will be dependent on the programme timeline and be developed in discussions with the project team.

7.2.2 The following channels will be used to communication with the target audience.

Engagement Phase

- Face-to-face and virtual meetings with key stakeholders
- COL Member briefings
- City of London digital platforms:
  - Website
  - Social media
  - Transport bulletin
- Media release
- Media briefings

Consultation phase

- Media release
- City of London digital platforms:
  - City Belonging Website
  - City of London Website
  - Social media
  - Transport bulletin

7.3 Public announcement activities

Table 7.3: Public announcement activities

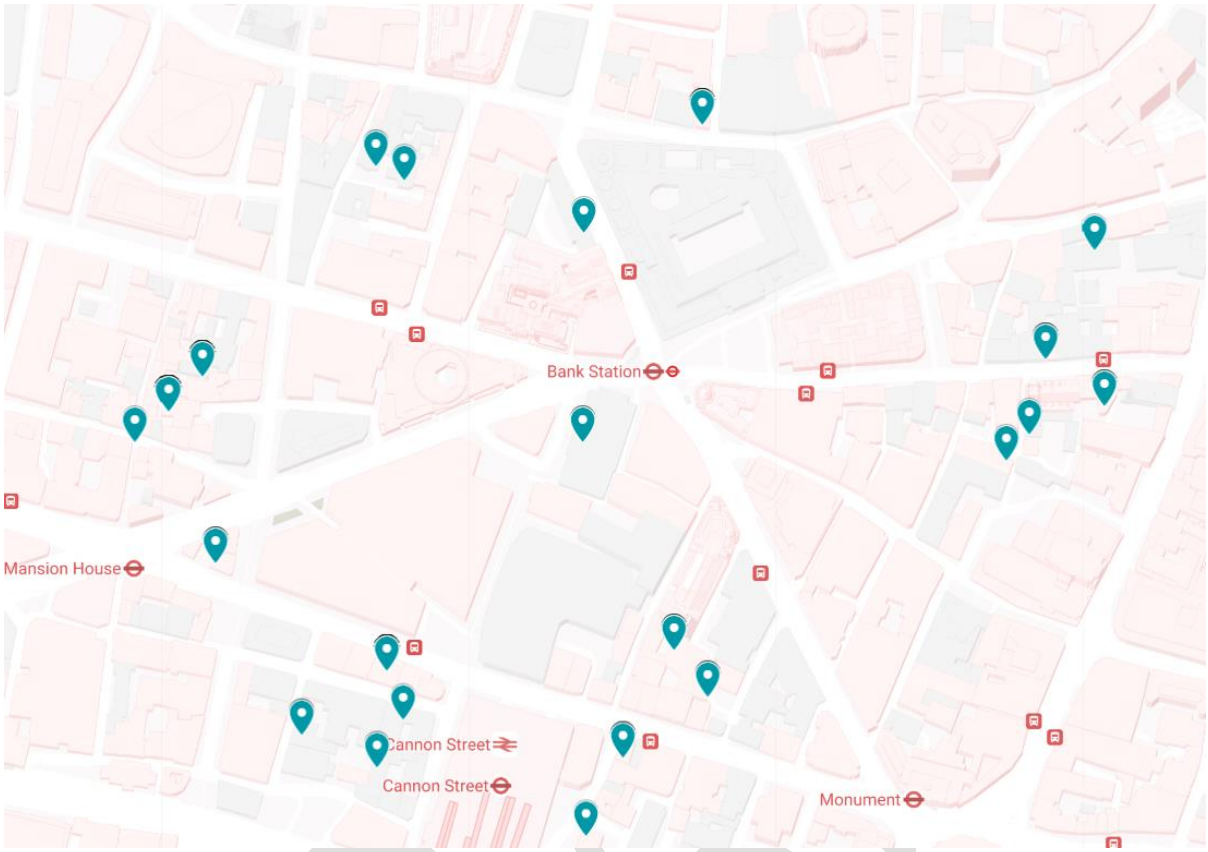
Activity	Details/channel
Updated online engagement platform webpage	Online engagement platform CoL hub page alongside all other live consultations legacy.
Social Media posts about the press release	LinkedIn
CoL Transport Bulletin Online engagement platform bulletin	GovDelivery email
"City Belonging" digital newsletter (special edition only on Bank Junction update)	Online newsletter to 2000+ City Belonging stakeholders and subscribers
Social media- what, why when message	LinkedIn, Engagement Platform
Internal Staff newsletter	GovDelivery email

8 NEXT STEPS

8.1.1 The outline of intended engagement and consultation is explored above but a more detailed plan of actions and tasks will be developed.

APPENDIX A: BANK JUNCTION STAKEHOLDER MAPPING (250M RADIUS) – COMMERCIAL

APPENDIX B: BANK JUNCTION STAKEHOLDER MAPPING – RESIDENTIAL



APPENDIX C: BANK JUNCTION COMMERCIAL BUSINESS LIST (250M RADIUS)

The Walbrook Club
Simmons
Argos
News Box
Another Space
The City Centre
Bibimbap ToGo
Benjy's
The Canick Tapps
Aspinal of London
Indochine Vietnamese Kitchen
Medicentre
M Restaurant
Chango
Virgin Active
Gaucho
Beauty Essense
DAM Health
HPT
Boots
Beboz Italian Street Food
The Worshipful Company of Skinners
Cyclebeat
9Round
Baudoin Lange
Trailfinders
Simple Health Kitchen
L'Express Coffee
Vita Mojo
Escape Entertainment
Homeslice

Le Relais De Venise
Ekte Nordic Kitchen
Tesco Express
Brasserie Blanc
The Mole Clinic
Vinoteca
The Vintry
L&Y Dental
Ride London Temporary Street - Trading
The Phoenix
The Tappit Hen
WHSmith
Nero Express
Threadneedles Hotel
Cad & The Dandy
The Shine Box
Greggs
Lloyds TSB
The Telegraph
Subway
Browns
Khops
Caviar House
Manoj
The Worshipful Company of Drapers
Montblanc
Paul Smith
NatWest
City Apartments
Nusa

City Caphe
The Worshipful Company of - Merchant Taylors
Sainsbury's Local
Oliver Brown
Adam
Barbican Dental Care
Sainsbury's Local
David Clulow
Coya
Pret A Manger
Costa Coffee
The Jamaica Wine House
The Worshipful Company of Tallow Chandlers
Virgin Active
Jack Davison Bespoke
Metrodental
Timpson
The Mercer
Sweet Express
Cock And Woolpack
Real Eating Co
L'Occitane
Wren Tavern
J Moriyama
SOHO Coffee Co
BNI Bank
TSmart
Soho Vape
Pasha Barbers

The Stonehealth Clinic
Co-op Food
Itsu
Balfour At Bow
Rosslyn
The Libertine
Fidelity Investor Centre
Embody Fitness
Natural Kitchen
Yardsmen
Home
Pure Sports Medicine
Cote
Ahi Poke
Dentexcel
Leon
Abokado
Little Waitrose
Temper
Fortnum & Mason
Tiffany & Co.
Trailfinders
The Trading House
The Sir John Hawkshaw
The Salad Kitchen
Starbucks
The Sugar Loaf
Mansion House Dental Practice
Xupes
Nicholson & Griffin
Posh Pawn

Tossed
All Bar One
The Anthologist
Tomoka
Forge
City Arts Cocktail Bar
New Look
Coral
Louis Vuitton
Dr David Jack
Mappin □ Webb
Hispania
Piquant
Nusa Kitchen
The Gable
The Worshipful Company of Grocers
Bleecker
Joe & The Juice
Crussh
Freddie's Flowers
Perfect Balance
Canvas Bar
Cannon Street Dental Centre
Koya
Fortius Clinic
Ultra Sports Clinic
Soho Coffee Co
Sartoria Dei Duchi
Boodles
Georg Jensen
Hawes & Curtis

Harley Acedemy
City Medispa
Il Mulino
John W Hooke
Starbucks
Church's
Bangalore Express
Coco Di Mama
Core
Hamptons
Pasha Barbers
Golden Fleece
Tumi
Pitcher & Piano
Jack The Clipper
Blueprint Living
Club Quarters
Merchant House
The Counting House
Krystals
Nationwide
GHIB
Santander
Hermes
Jo Malone
Sirplus
Itsu
Bibimbap ToGo
Burger & Lobster
Gymbox
PizzaVios'

Vape □ Booze Hub
Black Sheep Coffee
The Candlemaker
Derma Revive
Bank of England Museum Shop
Brigadiers
Omega
Harry's Bar
St Swithins Opticians
Garbanzo's
Royal Philatelic Society
Bank of England
Thomas Exchange Global Ltd
Ravello
Bank of China
Horatio
Eight Members Club
The Japanese Canteen
Crockett & Jones
Bow Lane Dental Group
Mister Lasagna
Joseph Cheaney □ Sons
Banking Hall
Speedflex
Jones Bootmaker
M&S Simply Food
Masters
Amazon Fresh
Mint Leaf
Crosstown Doughnuts
Black Sheep Coffee

Hagen
Royal Exchange Grind
City Athletic
Hub by Premier Inn London City Bank
Watchfinder & Co
Snappy Snaps
Goodman
Number 25
The Don
The Perfume Shop
Boots
Robert Dyas
Go Falafel
Nero Express
Traditional Pure
Sweetings
Laduree
Travelodge London Central Bank Hotel
M□K Aesthetics
Buns From Home
Tokenhouse
Hola Guacamole
Graham Browne
Pret A Manger
The India
BUPA Dental Centre
Coq D'Argent
Daunt Books
Pret A Manger
Burrito Joe
Red 8 Gallery

Coral
Sta Studios
Matt Roberts
Island Poke
1 Lombard Street
Goldwood
Usta
Lola's Handmade Cupcakes
Simpsons Tavern
PureGym
Birley
Pret A Manger
Notes Music & Coffee
Royal Exchange Jewellers
Pret A Manger
Fortnum+Mason
Bremont
Surge
Three.
Tossed
Bupa Centre
Pure
George & Vulture
Starbucks
Veggie Pret
K10
The Salad Project
MacAngus & Wainwright
The Bell
BUPA Health Centre
Tesco Express

Acai Berry
T.K.Maxx
The Crosse Keys
St Swithin's Wine Shippers
Pret A Manger
Barker
Coco Di Mama
Loake
Oeno House
Malin + Goetz
TD Tom Davies
Superdrug
Moss Bros.
Roderick Charles
Cabotte
Superdrug
CAP City
Pret A Manger
Honest Burgers
Cre8 Fitness
Garbanzos
Pasha Barbers
The Arbitrager
Caravan
Kyms
Massimo Dutti
The Worshipful Company of Mercers
German Dental Clinic

TRAFFIC &
TRANSPORTATION

CONSTRUCTION
CONSULTANTS

HIGHWAYS &
INFRASTRUCTURE

London
57 Webber Street,
London, SE1 0RF

✉ london@nrpltd.com
+44 (0)207 654 7280

Exeter
2 Splatford Barton
Business Park
Exeter, EX6 7BT

✉ exeter@nrpltd.com
+44 (0)1392 266880

Bristol
The Picture House
4 Colston Avenue,
Bristol, BS1 4ST

✉ bristol@nrpltd.com
+44 (0)117 387 8910

Truro
Penstraze Business Centre,
Truro, TR4 8PN

+44 (0)1872 562054

Committees: Streets and Walkways Sub Committee - *for decision* Projects and Procurement Sub Committee – *for information*	**Dates:** 14 May 2025 19 May 2025
Subject: 40 Leadenhall Street Section 278 highway works *(including deferred works from the 52-54 Lime Street S278 Phase 1 and 10 Fenchurch Avenue S278 projects)* **Unique Project Identifiers:** 40 Leadenhall Street: 12293 52-54 Lime Street Phase 1: 11551 10 Fenchurch Avenue: 11552	**Gateway 6: Outcome Report** Regular
Report of: Executive Director, Environment **Report Author:** Daniel Laybourn, Transportation and Public Realm projects	**For Information**
PUBLIC	

Summary

1. Status update	**Project Description:** Undertake the required Section 278 highways works in the vicinity of the development at 40 Leadenhall Street and complete the deferred works from 52-54 Lime Street S278 Phase 1 and 10 Fenchurch Avenue S278. **RAG Status:** Green **Risk Status:** Low - this project is fully reimbursable (deemed low at previous report) **Costed Risk Provision (CRP) Utilised:** None **Final Outturn Costs:** 40 Leadenhall Street S278**:** £1,002,054 (Inclusive of estimated future carriageway resurfacing costs but excluding Commuted Maintenance) 52-54 Lime Street Phase 1 S278: £323,595 (excluding Commuted Maintenance)

	10 Fenchurch Avenue S278: £602,455 (excluding Commuted Maintenance)
2. Next steps and requested decisions	**Requested Decisions:** Members of Streets and Walkways Sub Committee are asked to: 1. Note and approve the content of this outcome report; 2. Authorise Officers to finalise the account for the 40 Leadenhall Street S278 project, following the completion of the approved carriageway resurfacing on Leadenhall Street, Billiter Street and Fenchurch Avenue; 3. Authorise Officers to finalise the accounts for the 52-54 Lime Street Phase 1 and 10 Fenchurch Street S278 projects; 4. Upon verification of the final accounts, authorise the Chamberlain's department to return any unspent section 278 funds to the Developers as stipulated in their respective legal agreements; and 5. Agree to close these three projects.
3. Key conclusions	The Section 278 (S278) works at 40 Leadenhall Street, along with deferred S278 works at 52-54 Lime Street and 10 Fenchurch Avenue, are now substantially complete as per their legal agreements and approved scope of work. These works covered highway areas on Leadenhall Street, Billiter Street (including the new public space there), Fenchurch Street, and Fenchurch Buildings around 40 Leadenhall Street. However, it has not been possible to complete the required carriageway resurfacing on Leadenhall Street, Billiter Street and Fenchurch Street yet, and it is now planned to undertake this in the future. This is further detailed in section 10 of this report. Construction was delayed from September 2023 to January 2024 due to delays at the 40 Leadenhall Street development, but work was eventually completed with no significant impact on stakeholders. Substantial completion was achieved in September 2024, in line with the revised occupation date. The trees on Billiter Street, the final part of the three projects, were planted in December 2024.

Main Report

Design & Delivery Review

4. Design into delivery	As listed in **Appendix 2**, the proposed designs have successfully met the objectives and benefits established for their respective projects, except for two objectives detailed in section 10 of this report that pertain to greening and carriageway resurfacing. Generally, all three projects have focused on improving pedestrian comfort around their associated areas. This was done not only to accommodate the increase in people walking in the area arising from the new developments but also to enhance the street environment for existing users of the affected streets. The 10 Fenchurch Avenue S278 and 52-54 Lime Street S278 projects received their Gateway 5 approvals in July 2017 and January 2018, respectively. With the 40 Leadenhall development commencing around the same time, a decision was made to defer sections of those projects on Billiter Street that would be impacted by 40 Leadenhall's construction area to avoid extensive abortive works and disruption. Whilst the designs remained largely consistent throughout the lifespan of the projects, efficiencies achieved during the construction phase resulted in financial savings (further details are provided in section 17). As shown in **Appendix 3**, the scope of each project included the following: • 10 Fenchurch Avenue S278: The southern end of Billiter Street where a new public space has been created. • 52-54 Lime Street Phase 1 S278: The northern end of Billiter Street at the junction with Leadenhall Street. • 40 Leadenhall Street S278: The public highways on Leadenhall Street, Fenchurch Street, Billiter Street, and adjacent areas not covered by the other two projects. Finally, the effective collaboration between the City's Project Management and Highways teams and FM Conway, the City's term contractor, was instrumental in achieving this successful outcome. During construction, several stakeholder issues were encountered and skilfully addressed by accommodating their needs as much as possible.
5. Options appraisal	The projects were limited in their opportunities to explore different designs due to both the standardised nature of the work and the tangible restrictions around them, such as building lines and the road network. Therefore, alternative options were not explored.

6. Procurement route	The designs were prepared in-house by the City's highways team and the City's term contractor was used to deliver the projects.
7. Skills base	The Project Team had the skills, knowledge, and experience to manage and deliver these projects.
8. Stakeholders	Local stakeholders, such as neighbouring buildings, were engaged throughout the processes and the projects was able to deliver the highways changes to the Stakeholder's satisfaction.

Variation Review

9. Assessment of project against key milestones	Construction was delayed from September 2023 to January 2024 due to setbacks at the 40 Leadenhall Street development. However, the highway works were completed on schedule with the new development's delayed occupancy and did not affect other stakeholders.
10. Assessment of project against Scope	The projects met all their objectives listed in **Appendix 2** except for two: • Trees on Leadenhall Street and Fenchurch Street could not be added due to utility infrastructure found during construction. As these areas of the highway were behind site hoardings when the S278 project started work, it was not possible to survey these areas and find these utilities. As shown below in table 1, this reduced the Healthy Streets scores for these streets by four points each. However, the new scores are still a good improvement over the previous street scores included in the Gateway 5 report. The City's 'Leadenhall Street Improvements – City Cluster Vision' transformational project is now re-evaluating the feasibility of planting trees in this area of Leadenhall Street. This is using the learning from the 40 Leadenhall S278 project, as the utility apparatus present are now well-documented for City Engineers to work around. Table 1: Healthy Streets Scores per Street

Street	Previous Healthy Streets Score	G5 Proposed Healthy Streets Score	Actual/ Current Healthy Streets Score
Leadenhall St	54	66	62
Fenchurch St	60	72	68
Billiter St	65	80	80
Fen. Buildings	58	67	67
Average	**59**	**71**	**69**

	• Officers propose deferring the 40 Leadenhall Street S278 project's approved carriageway resurfacing on Leadenhall Street until a later date. This is due to road network availability, the upcoming carriageway resurfacing required for the separate 1 Leadenhall Street S278 project and the City's upcoming transformation project on Leadenhall Street. At the time of writing, proposed dates for this work are still to be confirmed but it will allow for larger sections of the street to be resurfaced at once. This will provide a more coordinated approach, pooling funding alongside other projects with similar commitments to gain greater efficiencies. Resurfacing on Billiter Street and Fenchurch Avenue is due to take place in late September/ early October 2025 as part of the City's Major Resurfacing Programme.
11. Risks and issues	There were no significant issues during the works, so no costed risk drawdowns were needed.
12. Transition to BAU	The project is complete and now managed by the Highways Maintenance and City Gardens teams. The City will claim the necessary maintenance sums during final account verification processes.

Value Review

13. Budget

	Approved Budget	Approved CRP at G5	Final Cost	CRP Used	Amount Unspent
40 Leadenhall St	£1,094,739	£190,000	£1,002,054*	£0	£282,685
52-54 Lime St Phase 1	£395,847	N/A	£323,595	N/A	£72,252
10 Fenchurch Ave.	£621,308	N/A	£602,445	N/A	£18,863

** Inclusive of envisaged costs for the required carriageway resurfacing.*

If applicable, commuted maintenance sums are to be charged to these projects at the point of final account verification. For a more detailed finance breakdown, please see **Appendix 4**.

Please confirm whether the Final Account for this project has been verified – The accounts for these projects have not been verified as of 12 March 2025.

14. Investment	Not applicable.
15. Assessment of project against SMART objectives	The 40 Leadenhall Street S278 project achieved its smart objectives of: • To create additional space for people to walk safely. • To increase the extent of pedestrian-priority streets, in line with the aims of the Transport Strategy. In the G3/4/5 report, the possibility of introducing greening was included but in the end, it was not possible to increase the amount of greenery on Leadenhall Street and Fenchurch Street. Both the 52-54 Lime Street and 10 Fenchurch Avenue S278 projects predate the requirement for SMART objectives but they did achieve their objectives as detailed in section 10 of this report, including the trees and new public space at the southern end of Billiter Street.
16. Key benefits realised	All projects have implemented measures that both improve the environment for people walking and that enhance the public realm. They have also delivered highway changes that accommodates the developments and met the needs of the associated developers.

Lessons Learned and Recommendations

17. Positive reflections	Throughout the project, the project team collaborated effectively with the Developers and their contractors, who were the primary stakeholders. Several overlaps between the City's and Developer's construction schedules were successfully addressed through regular communications among the relevant parties. The three-month construction delay led the developer to requesting that the City started the S278 work on smaller site areas. City Officers, drawing from past S278 projects, maintained the agreed size of work areas but rephased them to align better with the developer's schedule. This avoided cost increases from working on smaller areas and having to regularly 'move off site' until the next small section is ready. Additionally, City Engineers effectively managed the programme and proactively addressed many utility conflicts within the designs during construction, leading to financial savings. They also scrutinised the costs proposed by statutory undertakers at various stages to ensure they accurately reflected their true cost. These savings will be returned to the respective developers in due course. The new public space at the southern end of Billiter Street already appears to be well liked and used by nearby workers and passers-

	by. The tree planting in this space did present several challenges which were successfully overcome to the benefit of the local area.
18. Improvement reflections	The key lesson identified is the importance for developers to maintain at least two entrances to a building during the fit-out phase of their construction programme, which typically coincides with the City's Section 278 works around the development. In this instance, the loading bays on Fenchurch Buildings were utilised for fitting out the new building. However, access became very restricted for them once the City commenced its work. While localised solutions were implemented on site, City Officers should inform developers as early as possible about the necessity of keeping multiple entrances accessible during the latter stages of construction to minimise potential disruptions caused by the City's highway works surrounding their site.
19. Sharing best practice	Dissemination of information through team and project staff briefings has taken place.
20. AOB	The 52-54 Lime Street and 10 Fenchurch Avenue S278 projects predate the requirement for project coversheets. Therefore, none are included in the appendices of this report. It should be noted, in respect of 40 Leadenhall Street, that under the relevant Section 278 Agreement of 24 January 2023, there is a period of 5 years to commence the Highway Works. Noting that the works have commenced (albeit part are being deferred) this requirement is considered met. The S.278 Agreement also requires the City Corporation to “commence and diligently proceed with and complete” the Highway Works, and to provide regular updates regarding progress and costs in relation to completion of the Highway Works. As such, officers will provide updates to the Owners of the 40 Leadenhall Street site as required and will seek acknowledgement from them that due to the circumstances leading to deferral of the remaining Highway Works the proposed timetable still meets the requirement for works to be completed diligently.

Appendices

Appendix 1a	40 Leadenhall Street S278 Coversheet
Appendix 1b	52/54 Lime Street S278 Coversheet

Appendix 1c	10 Fenchurch Avenue S278 Coversheet
Appendix 2	Project Objectives
Appendix 3	‘All Project’ Plan
Appendix 4	Final Project Costs
Appendix 5	Before & After Photos

Contact

Report Author	Daniel Laybourn
Email Address	Daniel.laybourn@cityoflondon.gov.uk

Project Coversheet

[1] Ownership & Status

UPI: 12293
Core Project Name: 40 Leadenhall Street Section 278 highway works

Programme Affiliation (if applicable): n/a

Project Manager: Daniel Laybourn

Definition of need: Should the project not take place, there will be no mechanism through which the highway changes required to accommodate the development can be delivered. Also, the City may need to fund any increases in maintenance liability costs made necessary by the development.

Key measures of success:

- To create additional space for people to walk safely.
- To increase the extent of pedestrian-priority streets, in line with the aims of the Transport Strategy.
- To increase the amount of greenery in the area.
-

Expected timeframe for the project delivery: Project substantially complete apart from the required carriageway resurfacing due to road network access (see G6 report for more details).

Key Milestones: N/A as project is substantially complete.

Are we on track for completing the project against the expected timeframe for project delivery? N/A. Project complete.

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 and 'Project Proposal' G2 reports (as approved by PSC on 23/7/21 and via delegation by S&W):

- Total Estimated Cost (excluding risk): £800k - £2m (excluding risk)
- Costed Risk Against the Project: n/a at this stage
- Estimated Programme Dates: G5 in Q4 2022, Construction start in Q2 2023

Scope/Design Change and Impact: Report formalised the project and set up the budgets allowing officers to proceed with the design & evaluation process.

Gateway 3/4/5: Options Appraisal and Authority to Start Work (as approved by Opp Sub and S&W in January 2023):

- Total Estimated cost (excluding risk): £995,111
- Costed Risk Against the Project: £190,000

- Estimated Programme Dates: Construction start in April 2023. Construction end in April 2024

Scope/Design Change and Impact: Report requested the following:

- Approval for the construction budget of £995,111
- Approval for a costed risk provision of £190,000
- Approval to proceed with the included highways design
- Various project management delegations

Total anticipated on-going commitment post-delivery [£]: None. A commuted maintenance sum of £47,135 is to be taken at the time of the final account.

Programme Affiliation [£]: n/a

Project Coversheet

[1] Ownership & Status

UPI: 11551
Core Project Name: 52/54 Lime Street S278 Phase 1

Programme Affiliation (if applicable): n/a

Project Manager: Daniel Laybourn

Definition of need: The completion of Section 278 highway works at 52/54 Lime Street.

Key measures of success:

- Work with the developer to ensure the timely delivery of improvements
- Meet the City's requirements by providing high quality paving funded by the developer
- Introduce a scheme that benefits the public by providing a more adequate and aesthetic space for pedestrians
- Help contribute to the delivery of a better walking environment in the City's insurance district

Expected timeframe for the project delivery: N/A. Construction complete.

Key Milestones: N/A. Construction complete.

Are we on track for completing the project against the expected timeframe for project delivery? N/A. Construction complete.

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 and 'Project Proposal' G2 reports

- Total Estimated Cost: £250k exc. Leadenhall Crossing
- Costed Risk Against the Project: n/a. Project predates the requirement for CRP
- Estimated Programme Dates: 2018

Scope/Design Change and Impact: Report formalised the project and set up the budgets allowing officers to proceed with the design & evaluation process.

'Authority to Start Work' G5 (approved via delegation in February 2018)

- Total Estimated Cost: £787,109
- Costed Risk Against the Project: n/a. Project predates the requirement for CRP
- Estimated Programme Dates: Due to construction activity at 40 Leadenhall Street delaying work, completion in 2023/2024

Scope/Design Change and Impact: Approval was granted for construction of the agreed scope of work and budget revisions.

'Post Gateway 6' progress report – December 2020

- Total Estimated Cost: £787,109 inclusive of the Leadenhall Street Pedestrian Crossing work.
- Costed Risk Against the Project: n/a. Project predates the requirement for CRP
- Estimated Programme Dates: Carriageway resurfacing in January 2021. Billiter Street works deferred until 2023/24.

Scope/Design Change and Impact: Following the G6 closure of the project following the completion of the substantive works, this report gave an update on the delayed parts of the project and when they might take place.

Gateway 3/4/5: Options Appraisal and Authority to Start Work (as approved by Opp Sub and S&W in January 2023):

- Total Estimated cost (excluding risk): £344,743 excluding Leadenhall Street pedestrian crossing works (£746,005 when the crossing works are included). £40,000 of which was for deferred works and is encompassed in this report.
- Costed Risk Against the Project: None
- Estimated Programme Dates: Construction start in April 2023. Construction end in April 2024

Scope/Design Change and Impact: Report requested the following:

- Approve that the previously approved works which were deferred would be delivered using their existing funding alongside the improvements around 40 Leadenhall Street
- Various project management delegations

Total anticipated on-going commitment post-delivery [£]: None
Programme Affiliation [£]: n/a

Project Coversheet

[1] Ownership & Status

UPI: 11552
Core Project Name: 10 Fenchurch Avenue S278

Programme Affiliation (if applicable): n/a

Project Manager: Daniel Laybourn

Definition of need: Meet the needs of the developer and enhance the City's public realm.

Key measures of success:

- Key highway improvements completed in time for opening of new development.
- Improved pedestrian experience in the area
- Improved pedestrian comfort levels

Expected timeframe for the project delivery: N/A. Construction complete.

Key Milestones: N/A. Construction complete.

Are we on track for completing the project against the expected timeframe for project delivery? N/A. Construction complete.

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 and 'Project Proposal' G2 reports (Approved by PSC May 2015):

- Total Estimated Cost: £250k-£600k.
- Costed Risk Against the Project: n/a. project predates CRP.
- Estimated Programme Dates: completion in time for the building's occupation, practical completion, in September '17.

Scope/Design Change and Impact: Report formalised the project and set up the budgets allowing officers to proceed with the design & evaluation process.

'Options Appraisal and Authority to Start Work' G3/4/5 reports (Approved by PSC July 2017):

- Total Estimated Cost (excluding risk): £541,308
- Costed Risk Against the Project: n/a at this stage
- Estimated Programme Dates: Completion by January 2018

Scope/Design Change and Impact: Approval was granted for construction of the agreed scope of work and budget revisions.

'Post Gateway 6' progress report – December 2020

- Total Estimated Cost: £621,267
- Costed Risk Against the Project: n/a. Project predates the requirement for CRP
- Estimated Programme Dates: Billiter Street works deferred until 2023/24.

Scope/Design Change and Impact: Following the G6 closure of the project following the completion of the substantive works, this report gave an update on the delayed parts of the project and when they might take place.

Gateway 3/4/5: Options Appraisal and Authority to Start Work (as approved by Opp Sub and S&W in January 2023):

- Total Estimated cost (excluding risk): £621,267. £184,405 of which was for deferred works and is encompassed in this report.
- Costed Risk Against the Project: None
- Estimated Programme Dates: Construction start in April 2023. Construction end in April 2024

Scope/Design Change and Impact: Report requested the following:

- Approve that the previously approved works which were deferred would be delivered using their existing funding alongside the improvements around 40 Leadenhall Street
- Approval for a budget adjustment
- Various project management delegations

Total anticipated on-going commitment post-delivery [£]: None
Programme Affiliation [£]: n/a

Appendix 2 – Project Objectives

40 Leadenhall Street S278

- Reconstructed footways and any widening on Fenchurch Street, Billiter Street and Fenchurch Buildings;
- A reconstructed and widened footway on Leadenhall Street including works to allow for a potential future pedestrian crossing which delivers part of the City Cluster Vision to make the street a more pedestrian-focused environment;
- Carriageway resurfacing and reprofiling on all affected streets where required;
- Relocation of traffic signal equipment on Fenchurch Street (to be undertaken by Transport for London);
- Alterations to utilities and drainage in the locality of the Development as required to meet the scope of the section 278 work;
- Any security infrastructure that may be deemed necessary; and
- Amended and additional street furniture and/or greening provisions around the Development.

10 Fenchurch Avenue S278

- Wider footways around the perimeter of the site on Fenchurch Street, Billiter Street, Fenchurch Avenue and Fen Court;
- A new passageway between Fenchurch Street and Fenchurch Avenue;
- An improved pedestrian environment on Billiter Street including a new public space at its southern end, resulting in the removal of the motorcycle bays;
- The introduction of York stone paving around the development and in the central passageway;
- New cycle parking, seating and tree planting;
- The introduction of HVM security-rated bollards at either end of the central passageway.

52-54 Lime Street S278

- *'Highway improvements on Leadenhall Street, Lime Street and Billiter Street to accommodate the new development at 52-54 Lime Street (the Scalpel)'*

This page is intentionally left blank

Appendix 3 – 'All Projects' Plan

NOTES

1. Drawing based on Topographical Survey received from SES, dwg no. SES-10709-001 (Jan 2020) and Topocrew, dwg no. LES-TOP-297-2D (April 2022)
2. No information to be scaled from this drawing.
3. Yorkstone paving to be laid perpendicular to adjacent kerb.
4. Works shall comply with the current City of London Specification for Highway Works.
5. All hard material broken out under the contract is to be disposed of to Contractor's tip.
6. The Contractor will be held responsible for any damage caused to private highways and privately owned street furniture.

KEY

- S278 40 Leadenhall Street
- 52-54 Lime Street
- 10 Fenchurch Street

Rev No.	Date	Description	By
		Revision	

PROJECT:
40 Leadenhall Highway Enhancement Scheme

TITLE:
Section 278 General Arrangement

CLIENT:
Highway Design and Construction

Department of the Built Environment
PO Box 270
Guildhall
London
EC2P 2EJ
Tel: 020 7606 3030

City of London

Sheet: SHEET 1 of 1	
Date: DEC 23	
Designed by: KE	
Checked by: BM	
Scale & Drawing Size: 1:250 @ A1	Revision:
Drawing No: 100-16100456-GA	

This page is intentionally left blank

Appendix 4 – Final Project Costs

40 Leadenhall S278 - 16100456			
Description	**Approved Budget (£)**	**Expenditure (£)**	**Balance (£)**
Evaluation P&T Staff Costs	21,731	21,730	1
Evaluation Highways Staff Costs	34,028	34,027	1
Evaluation Fees	38,584	33,154	5,430
P&T Staff Costs	39,269	37,338	1,931
P&T Fees	31,416	571	30,845
Highways Staff Cost	85,600	85,600	0
Open Spaces Staff Cost	2,000	0	2,000
Works	842,111	604,632	237,479
Contingency	190,000	0	190,000
TOTAL	**1,284,739**	**817,054**	**467,686**

10 Fenchurch Street S278 - 16100323			
Description	**Approved Budget (£)**	**Expenditure (£)**	**Balance (£)**
Evaluation P&T Staff Costs	34,279	34,279	0
Evaluation Highways	14,973	14,973	0
Evaluation Fees	8,071	8,071	0
P&T Staff Costs	18,894	18,892	2
Highways Staff Cost	86,068	85,969	99
Open Spaces Staff Cost	85	84	1
Works	458,938	440,178	18,760
TOTAL	**621,308**	**602,445**	**18,863**

52-54 Lime Street S278 Phase 1 - 16100324			
Description	**Approved Budget (£)**	**Expenditure (£)**	**Balance (£)**
Evaluation Highways Staff Costs	44,727	43,793	934
Evaluation P&T Staff Costs	28,410	28,410	0
Evaluation Fees	74,134	65,508	8,626
P&T Staff Costs	9,320	7,905	1,415
P&T Fees	7,277	1,776	5,501
Works	191,599	136,703	54,896
Highways Staff Costs	40,380	39,499	881
TOTAL	**395,847**	**323,595**	**72,252**

This page is intentionally left blank

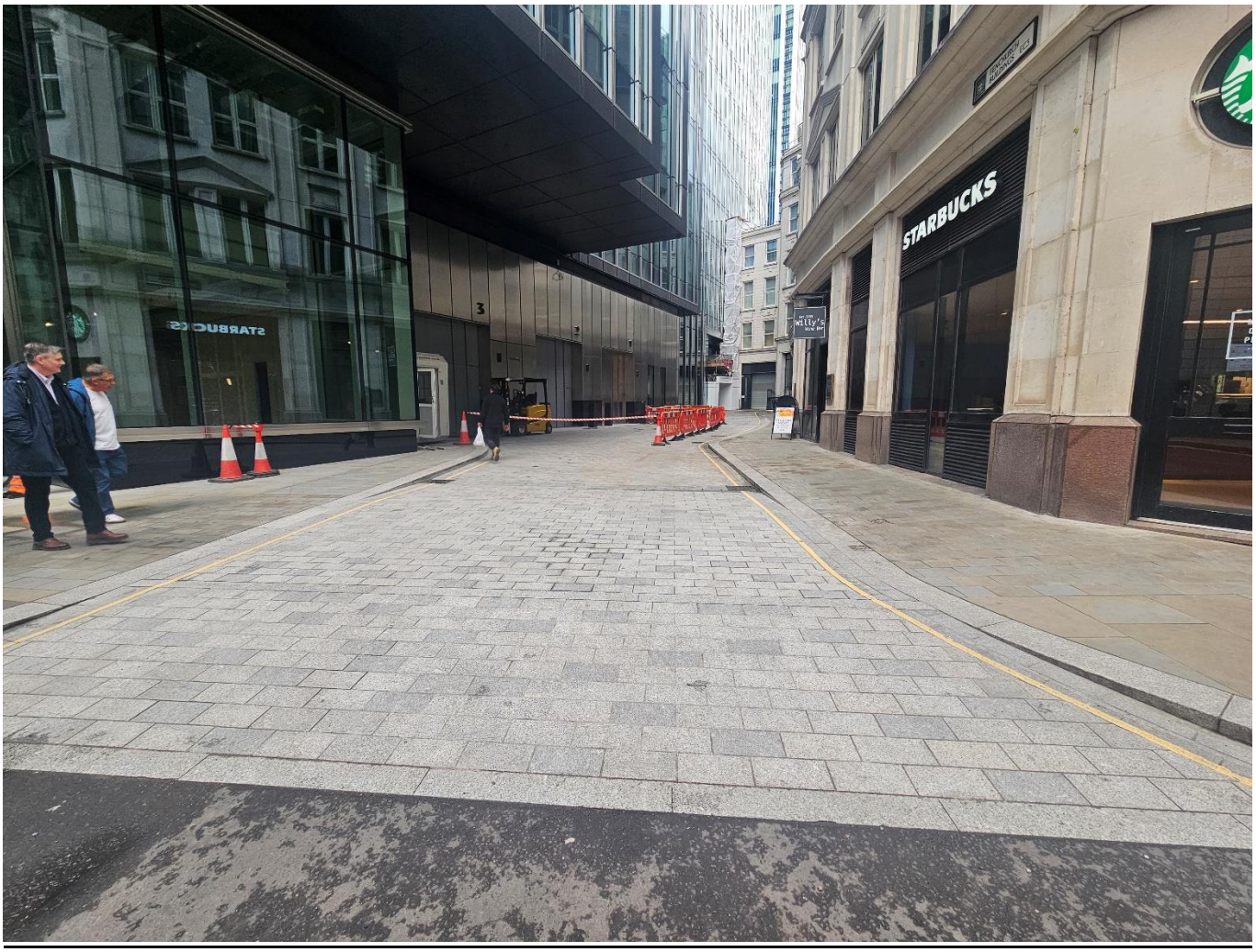
Appendix 5 – Before & After Photos

Leadenhall Street, looking east. 2015 and 2026

Billiter Street, looking north. 2015 and 2026

Fenchurch Street, looking east. 2015 and 2026

Fenchurch Buildings, looking north. 2015 and 2026



Document is Restricted

This page is intentionally left blank

Document is Restricted

This page is intentionally left blank

Document is Restricted

This page is intentionally left blank

Document is Restricted

This page is intentionally left blank

Document is Restricted

This page is intentionally left blank

Document is Restricted

This page is intentionally left blank