



Projects and Procurement Sub-Committee – Information Pack

Date: MONDAY, 21 JULY 2025

Time: 1.45 pm

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

Members:	Deputy Benjamin Murphy, (Chairman)	Deputy Timothy Butcher
	Philip Woodhouse (Deputy Chairman)	Deputy Anne Corbett
	Simon Burrows	Alderman Timothy Hailes JP
		Stephen Hodgson
		Deputy Andrien Meyers

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Ian Thomas CBE
Town Clerk and Chief Executive

AGENDA

4. ***GW2: ROOKERY WOOD RESERVOIR REMEDIAL WORKS**
Report of the Executive Director, Environment

For Information
(Pages 73 - 92)
5. ***GW4: LEADENHALL STREET IMPROVEMENTS - CITY CLUSTER VISION PROGRAMME**
Report of the Executive Director, Environment

For Information
(Pages 93 - 180)
6. ***GW5: BUNHILL, BARBICAN & GOLDEN LANE HEALTHY NEIGHBOURHOOD PLAN**
Report of the Executive Director, Environment

For Information
(Pages 181 - 188)
7. ***PRE-GATEWAY 5 - EARLY PROJECT CLOSURE - CITY OF LONDON SCHOOL SUMMER WORKS PROGRAMME 2021**
Report of the Town Clerk.

For Information
(Pages 189 - 192)
16. ***GW2: GOLDEN LANE LEISURE CENTRE (GLLC) REFURBISHMENT**
Report of the Executive Director of Community & Children's Services.

For Information
(Pages 193 - 314)
17. ***GW2: WALBROOK WHARF FEASIBILITY 2027 AND BEYOND**
Joint Report of the Executive Director, Environment and the City Surveyor.

For Information
(Pages 315 - 500)
18. ***GW2-4: GUILDHALL SCHOOL OF MUSIC & DRAMA CYCLICAL WORKS PROGRAMME 2025 – 2030**
Report of the City Surveyor.

For Information
(Pages 501 - 534)
19. ***GW2-4: TOWER PLACE PUBLIC CONVENIENCE REFURBISHMENT**
Report of the City Surveyor.

For Information
(Pages 535 - 550)

20. ***GW3-5: LONDON WALL CAR PARK - VENTILATION, ELECTRICAL, FIRE
ALARM AND SPRINKLER WORKS**
Report of the City Surveyor.

For Information
(Pages 551 - 578)

21. ***GW5: CITY OF LONDON SCHOOL FOR GIRLS - SUMMER WORKS 2024-27**
Report of the City Surveyor.

For Information
(Pages 579 - 614)

22. ***GW5: ISLEDEN HOUSE INFILL PROJECT**
Report of the Executive Director of Community & Children's Services.

For Information
(Pages 615 - 628)

23. ***GW5: SYDENHAM HILL REDEVELOPMENT, LEWISHAM, SE26**
Report of the City Surveyor.

For Information
(Pages 629 - 658)

24. ***GW6: CENTRAL CRIMINAL COURT EAST WING GROUND MEZZANINE
COOLING AND HEATING REPLACEMENT**
Report of the City Surveyor.

For Information
(Pages 659 - 666)

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Committees: Epping Forest and Commons Committee for decision Projects and Procurement Sub Committee for information	Dates: 17 July 2025 21 July 2025
Subject: Rookery Wood Reservoir Remedial Works Unique Project Identifier: <i>PV ID 12477</i>	Gateway 2: Project Proposal Regular
Report of: Executive Director of Environment Report Author: Jagdeep Bilkhu	For Information
PUBLIC	

Recommendations

1. Next steps and requested decisions	Project Description: An important health and safety based engineering project to include culvert remedial works and improvements to the dam to satisfy the design flood conditions led by the Engineering Team. Next Gateway: 3 Next Steps: • Appoint a consultant to undertake the options study for the reservoir and dam works. • Appoint a consultant to provide a heritage impact assessment, arboriculture, hydrological and flood risk, and protected species guidance. • Undertake further survey and investigation work. Requested Decisions: 1. That budget of £122,000 is approved for Gateway 2 to reach the next Gateway. 2. Note the total estimated cost of the project at £2,500,000 (excluding risk).
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2. Resource requirements to reach next Gateway	Item	Reason	Funds/ Source of Funding	Cost (£)
	Staff costs	Project management, site visits, etc.	CWP	15,000
	Consultant Fees	Undertaking of options study and preparation of report with recommendations.	CWP	25,000
	Contractor's Fees	Ground works to prepare site for survey	CWP	10,000
	Consultant Fees	Advice and surveys for a heritage impact assessment, arboriculture, and protected species	CWP	20,000
	Consultant Fees	Hydrological and flood risk assessment. To include modelling of removing the function of the dam/or capacity as a potential statutory reservoir Flood modelling of properties downstream.	CWP	30,000
	Inspection by Panel Engineer	Advising and providing guidance.	CWP	2,000

	Investigation	Extent of damage caused by protected species to dam earthwork.	CWP	20,000
	Total			122,000
Costed Risk Provision requested for this Gateway: None				
3. Governance arrangements	- The Epping Forest and Commons Committee is responsible for decisions in relation to the management of the buffer land adjacent to Epping Forest. - Under the Reservoirs Act 1975, Paul Monaghan has the defined role of the <i>Responsible Person</i>.			

Project Summary

4. Context	4.1. Rookery Wood is part of the larger Copped Hall Estate, which is a registered Park and Gardens Grade II* listed landscape by Historic England. The Copped Hall Estate is buffer land, held by the City Corporation in its corporate capacity, and managed in support of Epping Forest. The proposed works involve maintaining the existing features as far as practical. The precise details of the listed status and its legal implications that may affect the proposed works are to be discussed with Historic England, e.g. to confirm the materials that could be used for repairing or replacing the culverts as part of maintenance. 4.2. Rookery Wood largely consists of a 20th century poplar plantation planted across historic water features dating from the Tudor period and considered to be of high significance. The reservoir is the historic Tudor square pond that is fed from an unnamed watercourse (which is a statutory main river and a tributary of Cobbin's Brook). 4.3. The Tudor Pond was dammed by raised trackway that was an ancient routeway into Copped Hall, which was formalised to create one side of the wall of the Tudor pond. This forms a dam. Over time, the water feature was adapted to create a formal canal along the stream leading up to the pond, and later on the pond was remodelled into a serpentine shape. The site has a network of raised historic earthworks. There are 19th
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	century culverts along the stream that pass through the dam. The asset is currently in a state of dis-repair, particularly the two culverts in the dam structure (on the eastern boundary of the asset) and these should be remediated as they have been identified as cause for concern on the grounds of matters relating to health and safety for operational staff and from a flood risk management perspective. 4.4. This reservoir does not currently meet the water storage volume limit of 25,000m³ that would mean it is deemed a statutory Large Raised Reservoir (LRR). Its volume is approximately 17,200m³. However, statutory provisions have been made to reduce the limit of LRR's to 10,000m³ in the future; those can be triggered (at potentially short notice) when the relevant part of the Flood and Water Management Act 2010 is brought into force. 4.5. The poplar plantation comprises mature trees, which may be at risk of falling/wind-throw and therefore pose a potential risk of damaging the historic earthworks and or buried archaeology. The removal and management of these trees will be the subject of a separate study by Epping Forest officers, however the Engineering Team will work closely with them to coordinate work where possible.
5. Brief description of project	5.1. Discussions between Epping Forest staff and engineering officers have taken place and officers have considered that full renewal of the dam is not applicable at this time. Therefore, the primary objective is to refurbish or replace the existing two culverts and their associated headwalls. The first inspection under the Reservoirs Act 1975 dated October 2017 identified the aforementioned items as a matter of safety along with registering the reservoir with the Environment Agency as a Large Raised Reservoir and carrying out a Flood Study & Routing Calculations. 5.2. The Flood Study has confirmed that the reservoir does not fall within the current limit of a LRR which is a reservoir greater than 25,000m³. 5.3. The Corporation did register the reservoir as an LRR but have successfully de-registered it in October 2019, after ascertaining that the volume does not classify it as a LRR. This has removed the need to repair the culverts by October 2020, i.e. within a time limit of 3 years of the original inspection dated October 2017, however, it should be noted that the state of the dam and culverts and their headwalls continues to deteriorate.

	5.4. If it is not treated as a LRR, then work to satisfy the requirement of design flood condition are not immediately required. However, if the reservoir requires re-registration as a LRR in the future, then the creation of a spillway or strengthening the dam such that water could pass safely in the event of the design flood conditions must be undertaken in addition to the culvert works. 5.5. Protected species have been recorded on and adjacent to the dam. The extent of the damage to the earthworks (dam, culvert, and outfalls) by the protected species is unknown and will be assessed under the further investigations proposed by this report. It is noted that the protected species are protected by legislation. Any potential future options in relation to the protected species will be considered in relation to the requirements of that legislation and will be brought to the relevant committees for consideration. 5.6. The reservoir is an historic water body with Tudor and later features and falls within the Registered Park and Garden area. The earthworks have been assessed, following consultation with Historic England, as having high historic significance. There are poplar trees that are mature and are a potential threat to the earthworks from rooting or falling, some of which are next to the earth dam. However, this would need to be assessed via a Tree Condition Survey. Historic England are keen for all the trees to be removed, which would be best historic feature management practice. This will enable better management of the reservoir structures as well. The strengthening of the dam would be key to allow future management across the whole reservoir area to prevent regrowth of poplar and other trees. Removal of the trees does not form part of this project but the Engineering Team will liaise closely with officers from Epping Forest. 5.7. A permanent access road is proposed to be constructed for the dam remedial works as well as future access and maintenance. Current vehicular access is not possible or suitable for construction traffic. This road would need to be appropriately and sensitively designed given the heritage features, with any necessary planning or other approvals obtained before its construction.
6. Consequences if project not approved	6.1. The existing two culverts will continue to deteriorate and, if nothing is done, they will eventually collapse. There is a risk to safety of City Corporation staff and other appointed personnel, e.g. those who manage the area generally and inspect the dam. 6.2. There is no dedicated spillway for water in the event of a flood and nor is the dam designed to overtop safely.

	Therefore, if the culverts were to collapse, water would not be able to pass safely in the event of heavy rainfall or for the design flood conditions. The 2018 flood management survey identified that water escaping the dam would likely flow into the nearby brook ('Cobbins Brook'), thus potentially causing flooding in the area directly north and south of the dam. That study recommended that further investigations be carried out to assess any potential risks. The proposed further assessment, modelling, and surveys recommended by this report will provide a better understanding of the potential implications for the surrounding areas in the event of unplanned water escape from the reservoir. We are aware, for example, that property owners have already had to undertake flood alleviation works to protect their properties from flood events at Cobbins Brook.
7. SMART project objectives	7.1. To complete remedial works to both culverts by 2027.
8. Key benefits	(i) Improvement in the interests of safety of both the culverts after remedial works. (ii) Meeting the objectives of the asset owning department and recommendations of the Copped Hall Conservation Management Plan, which is to preserve this part of the historic landscape in its existing form as far as reasonably practical.
9. Project category	2. Statutory
10. Project priority	A. Essential
11. Notable exclusions	11.1 Removal of poplar trees in the reservoir (square pond) not to be undertaken as part of this project but explored by officers from Epping Forest.

Options Appraisal

12. Overview of options	The options for the remedial works to the culvert have their own options as follows: 12.1 Repair both existing culverts 12.2 Repair both culverts with a new lining. 12.3 Replace both culverts with new culverts (not necessarily in the existing material)
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Project Planning

13. Delivery period and key dates	Overall project: <i>state length of project/expected completion</i> Key dates: The reservoir is not deemed a Large Raised Reservoir (LRR) but the repair of the two culverts is recommended. The next gateway is proposed for presentation to Epping Forest and Commons Committee early next year, to secure project approval and funding, upon which consultants will be engaged for the next stage of work. Other works dates to coordinate: None.
14. Risk implications	Overall project risk: Medium Further information available within the Risk Register (Appendix 2).
15. Stakeholders and consultees	<u>Internal</u> Environment Department (including Epping Forest) Chamberlains Department – Finance Team Chamberlains Department – Procurement Team Town Clerks Department – Project Management Office <u>External</u> Epping Forest District Council – Local Planning Authority (LPA) Historic England – (in relation to the Registered Park and Garden Grade II* listing via the LPA) Natural England (in relation to protected species) Environment Agency (Enforcement body for reservoirs) Essex County Council – Highway Authority

Resource Implications

16. Total estimated cost	Likely cost range (excluding risk): £500,000 to £2,500,000 Likely cost range (including risk): The likely cost range will not be affected due to the total identified CRP of £150,000 in the Risk Register at this early stage of the project but will be revised when the Risk Register becomes more developed at the next stages of the project process.
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17. Funding strategy	Choose 1:	Choose 1:																
	<table><tr><th>Funds/Sources of Funding</th><th>Cost (£)</th></tr><tr><td>City Surveyor's CWP</td><td>£122,000</td></tr><tr><td>City Estates (2024/25 Capital Bid)</td><td>£470,000</td></tr><tr><td>Country Stewardship Scheme</td><td>None confirmed</td></tr><tr><td>Funding to be identified.</td><td>£2,058,000</td></tr><tr><td></td><td></td></tr><tr><td></td><td></td></tr><tr><td>Total</td><td>£2,650,000</td></tr></table>		Funds/Sources of Funding	Cost (£)	City Surveyor's CWP	£122,000	City Estates (2024/25 Capital Bid)	£470,000	Country Stewardship Scheme	None confirmed	Funding to be identified.	£2,058,000					Total	£2,650,000
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	City Estates (2024/25 Capital Bid)	£470,000																
	Country Stewardship Scheme	None confirmed																
	Funding to be identified.	£2,058,000																
	Total	£2,650,000																
18. Investment appraisal	Not applicable.																	
19. Procurement strategy/route to market	19.1. It is recommended that this work be put out to the open market to be tendered and completed with the agreement of the appointed reservoirs Supervising Engineer. 19.2. The existing term contract that the Corporation have for the appointment of the Supervising Engineer does not preclude the options study or any design work being tendered as a service independent of that contract.																	
20. Legal implications	20.1. If Rookery Wood were to be classed as a LRR under the lower 10,000m³ capacity listed in the Reservoirs Act 1975, as varied by the Flood and Water Management Act 2010, then it would fall within the LRR regime and the repair of the reservoir would be required under the relevant provisions of the 1975 Act. This would also require further oversight from the Environment Agency for the reservoir, including (but not limited to) the requirement to prepare, review and test an on-site emergency flood plan for the area. Under the LRR regime, if Rookery Wood were deemed a 'high risk' LRR, the City Corporation would be also required to appoint a supervising engineer, undertake any measures in the interest of safety or maintenance recommended by them, and would have to undertake inspections of the asset at a minimum of every 10 years. 20.2. The further investigations proposed by this report will consider whether protected species are causing damage to the reservoir. It is noted that the protected species are																	

	protected by environmental and wildlife legislation and any options for dealing with them at the site in the future will need to take into account (and comply with) the requirements of the legislation. Protected species licences from Natural England may be required to legally undertake the work. 20.3. The status of Copped Hall Park and Garden as a Grade II* Listed Park under the National Heritage Act 1983 places certain protections and legal planning constraints on works undertaken on the property and the surrounding area. Any planning permission or other approvals required will need to be obtained before works commence. 20.4. The works and assessments proposed in this report will help the City Corporation to assess whether there are potential risks to neighbouring properties in the event of water escape from the reservoir, and enable a better understanding of potential areas of liability going forwards.
21. Corporate property implications	There are no scope overlaps with works of the City Surveyor's Corporate Property team.
22. Traffic implications	22.1. No major traffic implications are envisaged. 22.2. It should be noted however that there is no easy direct or indirect route to the dam and best access is via a private road. There is a distance of 500m approximately that would involve off-road driving.
23. Sustainability and energy implications	23.1 Adapting to the likelihood of climate change that could result in higher water levels in the ponds and being better prepared in the likelihood that this does happen.
24. IS implications	None.
25. Equality Impact Assessment	An equality impact assessment will not be undertaken.
26. Data Protection Impact Assessment	The risk to personal data is less than high or non-applicable and a data protection impact assessment will not be undertaken.

Appendices

Appendix 1	Project Briefing
Appendix 2	Risk Register
Appendix 3	Photos

Contact

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Email Address	jagdeep.bilkhu@cityoflondon.gov.uk
Telephone Number	020 7332 1544

Project Briefing

Project identifier			
[1a] Unique Project Identifier	PV 12477	[1b] Departmental Reference Number	Not applicable.
[2] Core Project Name	Rookery Wood Reservoir Remedial Works		
[3] Programme Affiliation (if applicable)	No affiliation with any other programme of works.		

Ownership	
[4] Chief Officer has signed off on this document	Gordon Roy (on behalf of the CO)
[5] Senior Responsible Officer	Paul Monaghan
[6] Project Manager	Jagdeep Bilkhu

Description and purpose
[7] Project Description
Primarily culvert remedial works and potential scope increase to include improvements to the dam to satisfy the design flood conditions.
[8] Definition of Need: What is the problem we are trying to solve or opportunity we are trying to realise (i.e. the reasons why we should make a change)?
The asset is currently in a state of dis-repair, particularly the two culverts and these should be remediated as they have been identified as cause for concern on the grounds of matters relating to health and safety. However, if this reservoir continues to be treated as a LRR, then other remedial works are also required to satisfy the design flood conditions.
[9] What is the link to the City of London Corporate plan outcomes?
[1] People are safe and feel safe. [2] People enjoy good health and wellbeing. [3] People have equal opportunities to enrich their lives and those of others and reach their full potential. [4] Communities are cohesive and have suitable housing and facilities. [5] Businesses are trusted and socially and environmentally responsible. [6] We have the world's best regulatory framework and access to global markets. [7] We are a global hub for innovation and enterprise. [8] We attract and nurture relevant skills and talent. [9] Our spaces are secure, resilient and well-maintained. [10] Our physical spaces have clean air, land and water and support a thriving and sustainable natural environment. [11] Our spaces are digitally and physically well-connected and responsive. [12] Our spaces inspire excellence, enterprise, creativity and collaboration. [13 COLP] To make the City of London the safest city area in the world. [14 COLP] To deliver a policing service that is valued. [15 COLP] To be a police force with global influence and impact. [16 COLP] To build new ethical economic partnerships. [17 COLP] To have an innovative, skilled and agile workforce in a culture that supports and empowers our people.
[10] What is the link to the departmental business plan objectives?

v.10 April 2019

<Objectives this project is linked to, and a short narrative (max 4 lines) on how will it help us achieve them. > • Improving quality and safety of the environment for workers, residents and visitors. • Open spaces, heritage and cultural assets are protected, conserved and enhanced. • Nature, heritage and place are valued and understood. • London's natural capital and heritage assets are enhanced through leadership, influence, investment, collaboration and innovation.					
[11] Note all which apply:					
Officer: Project developed from Officer initiation	N	Member: Project developed from Member initiation	N	Corporate: Project developed as a large scale Corporate initiative	N
Mandatory: Compliance with legislation, policy and audit	Y	Sustainability: Essential for business continuity	N	Improvement: New opportunity/ idea that leads to improvement	N

Project Benchmarking:
[12] What are the top 3 measures of success which will indicate that the project has achieved its aims? <These should be impacts of the activity to complete the aim/objective, rather than 'finishes on time and on budget'>>
1) Improvement in the interests of safety of both the culverts after remedial works.
2) Removal of Corporate liabilities associated with being a Stakeholder per the Act.
3) Meeting the objectives of the asset owning department and recommendations of the Conservation Statement, which is to preserve the historic landscape in its existing form as far as reasonably practical.
[13] Will this project have any measurable legacy benefits/outcome that we will need to track after the end of the 'delivery' phase? If so, what are they and how will you track them? (E.g. cost savings, quality etc.) Not applicable.
[14] What is the expected delivery cost of this project (range values)[£]? Lower Range estimate: £500,000 Upper Range estimate: £2,500,000 Both above figures exclude any risk monies.
[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]: • Annual twice yearly inspections of asset. This does not need to be funded separately as this duty is undertaken as part of an existing term contract, therefore no additional cost as a result of this project. • All other ongoing commitments are staff costs, e.g. attendance at inspections, clearance of vegetation on and around the dam by forest staff.
[16] What are the expected sources of funding for this project? Likely to be from City Cash Reserves. However, this funding source is not confirmed. PLEASE COMPLETE CENTRAL FUNDING APPENDIX attached.
[17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)?

The critical deadline is completing the work before October 2020. Therefore, commencement of the project should be as soon as practically possible to allow construction works to be completed by the aforementioned date.

Project Impact:

[18] Will this project generate public or media impact and response which the City of London will need to manage? Will this be a high-profile activity with public and media momentum?

No.

[19] Who has been actively consulted to develop this project to this stage?

<(Add additional internal or external stakeholders where required) >

Chamberlains: Finance	Officer Name: Mark Jarvis
Chamberlains: Procurement	Officer Name: TBC
IT	Officer Name: Not Applicable
HR	Officer Name: Not Applicable
Communications	Officer Name: Not Applicable
Corporate Property	Officer Name: Not Applicable
External	Andy Hughes – Appointed Supervising Engineer on behalf of CoLC.

[20] Is this project being delivered internally on behalf of another department? If not ignore this question. If so:

Please note the Client supplier departments.

Who will be the Officer responsible for the designing of the project?

If the supplier department will take over the day-to-day responsibility for the project, when will this occur in its design and delivery?

Client	Department: Open Spaces
Supplier	Department: Built Environment
Supplier	Department:
Project Design Manager	Department: Built Environment
Design/Delivery handover to Supplier	Gateway stage: Post Authority to Start Work.

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City of London: Projects Procedure Corporate Risks Register

 Project name: *Rookery Wood Reservoir*

 Unique project identifier: *PV12477*

 Total est cost (exc risk) *£2500000*

PM's overall risk rating

Medium

Avg risk pre-mitigation

11.0

Avg risk post-mitigation

6.5

Red risks (open)

1

Amber risks (open)

1

Green risks (open)

0

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)

£150,000.00

6%

Costed risk as % of total estimated cost of project

Costed risk pre-mitigation (open)

£150,000.00

6%

" "

Costed risk post-mitigation (open)

£100,000.00

4%

" "

Costed Risk Provision requested

£0.00

0%

CRP as % of total estimated cost of project

(1) Compliance/Regulatory

(2) Financial

(3) Reputation

(4) Contractual/Partnership

(5) H&S/Wellbeing

(6) Safeguarding

(7) Innovation

(8) Technology

(9) Environmental

(10) Physical

Number of Open Risks	Avg Score	Costed impact	Red	Amber	Green
0	0.0	£0.00	0	0	0
1	6.0	£50,000.00	0	1	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
1	16.0	£100,000.00	1	0	0
0	0.0	£0.00	0	0	0

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: Rookery Wood Reservoir			PM's overall risk rating: Medium		CRP requested this gateway: £ -		Average unmitigated risk: 11.0		Open Risks: 2															
Unique project identifier: PV12477		Total estimated cost (exc risk): £ 2,500,000		Total CRP used to date: £ -		Average mitigated risk score: 6.5		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	(2) Financial	Returned fee proposals from consultants to prepare an options study for the culverts being more than anticipated.	Not being able to commission the consultants.	Possible	Serious	6	£50,000.00	N	B – Fairly Confident	Until we engage with consultants with a brief and they provide a fee proposal, this risk cannot be mitigated.	£50,000.00	Rare	Minor	£0.00	1	£0.00		22/10/24	Environment Department - Paul Monaghan	Jagdeep Bilkhu		There is no funding available to cover this CRP at the present time.	
R2	2	(9) Environmental	Damage to the dam from Badger Setts	Damage extensive leading to more complicated remedial work to make the dam safe.	Likely	Major	16	£100,000.00	N	D – Very Uncomfortable	Discuss the issue with conservation officers at Epping Forest. Research non-destructive techniques that could be used to map the extent of voidage created by the badger setts in the dam.	£0.00	Possible	Major	£100,000.00	12	£0.00						The pre-mitigation estimate stated is essentially a guess at this stage. No CRP has been requested. An est. of £20,000 has been included in the main budget for surveys/investigations given this is an essential requirement to make the dam safe but this risk item is in the register should the £20k not be sufficient.	
R3								£0.00				£0.00			£0.00		£0.00							
R4								£0.00				£0.00			£0.00		£0.00							
R5								£0.00				£0.00			£0.00		£0.00							
R6								£0.00				£0.00			£0.00		£0.00							
R7								£0.00				£0.00			£0.00		£0.00							
R8								£0.00				£0.00			£0.00		£0.00							
R9								£0.00				£0.00			£0.00		£0.00							
R10								£0.00				£0.00			£0.00		£0.00							
R11								£0.00				£0.00			£0.00		£0.00							
R12								£0.00				£0.00			£0.00		£0.00							
R13								£0.00				£0.00			£0.00		£0.00							
R14								£0.00				£0.00			£0.00		£0.00							
R15								£0.00				£0.00			£0.00		£0.00							
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Plate 1 General view along crest of dam, from east end looking northwest, showing trees on dam slopes and in reservoir, which is on left-hand side.



Plate 2 Example of damage to the dam from protected species, near to one of the culverts.



Plate 3 Headwall of one of the culverts shown sunken with broken headwall.



Plate 4 Headwall of second culvert shown broken, Condition of brickwork inside culvert also very poor.

Committees: Streets and Walkways Sub-committee (for decision) Planning and Transportation Committee (for decision) Project and Procurement Sub-committee (for information) Court of Common Council (for decision)	Dates: 14 May 2025 08 July 2025 21 July 2025 24 July 2025
Subject: Leadenhall Street Improvements – City Cluster Vision Programme Unique Project Identifier: 12295	Gateway 4: Detailed Options Appraisal (Complex)
Report of: Executive Director, Environment Department Report Author: Daniel Laybourn, Transport & Public Realm Projects, City Operations	For Information
PUBLIC	

1. Status update	Project Description: Improvements on Leadenhall Street to enhance the experience of walking, wheeling and cycling. To include pavement widening, new and improved crossings, public realm enhancements, greening and seating. This project will also help mitigate the impact of new developments on the City's street network and aligns with the City Cluster Vision, Transport Strategy, and Climate Action Strategy. RAG Status: Amber (no change from previous) Risk Status: Medium (no change from previous) Total Estimated Cost of Project (excluding risk): £7-8.5m Change in Total Estimated Cost of Project (excluding risk): None. Spend to Date: £375,367 as of 16 April 2025 Costed Risk Provision Utilised: None Slippage: Due to the delayed implementation of the Section 278 scheme at 1 Leadenhall, the start of construction of this project is likely to slip by approx. 3 months to January 2026 so that it follows on from the S278 work.
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2. Next steps and requested decisions	Next Gateway: <i>(if approved)</i> Gateway 5 Detailed Design and Approval to Start Work. Next Steps: Continue the construction design and estimating process, further confirming the greening, street furniture and historical interpretation designs in preparation for the next report. Begin detailed construction planning with stakeholders. Requested Decisions: Members of the Planning and Transportation Committee and Streets and Walkways Sub-committee are asked to: 1. Note the Public Consultation results, summarised in Section 4 of this report and contained in full in Appendix 2; 2. Approve the scheme design for Leadenhall Street shown in Appendix 3; 3. Approve the progression of the required Traffic Management Orders required for the scheme up to the end of the 'Notice of Intent' stage; and 4. The submission of a Gateway 4b report to the Court of Common Council in July 2025.
3. Resource requirements to reach next Gateway	No additional funding is required to reach the next Gateway. More detailed financial information, including spend to date, can be found in Appendix 4. Costed Risk Provision requested for this Gateway: None. No funds have been allocated for the Risk Register in Appendix 5. The risks for work prior to construction are minimal and will be addressed through regular project activities.
4. Public Consultation Feedback	Public Consultation: A nine-week public consultation, held between December 2024 and February 2025, gathered responses from more than 200 people with over 1500 visits to the Commonplace consultation website. It included drop-in sessions in local venues, on-street information totems, a project webpage and a leaflet drop in the local area to help gather stakeholders' opinions. Highlights of the consultation are below with the full analysis in Appendix 2. Overall, the proposals were met with positive feedback, with 70% (161) of respondents expressing support. Many appreciated the potential for a more welcoming and visually appealing environment for people walking and wheeling. However, 20% (47) of people were not satisfied with the proposals, concerns were raised in the free text section

regarding the impact on people cycling, with some advocating for dedicated and protected cycle lanes to improve safety.

The proposals for changing vehicle waiting and loading arrangements were largely welcomed with 70% (155) happy or satisfied with the proposals. 13% (28) were unhappy or dissatisfied, with these views seemingly evenly spread between age, mode of travel and relationship to the City. Concerns raised related to taxi access (14 comments) and the adequacy of the proposed loading space (10 comments).

Specific elements of the plans, such as new and improved crossings, gained positive support from respondents with 81% (171) believing the proposals were appropriate and in the right locations. Seating and greening garnered strong support for the approach consulted on with 84% (81) of respondents positive. Some negative comments were received which related to five comments around the space this would take up and five comments not wanting to integrate art.

In terms of the historical interpretation proposed to be incorporated into the design were particularly popular, with nearly 90% (78) expressing support and praising the designs.

The full consultation report can be seen in **Appendix 2**.

In response to issues raised in the consultation:

Protected space for cycling: As stated in the previous report to committee, traffic volumes (approx. 490 vehicles in the peak hour periods, weekdays between 8-9am and 5-6pm) lend themselves to mixing people cycling and motor vehicles in the same lane(s). However, the London Cycling Design Standards and national Department for Transport guidelines do suggest separate cycle lanes should be provided due to the average daily traffic flows (approx. 6400 vehicles). Given the carriageway widths and the need to prioritise people walking and wheeling along, widening the pavements is necessary and considered the priority in the design. Providing cycle and traffic lanes in both directions, in addition to pavement widening, is not viable.

The proposal includes 3.2m-wide traffic lanes in both directions, in line with guidance with mixing motor vehicles and people cycling. This approach has been used elsewhere in the City and maximises the potential for pavement widening. In turn, this provides a suitable width for traffic lanes that discourage unsafe overtaking of people cycling.

Waiting and loading: Initial project surveys focused on current vehicle waiting and loading patterns, and an assessment was conducted to determine the additional impacts of the planned developments. This formed the basis of the proposals.

	In response to the consultation feedback and feedback from taxi representatives, the inset timed loading bay at the western end of the street (outside no. 12 Leadenhall St) has been amended to also function as a two-bay taxi rank between 7pm to 5am. This accommodates taxi ranking needs during off-peak loading and pedestrian traffic hours. It effectively replaces the existing two-bay taxi rank on the opposite side of the street, current operational hours of 7am-7pm, which is planned to be removed. Whilst this would be separate to the experimental traffic order at Bank Junction, it could accommodate whatever is determined there. Overall, the design was well received, and comments will be taken on board in further design work. The largest number of comments received were around space for people cycling vs space for people walking and wheeling. The recommendation is to continue with a design that focuses on space for people walking and wheeling as it is not possible to do both well.
5. Overview of project options	The scheme design, shown in Appendix 3 and visualised in Appendix 7, has undergone further development following the public consultation and further ground condition surveys. This refinement aims to help deliver a world-class street, meeting project objectives and aligning with stakeholder and policy visions. The design features: • A narrowed 6.4m-wide carriageway, enabling the provision of significantly wider pavements throughout. • Raised pedestrian crossings, designed to create a continuous, level surface between the carriageway and pavements in areas with high footfall. • Inset loading bays, located to accommodate waiting and loading requirements, with the western bay proposed as a part-time taxi rank (as mentioned in section 4, subject to statutory consultation). • Revised bus stop locations and sizes, optimised for the proposed highway modifications and now agreed with Transport for London. • Design elements that help to deliver security measures in alignment with the Easter City Cluster Security programme, as Leadenhall Street also forms part of that programme's scope. <u>Greening, sustainable drainage systems (SuDs) and public realm design</u> After analysing the data collected from trial holes, potential tree planting locations were identified, grouping them into continuous runs where possible. These locations have been submitted to utility companies for diversion cost estimations. It is estimated that planting 25+ trees along the street is possible. Officers will

conduct a cost-benefit analysis to finalise the tree planting plan once diversion costs are known. Following the utility assessment, officers will then look to place planters in locations where tree planting is not feasible or is cost prohibitive.

Ground drainage tests, known as percolation tests, for SuDS on Leadenhall Street confirmed excellent subsurface drainage. Consequently, officers are now evaluating the use of 'Hydrorock' material to construct one large and connected SuDS network throughout the street. A system using this porous woven-rock and load-bearing material would not only support the future trees but also serve as a foundation for the proposed planters whilst reducing the runoff into surface water drainage systems, reducing maintenance requirements and helping mitigate against flood risks.

Planter design and historical & cultural interpretation

With 78 public consultation respondents commenting positively about the proposals to celebrate the area's history within the scheme design, LDA landscape architects have been recommissioned to refine the planter designs and integrate historical and cultural interpretations. To ensure these interpretations are accurate and relevant, a working group has been formed. This group comprises of City Officers with expertise in local history and representatives from the EC BID. They will collaborate closely with LDA throughout the detailed design development. This will help create a lasting design that authentically reflects the surrounding area.

Based on the work undertaken to date, it is anticipated that three to five planters will be installed along the street, primarily in wider sections of the pavement. After confirming maintenance and accessibility requirements, it's expected that the planters will be constructed from Granite, a high-quality and robust material commonly used in similar City installations that helps to minimise maintenance costs. Reclaimed hardwood is proposed to be used for seating on the edges of the planters. Historical and cultural interpretations are likely to be achieved through engravings on the granite surface. Officers will also look to include tactile elements, such as engraved metal plates bonded to the top surfaces, to enhance the variety of elements to make it more inclusive.

Security and other street furniture

As this project will be delivering public realm elements along Leadenhall Street that could also act as security measures (such as the planters and benches) for the pavements, it will be working in tandem with the Easter City Cluster Security programme, as Leadenhall Street also forms part of that programme's scope.

	<u>Healthy Streets and City of London Street Accessibility Tool (CoLSAT)</u> The design process for this scheme has been actively shaped by considerations regarding Healthy Streets principles and improvements to the CoLSAT scores. The baseline performance of the existing street and the scores of the proposed scheme design are provided in Appendix 6. Leadenhall Street already performs relatively well on accessibility but the current Healthy Streets assessment scores poorly for traffic composition (likely due to recent construction activity on the street), a lack of crossing points, footway and road surface quality, available footway space and lack of cycle parking & greening. The final scheme design will be reassessed, and the results detailed in the next Committee report.
6. Recommendation	Members of the Planning and Transportation Committee and Streets and Walkways Sub-committee are asked to: 1. Note the Public Consultation results, summarised in Section 4 of this report and contained in full in Appendix 2; 2. Approve the scheme design for Leadenhall Street shown in Appendix 3; 3. Approve the progression of the required Traffic Management Orders required for the scheme up to the end of the 'Notice of Intent' stage; and 4. The submission of a Gateway 4b report to the Court of Common Council in July 2025. If approved, the project team will immediately begin two parallel workstreams: <u>Gateway 4b Report Preparation</u> For projects exceeding £5 million, a Gateway 4b report is required. The team will collaborate with colleagues to prepare this report for submission to the Court of Common Council in July 2025. <u>Scheme Design and Construction Planning</u> The project team will continue scheme design and construction planning, aiming for a consolidated Gateway 4c/5 report submission in Autumn 2025. This work will also encompass: • Refining utility diversion estimates through further collaboration with utility companies. • Commissioning and conducting Equalities Impact Assessments and Road Safety Audits through third-party providers. • Engaging in ongoing discussions with Transport for London regarding their Traffic Management Act

	Notification (TMAN) process and the necessary road diversions/closures for construction. • Working with colleagues from the Eastern City Cluster Security project to ensure the scheme design meets their requirements. • Initiating the development of traffic orders as dictated by the scheme design. This will involve progressing to the "Notice of Intent" stage, where the City's plans are formally announced, and statutory consultation takes place. Following Gateway 4c/5 approval and subject to the consultation outcomes, the "Notice of Making" process will be executed, finalising and enacting the new traffic orders. This revised project timeline aligns with the delayed Section 278 construction at the 1 Leadenhall Street development, which this project was originally scheduled to follow. While the precise reasons for their delays remain unknown, it is common for large-scale developments to experience such delays. Maintaining the original project schedule and undertaking two simultaneous City-led construction schemes on Leadenhall Street was considered. However, the potential risks, including resource constraints and the complexities of managing adjacent projects with differing timelines, outweighed any potential benefits. <u>Stakeholder Engagement</u> Officers will continue to update stakeholders on the project via the City Cluster's Programme Board meetings and engagement with the EC BID. Regarding broader public engagement this will be limited until the next stage of work. Specific details regarding the timing and format of future public engagement activities will be outlined in the subsequent committee report. <u>Project Governance</u> At the time of writing, this project adheres to the City's established project governance procedures. However, given the pending implementation of a revised governance framework, it is conceivable that subsequent changes to the project's reporting and approvals may be necessary. In the event of such changes, the project's reporting and approval processes will be amended to reflect the updated framework
7. Risk & Legal implications	<u>Risk</u> As the project moves forward to construction, the risk profile is expected to be like other City highway projects. However, due to the project's size, the eventual risk sum based on previous projects is expected to be around £1 million. This will need to be accommodated within the available funding and so a Costed Risk Register will be developed alongside the final iterations of the scheme design to ensure it is affordable. This

register will then be submitted for approval as part of the next Gateway report.

No funds are currently allocated for the Risk Register in **Appendix 5**. The risks of work prior to construction are minimal and will be addressed through regular project activities. Looking forward, the construction stage will carry the highest risk profile of the entire project as is normal for highway projects. The top four risks are most likely to be:

- Increased costs arising from the current financial climate and inflation that results in contractual cost uplifts and other supplier costs increases;
- Additional utility diversionary works being required despite trial holes and radar survey work having been undertaken;
- Unforeseen technical/ engineering issues occurring that require additional costs to rectify; and
- Supply chain issues relating to the Yorkstone footway paving.

Legal

In exercising the City Corporation's functions as traffic authority and taking a decision, 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 of amenities of any locality.

(bb) national air quality strategy.

(c) public service vehicles.

(d) 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. Finally, Leadenhall Street forms part of the Strategic Road Network and therefore the project will need Transport for London's authority to proceed under the Traffic Management Act Notification (TMAN) process. Officers are already working on this with TfL.
8. Procurement strategy	The design and project management will continue to be handled by the internal team of officers and engineers in the City Operations division. The city's current term contractor (FM Conway) will undertake the eventual construction work. Any other third-party engagement will follow standard procurement rules as appropriate, or the Transport and public realm framework contract.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Consultation Report
Appendix 3	Scheme Design
Appendix 4	Project Financial Information
Appendix 5	Risk Register
Appendix 6	CoLSAT and Healthy Streets Assessments
Appendix 7	Scheme Visualisation

Contact

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Email Address	Daniel.laybourn@cityoflondon.gov.uk

Project Coversheet

[1] Ownership & Status

UPI: 12295

Core Project Name: Leadenhall Street Improvements

Programme Affiliation: City Cluster Vision (formally known as the Eastern City Cluster Programme)

Project Manager: Daniel Laybourn

Definition of need:

Pre COVID-19 pavement crowding was an issue in many parts of the City and, without change, was forecast to increase as the City's working population increased. Pavement crowding is still expected to be an issue in the future despite the impacts of COVID-19 including safely accommodating the increase in footfall resulting from new developments, particularly in the City Cluster. This has implications for:

- Safety – as people are often forced to walk in the carriageway and are at greater risk of being involved in a collision.
- Accessibility – some disabled people will be uncomfortable and potentially excluded by too narrow or overcrowded pavements
- Emissions reduction – the Climate Action Strategy identifies pedestrian priority and improved pedestrian comfort as necessary conditions for Net Zero by 2050

The 2017 City Streets survey found that 84% of people thought the City's pavements were overcrowded, 60% thought that people walking were given too small a share of street space and 65% thought the needs of people walking were underprioritised.

Walking is the main mode of travel in the Square Mile. 90% of on-street journeys that start or finish in the Square Mile are walked, including walking to and from public transport. Walking is the most common form of transport for disabled Londoners, with 78% reporting they walk at least once a week. 65% of disabled Londoners consider the condition of pavements to be a barrier to walking more frequently.

The Climate Action Strategy identifies pedestrian priority and improved pedestrian comfort as necessary conditions for Net Zero by 2050.

The Eastern City Cluster Vision was adopted in April 2019. The vision shows two options for significant change on Leadenhall Street providing greater space for people walking and cycling and opportunities for greening. This proposal is also included in the Eastern City Cluster Programme reporting received regular by Committees

During the COVID-19 pandemic in 2020, several temporary on-street interventions were implemented to enable social distancing and provide more space for people choosing to walk and cycle. A report was taken to Planning and Transportation Committee in April seeking approval to close this project and retain some of the measures as experimental schemes across several programmes. This pedestrian priority programme will incorporate the largest portion of the on-street changes in its first year of delivery.

Key measures of success:

- Whether businesses can still meet their delivery and access needs
- Journey times are not significantly impacted on surrounding streets
- Pedestrian and cycle comfort levels improve

Expected timeframe for the project delivery/ Key Milestones:

Assuming the Gateway 4b submission to CoCo in July 2025 and May/ July 2025 request to consolidate the Gateway 4c and 5 reports is approved, the key dates going forward would be:

- Gateway 4c/ 5 in Autumn 2025
- Construction start in early 2026 following completion of the construction work at 1 Leadenhall Street.

Are we on track for completing the project against the expected timeframe for project delivery? Yes. In May 2022, the project's scope was increased to focus on transforming Leadenhall Street rather than smaller changes to the street. The City Cluster Area programme update in September 2023 detailed the revised next steps.

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 & Proposal' G1/2 report (as approved by PSC 23/7/21):**

- Total Estimated Cost (excluding risk): £480-550k
- Requested budget: £218k
- Costed Risk Against the Project: N/A
- Estimated Programme Dates:
 - **Overall programme:** July 2021 – Summer 2024
 - **Key dates:**
 - Gateway 1 /2 July 2021
 - Gateway 3/4 September/ October 2021
 - Gateway 5 (Delegated) November 2021
 - Progress Reporting Summer 2022
 - Progress Reporting/ Gateway 5 at Summer 2023 (end of potential experimental period)

Scope/Design Change and Impact: Project initiation that requested authority to review available data, undertake stakeholder engagement, progress design options, develop a monitoring strategy and proceed with third party approvals.

G2 Issue report (Approved via delegated authority in February 2022)

- Total Estimated Cost (excluding risk): £480-550k
- Resources to reach next Gateway (excluding risk): no additional budget requested.
- Spend to date: £14,339 (as of 25/2/22)
- Costed Risk Against the Project: N/A
- CRP Requested: N/A

- CRP Drawn Down: N/A
- Estimated Programme Dates: TBC. A report will follow in May 2022 detailing project slippage.

Scope/Design Change and Impact: Short report requesting an update to the current Fees expenditure description (which is 'Equalities Assessments, Road Safety Audits, surveys, Traffic Modelling consultancy costs, Topo surveys and utilities investigations') to include "highway and public realm concept design work to be undertaken by third parties" to enable an outline design to be developed for Leadenhall Street based on the City Cluster Vision.

G2 Issue report (as approved by S&W and OPP sub-committees in May 2022)

- Total Estimated Cost of Project (excluding risk): £480-£550k
- Resources to reach next Gateway (excluding risk): no additional budget requested.
- Spend to date: £38,187 as of 18th March 2022
- Costed Risk Against the Project: None. A Costed Risk Provision ("CRP") of £57,000 is being requested as part of this report.
- CRP Drawn Down: None
- Estimated Programme Dates: TBC. Delivery of substantive on-street changes will have slipped from Summer 2023 to at least Summer 2024 due to the requested refocusing of the project.

Scope/Design Change and Impact: Short report requesting:

- A change in project delivery timescales
- Amendments to the agreed budget (within the previously agreed overall amount)
- A change in the project title to better reflect the revised scope.
- Delegated authority to implement a bus gate on Leadenhall Street should any changes with TfL's Bishopsgate traffic reduction experimental scheme require it.

City Cluster Area – programme update (including Leadenhall Street Improvements, as approved by S&W in September 2023)

Scope/Design Change and Impact: The Leadenhall Street elements of this report requested:

- Approval to progress further with the highways & public realm design
- Approve a budget increase from £173k to £391k, funded by 20 Fenchurch Street S106 monies
- An addition of a works budget line to allow on-street trial holes
- An update to the project's risk register following the outcome of TfL's Bishopsgate traffic experiment.

G3 Outline Options Appraisal report (as approved by S&W in November 2024)

- Total Estimated Cost of Project (excluding risk): £7-8.5m
- Resources to reach next Gateway (excluding risk): £295,000
- Spend to date: £286,586 as of 14 October 2024.
- Costed Risk Against the Project: None.
- CRP Drawn Down: None

- Estimated Programme Dates: Based on the proposed approvals programme, construction would start in Autumn 2025.

Report requested:

- Noting the revised project budget of **£686,000** (excluding risk);
- The approval of the principles of the highway and public realm design and the proposed way forward to develop it;
- The approval of a Public Consultation and Engagement exercise to be undertaken based on the design and principles set out in the report, and the final detail to be agreed with the Director of City Operations;
- Agreement to the reporting approach, including the proposal to combine the Gateway 4 and 5 reports; and
- Noting the project's total estimated cost range of £8m- £9.5m (inclusive of costed risk and any maintenance sums) and the funding strategy

Total anticipated on-going commitment post-delivery [£]: TBC
Programme Affiliation [£]: £15million (City Cluster Vision Programme)

Transforming Leadenhall Street

Public consultation feedback report



Independently compiled by
Commonplace for the City
of London Corporation

February 2025

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Executive summary



Summary of key findings

The City of London Corporation has produced proposals to create a more welcoming and sustainable environment on Leadenhall Street to enhance the experience of people walking, wheeling and cycling.

A nine-week consultation on the proposals was undertaken from December 2024 to February 2025, utilising the Commonplace consultation platform, together with a series of public drop-ins. The consultation – which was open to anyone with a connection to, or interest in the area – received more than 400 contributions from over 200 individuals.

The Leadenhall Street proposals attracted positive feedback from a majority of consultation contributors. 70% expressed a favourable view of the overall proposals, with positivity evident among respondents of all ages, travel modes and differing relationships with the City of London. These were views which were frequently underpinned by the perceived benefits of the proposals in relation to an enhanced pedestrian experience in a more welcoming and aesthetically pleasing environment. However, note a pocket of feedback which focused on concerns about the impact and effectiveness of the proposals on cyclists – particularly in relation to reduced and shared road space. This was a view that advocated a re-design of the street with designated and protected cycle lanes to fundamentally improve cyclist safety.

Specific proposals for waiting and loading were also applauded by 70%+, though again note some concerns relating to kerbside taxi access and a need for additional loading space.

Proposals for both the new and amended crossings, together with seating and greening, attracted increased applause from more than 80% of respondents – with a clear and undoubted level of support in evidence, again, across many demographic groupings.

Furthermore, proposals to celebrate the area's history via design interpretation attracted an even higher level of support – nudging the 90% mark – with accompanying comments praising what were seen as innovative and characterful example designs.

Introducing the Leadenhall Street proposals and their consultation



The proposals to transform Leadenhall Street

The City of London Corporation aims to enhance the experience of people walking, wheeling and cycling on Leadenhall Street. To create a more welcoming and sustainable environment, the proposals would:

- Increase the width of the pavements along the street by up to three metres.
- Improve crossings and add new crossing points. These would be raised to make them more accessible.
- Introduce trees and planters to green the street, provide shade and absorb rainwater.
- Add seating for people to stop and rest.
- Celebrate the rich history of the area by incorporating historical references into planters and seating.

The proposals include new and amended waiting and loading restrictions along the length of the street, including:

- No waiting, parking, loading or unloading at any time on Leadenhall Street to help ensure the flow of traffic. This will be marked by double yellow lines and double yellow kerb markings.
- Allowing waiting and loading to still take place it is proposed to install waiting and loading bays outside 80, 107 and 12 Leadenhall Street.
- Removing the taxi rank outside 145 Leadenhall Street to allow the pavement to be widened.

The proposals for new and amended crossings are:

- The signal-controlled pedestrian crossing layout at the St Mary Axe junction will be redesigned, reducing the crossing distances while retaining the raised carriageway.
- Raising the carriageway so that it is flush with the pavement at the junctions of Billiter Street and Creechurch Lane. This will provide both step free informal crossings and act as traffic calming.
- Improving the signal-controlled pedestrian crossing layout near the junction with Aldgate High Street, including raising the carriageway to pavement level at the crossing.

The proposals to transform Leadenhall Street

A layout of proposed changes can be accessed by clicking [here](#).

Proposals align with the City Corporation's City Cluster Vision (PDF), Transport Strategy, Climate Action Strategy, and the Eastern City Business Improvement District Public Realm Vision.



Engagement and consultation

Utilising the Commonplace engagement platform, a nine-week consultation on the draft proposals to transform Leadenhall Street ran from Monday 9 December 2024 to Sunday 9 February 2025 (inclusive).

The consultation was open to anyone (group or individual), whether a resident, business owner, worker or visitor, with an interest in the area. Those interested could use the Commonplace online platform, which invited people to view and comment on the proposals in overall terms, in addition to their individual elements.

Contributors could leave feedback and comments on as many proposals as they wished, with the choice of providing feedback by responding to the questions asked, and/or leaving comments as necessary.

Engagement prior and during the consultation included:

- Pre-engagement meetings with key stakeholders including ward members and the EC BID via the overarching City Cluster's Programme Board.
- Light promotion of the consultation on social media.
- A project webpage.
- Leaflets distributed in the local area.
- Three on-street information totems.
- Three drop-in sessions where the public could discuss the proposals with the project team.

Those interested could also email or telephone the project team to give their views.

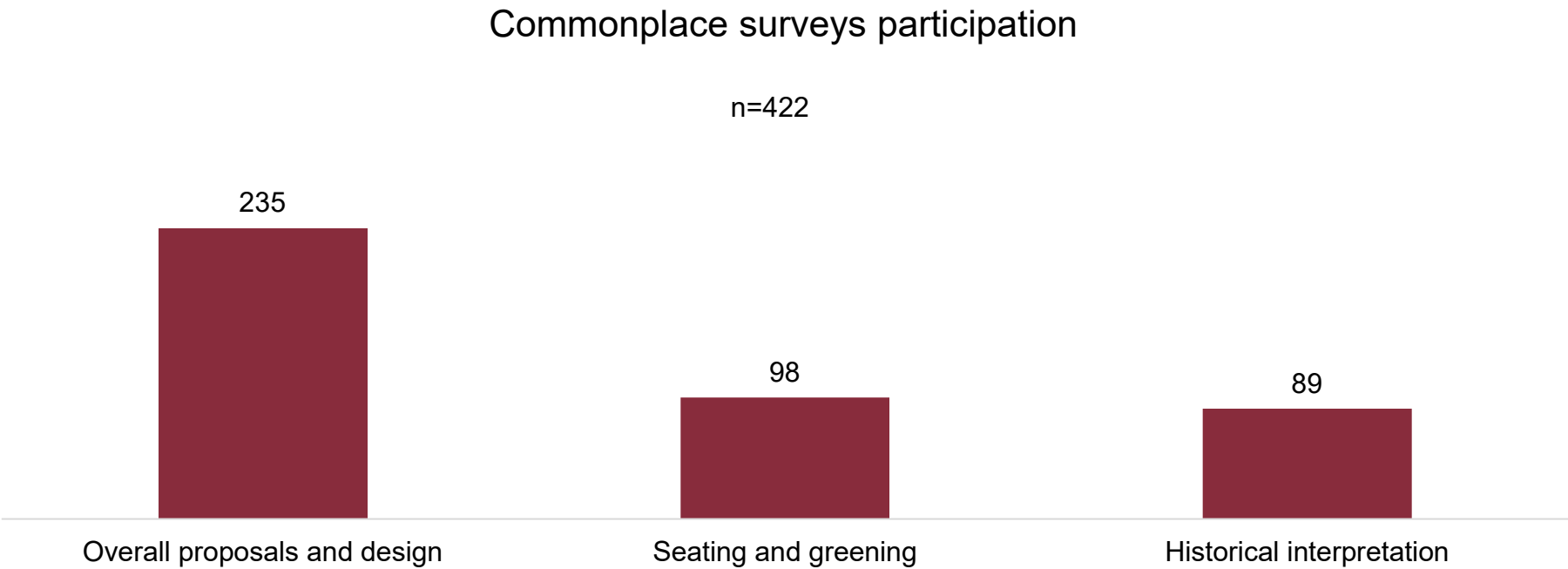
The consultation was not intended to be a referendum or 'vote' of any kind, but rather a process for exploring perceptions and collecting feedback.

Consultation contributions

There were over 1,500 visits to the Commonplace consultation pages.

The consultation received 422 Commonplace contributions, made by over 200 individuals, across the three surveys (some individuals made more than one contribution). Contributors included a wide and demographically diverse variety of workers, commuters, visitors, stakeholders, residents and others.

The chart below shows the distribution of Commonplace contributions, spotlighting the highest participation level in relation to the overall proposals and design.



Presenting the feedback collected

In presenting the feedback collected, consultation contributions have been collated, analysed, detailed and summarised independently of the City of London Corporation. This ensures a clear impartiality of consideration and presentation.

Feedback has been collated by the proposals overall and individually, using the Commonplace data as the main statistical focus of this feedback.

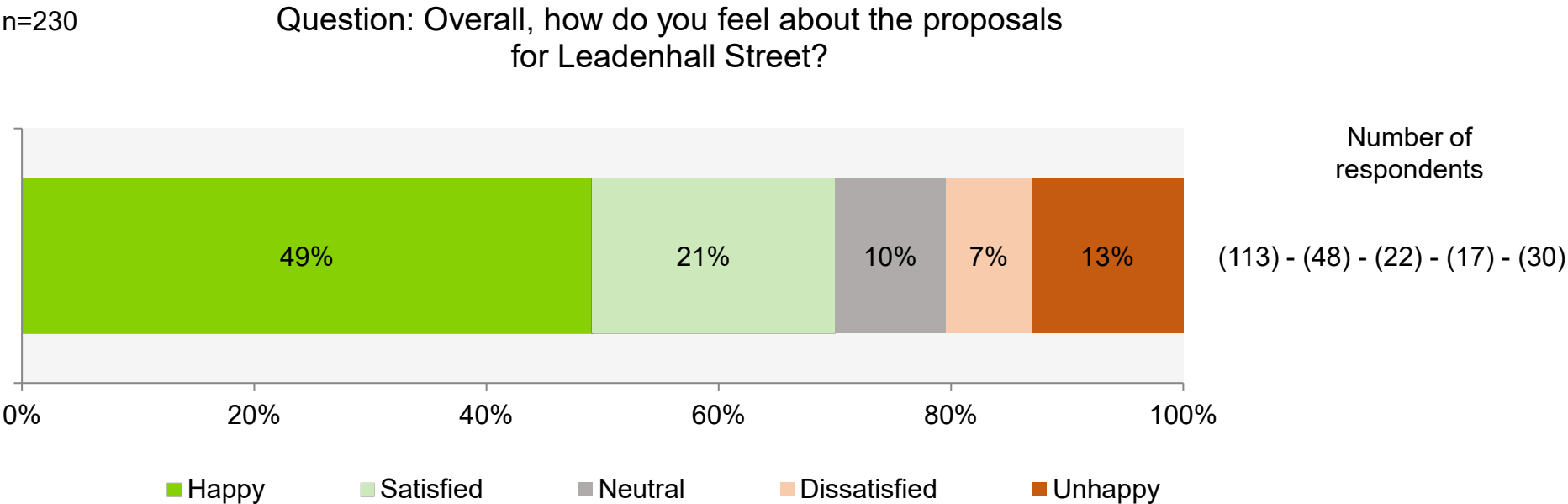
Prior to reading this report, please refer to the notes attached as [Appendix One](#), which provide important explanatory information on the analysis and presentation of findings.

Views on the overall proposals



Views on the overall proposals

70% of respondents were positive about the proposals. For many, this view was “happy”. In contrast, just 20% were dissatisfied or unhappy, with 10% expressing a neutral opinion.

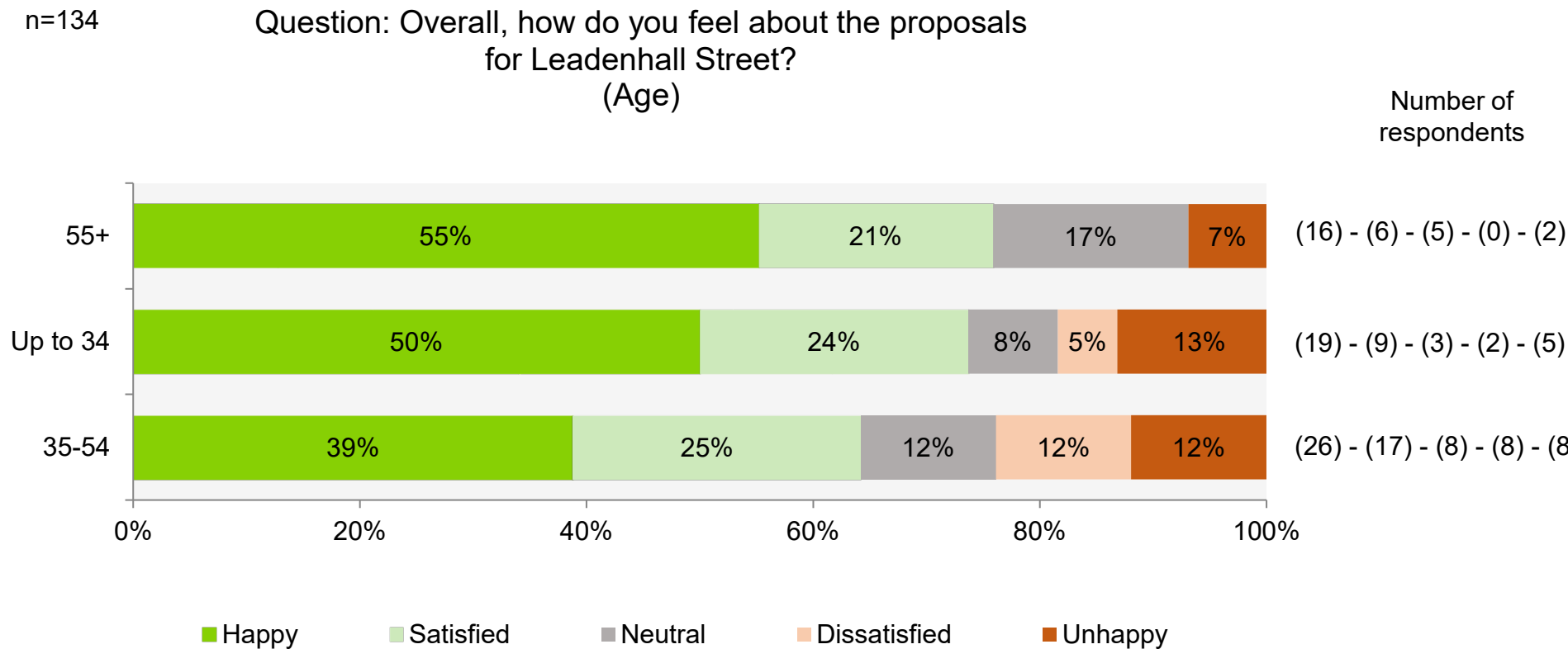


On the following pages, we see how views on the overall proposals varied by contributors’ age, travel mode and their relationship to the City.

How views on the overall proposals varied in relation to respondent age

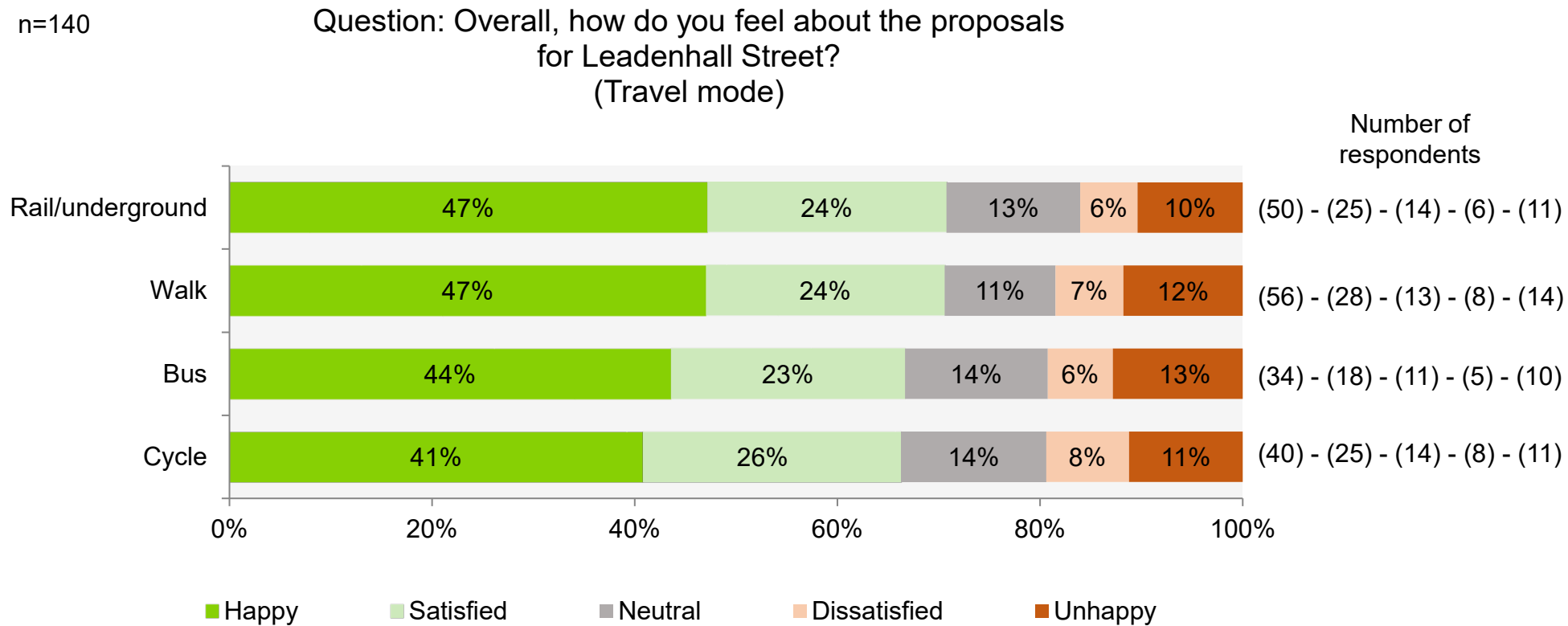
A majority of respondents in each age group were positive about the overall proposals.

Critical views were most prevalent among those aged 35-54, with almost a quarter (24%) being dissatisfied or unhappy.



How views on the overall proposals varied in relation to how respondents identified they got around the area

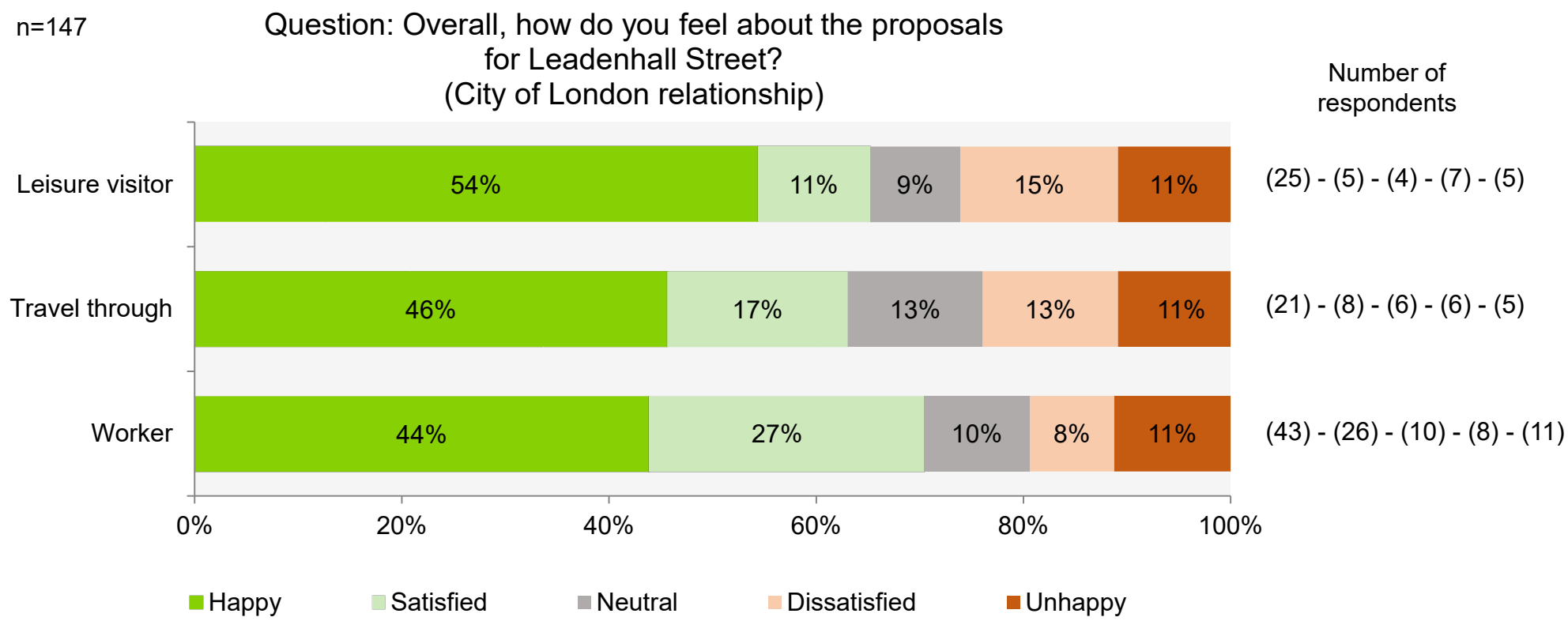
Positive views on the overall proposals were evident among a majority of respondents identifying as travelling by each travel mode, peaking among those identifying as using the rail/underground and walking (both 71% positive). In contrast, critical views were far less evident.



Note that some travel modes (taxis, private hire vehicle drivers and passengers, motorcyclists, van/lorry drivers, car drivers and passengers, wheelchair or mobility scooter users and others) lacked a sufficient number of respondents to allow meaningful analysis.

How views on the overall proposals varied according to City of London relationship

A majority of leisure visitors, workers and those travelling through the area were positive about the overall proposals. Positivity peaked among workers (71%). In contrast, around 19-26% of respondents in each group were critical.



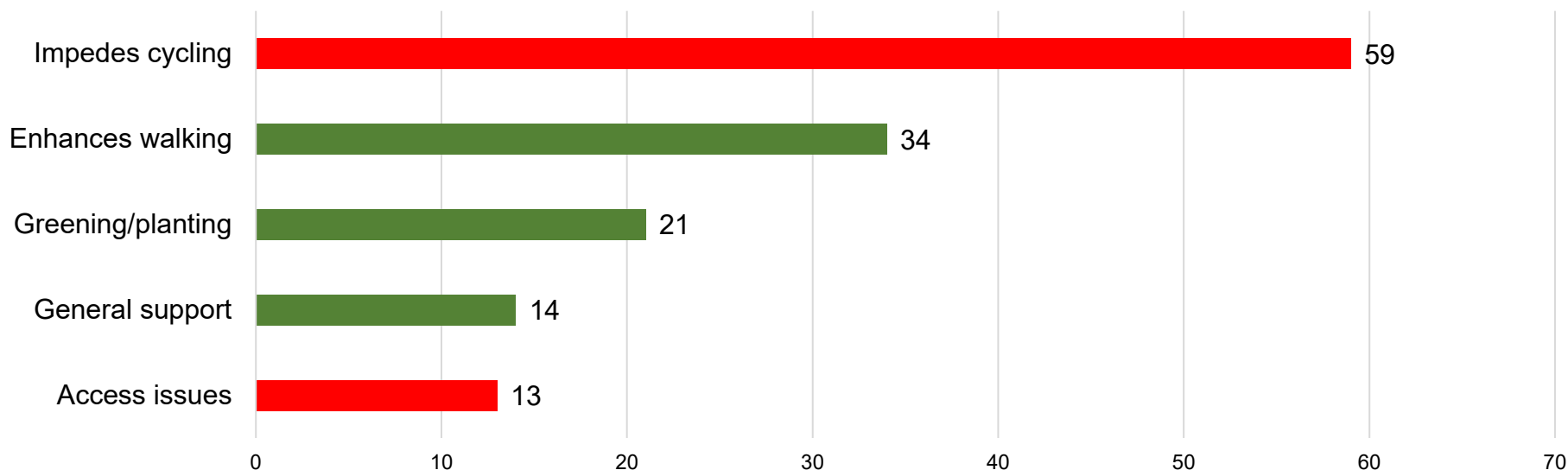
Note that some relationship types (residents, business visitors, business owners, drivers/riders, students and those just interested in the scheme) lacked a sufficient number of respondents to allow meaningful analysis.

Comments on the overall proposals for Leadenhall Street

128 respondents left comments on the overall proposals for Leadenhall Street. Some respondents left more than one comment. Here, we see the main comments underpinning both supportive and critical feedback on the Leadenhall Street proposals. Supportive comments focused on feelings that the proposals enhanced the pedestrian experience with accompanying greening/planting, along with general applause for the proposals. In contrast, concerns were concentrated on the impact on cyclists, particularly in relation to reduced road space and shared space with motorised vehicles. Categories in green indicate supporting comments and perceived benefits. Those in red indicate concerns/criticisms.

n=128

Question: Overall, how do you feel about the proposals for Leadenhall Street?
Please share any comments you have.



Other comments (each specified by small numbers of respondents) expressed concerns on potentially negative effects for taxi access, the general impact of reduced road space and the view that changes were unnecessary.

Additional comments and suggestions on the proposals for Leadenhall Street

A further 58 additional comments were made on the overall proposals and designs for Leadenhall Street. A number of these comments focused on a perceived need for segregated cycle lanes and increased cycling safety within the street:

- Segregate motor vehicles and cyclists with designated and protected cycle lanes.
- Ensure cycling safety is fundamentally embedded/designed within the proposals – taking advice from cycling safety experts.

Others included:

- Ensure accessibility for disabled and older people is not overlooked.
- Ensure traffic light sequencing does not cause cyclists to wait for long periods unnecessarily.
- Be generous with mature and evergreen planting and greening.
- Minimise street 'clutter'.
- Reinstate traffic islands on Leadenhall Street.
- Separate cyclists from pedestrians.
- Reconsider designs with a 'less is more' approach.
- Remove all private cars at Bank junction.
- Consider the addition of bus priority schemes.
- Explore narrower pavement widths.
- Include more seating areas, together with street furniture reflective of the City's classical architectural heritage.
- Retain (or ideally improve) the cycle crossing between Lime Street and St Mary Axe.
- Reconsider the need/place for the play school style of street furniture on Creechurch Lane.
- Tackle the ever-expanding Lime bike bay - encroaching on pedestrian space.
- Introduce a modal filter or bus gate on the street to reduce traffic to appropriate levels for a cycleway.
- Ensure effective policing of hire bikes.
- Add more taxi rank and road access for taxis, plus the improvement of permissible taxi turns at junctions.

The waiting and loading proposals



The waiting and loading proposals

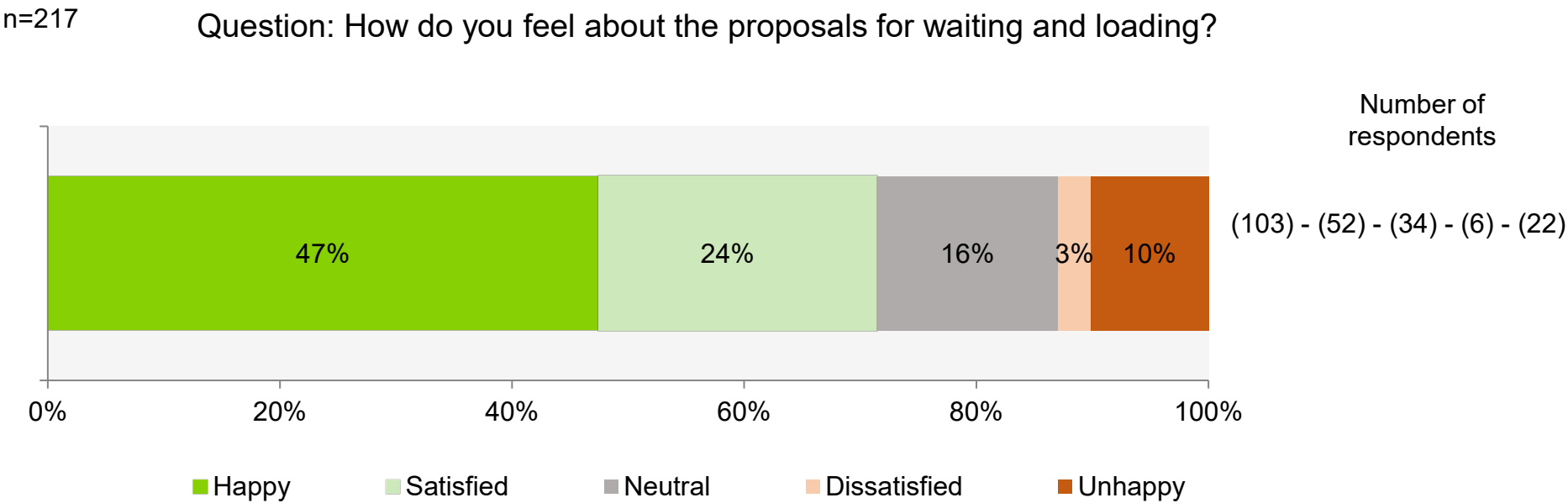
Proposals include new and amended waiting and loading restrictions along the length of the street:

- No waiting, parking, loading or unloading at any time on Leadenhall Street to help ensure the flow of traffic. This will be marked by double yellow lines and double yellow kerb markings.
- Allowing waiting and loading to still take place, proposing installing waiting and loading bays outside 80, 107 and 12 Leadenhall Street.
- Removing the taxi rank outside 145 Leadenhall Street to allow the pavement to be widened.

Views on the proposals for waiting and loading

Over 70% of respondents expressed a positive view about the waiting and loading proposals. For almost half, this view was a “happy” one.

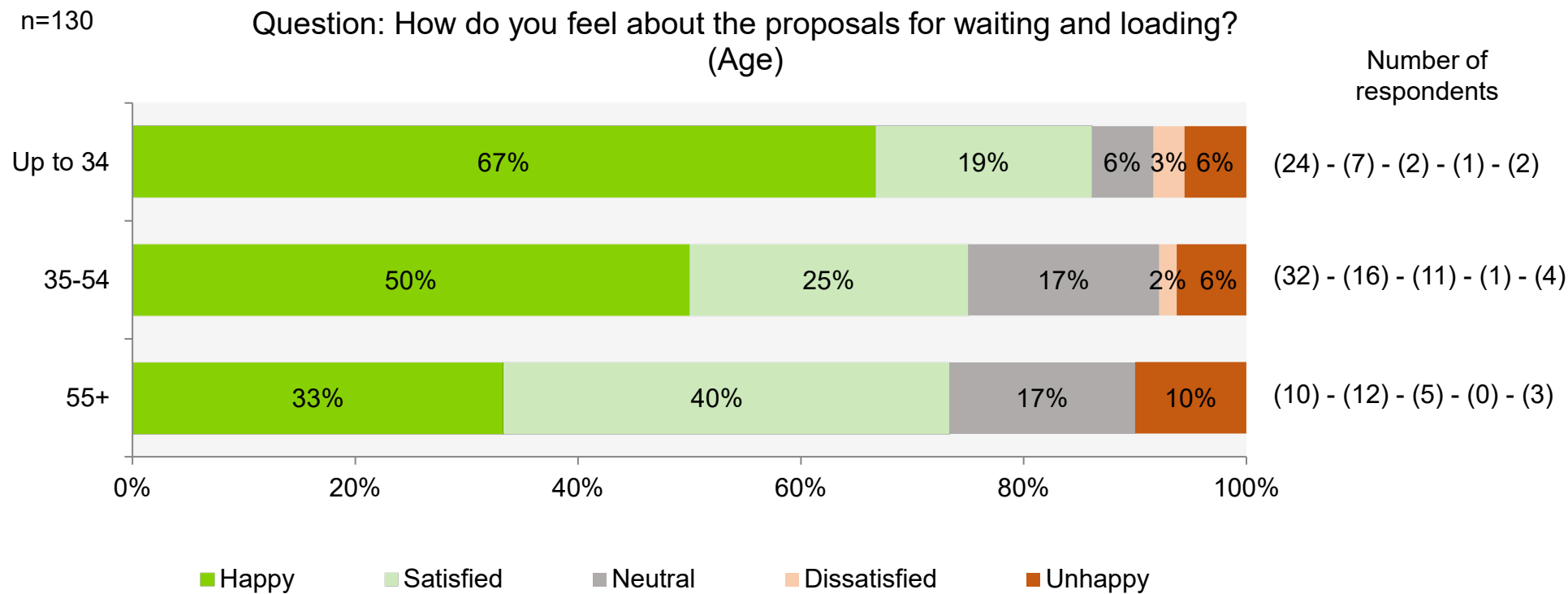
In contrast, just 13% were dissatisfied or unhappy, with 16% expressing a neutral opinion.



On the following pages, we see how views varied by respondents’ age, travel mode and their relationship to the City.

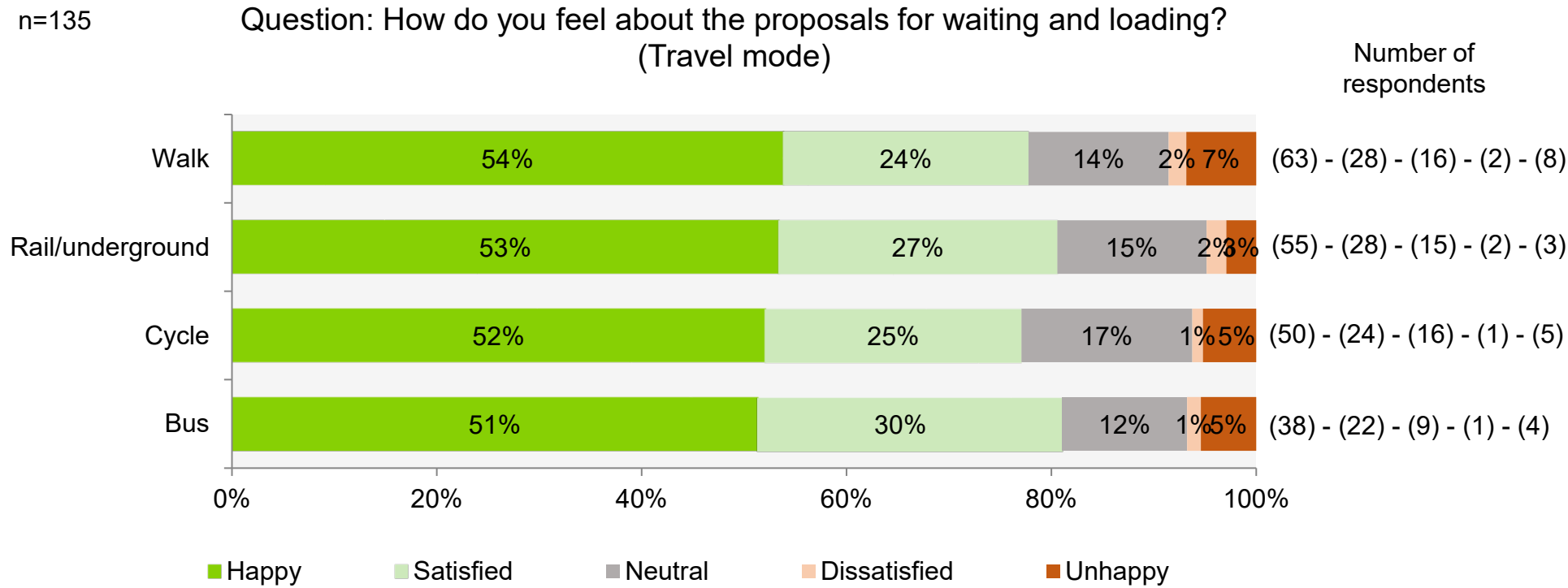
How views on the proposals for waiting and loading varied in relation to respondent age

A majority of respondents in each age group were positive about the proposals for waiting and loading. Those aged up to 34 were most positive, with over two-thirds (67%) being “happy”. Negative views were expressed by just 8-10% of respondents.



How views on the proposals for waiting and loading varied in relation to how respondents identified they got around the area

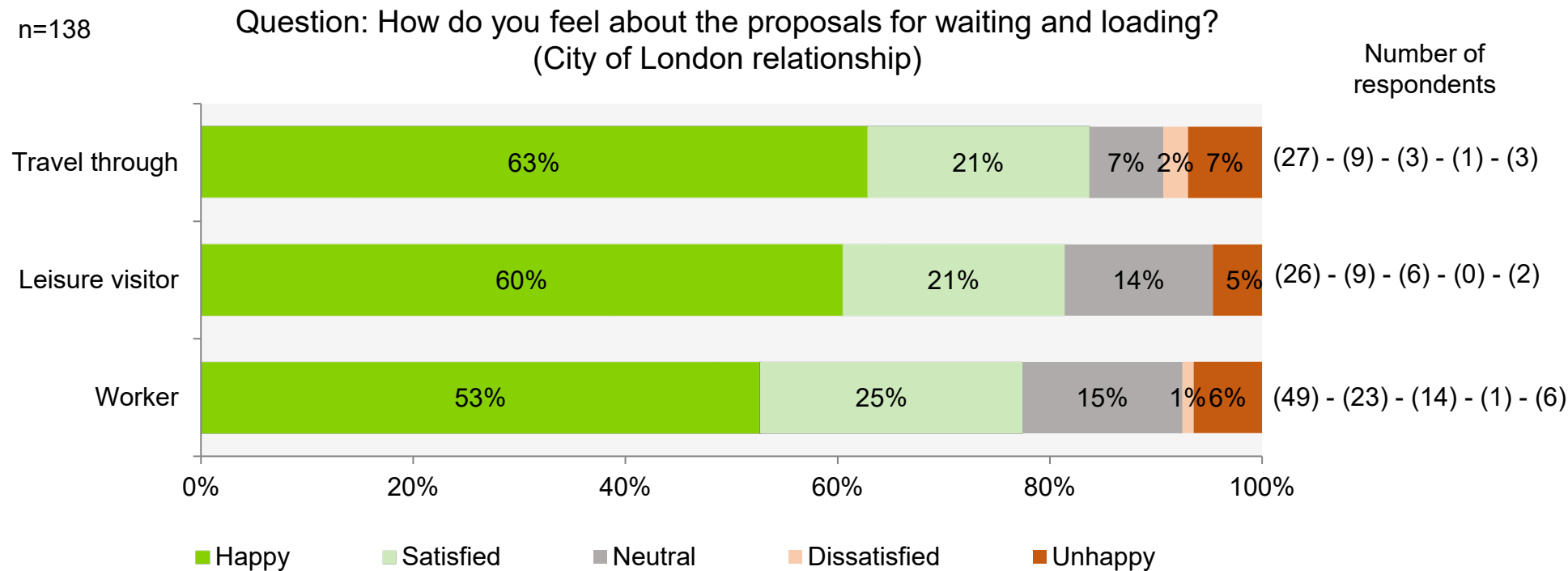
Positive views on waiting and loading proposals were evident among people travelling by all travel modes, with more than half in every category being “happy”. In contrast, negative views were expressed by just 5-9% of respondents.



Note that some travel modes (taxis, private hire vehicle drivers and passengers, motorcyclists, van/lorry drivers, car drivers and passengers, wheelchair or mobility scooter users and other travel modes) lacked a sufficient number of respondents to allow meaningful analysis.

How views on the proposals for waiting and loading varied according to City of London relationship

Over three-quarters of those travelling through, visiting for leisure and working in the City of London were positive about the overall proposals. Negative views were expressed by just 5-9% of respondents.

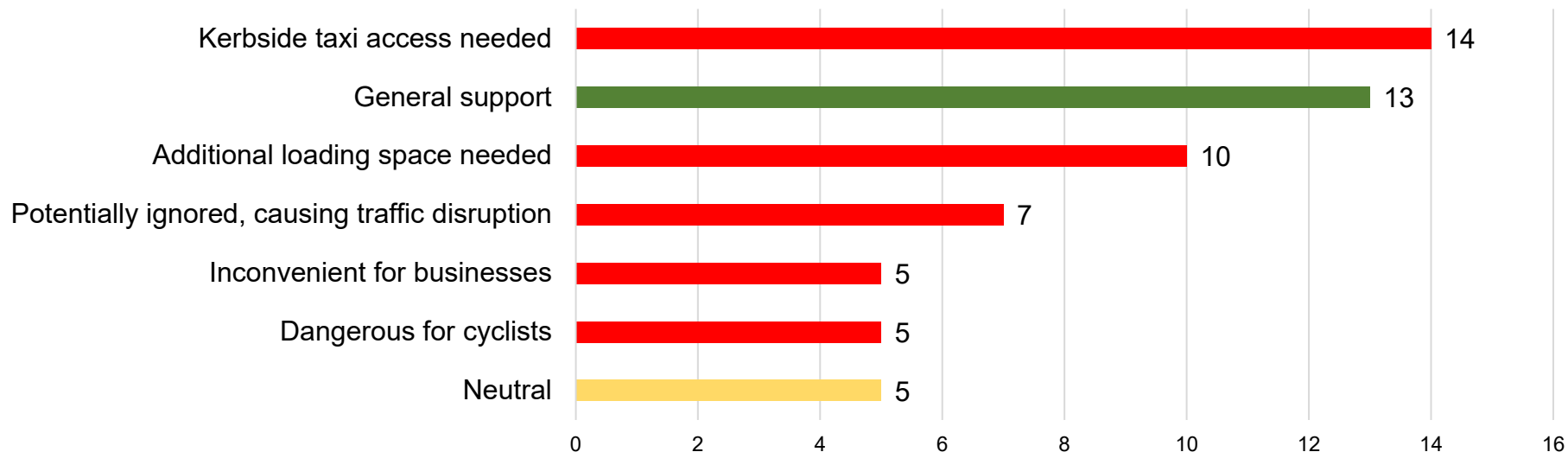


Note that some relationship types (residents, business visitors, business owners, drivers/riders, students and those just interested in the scheme) lacked a sufficient number of respondents to allow meaningful analysis.

Comments on the waiting and loading proposals

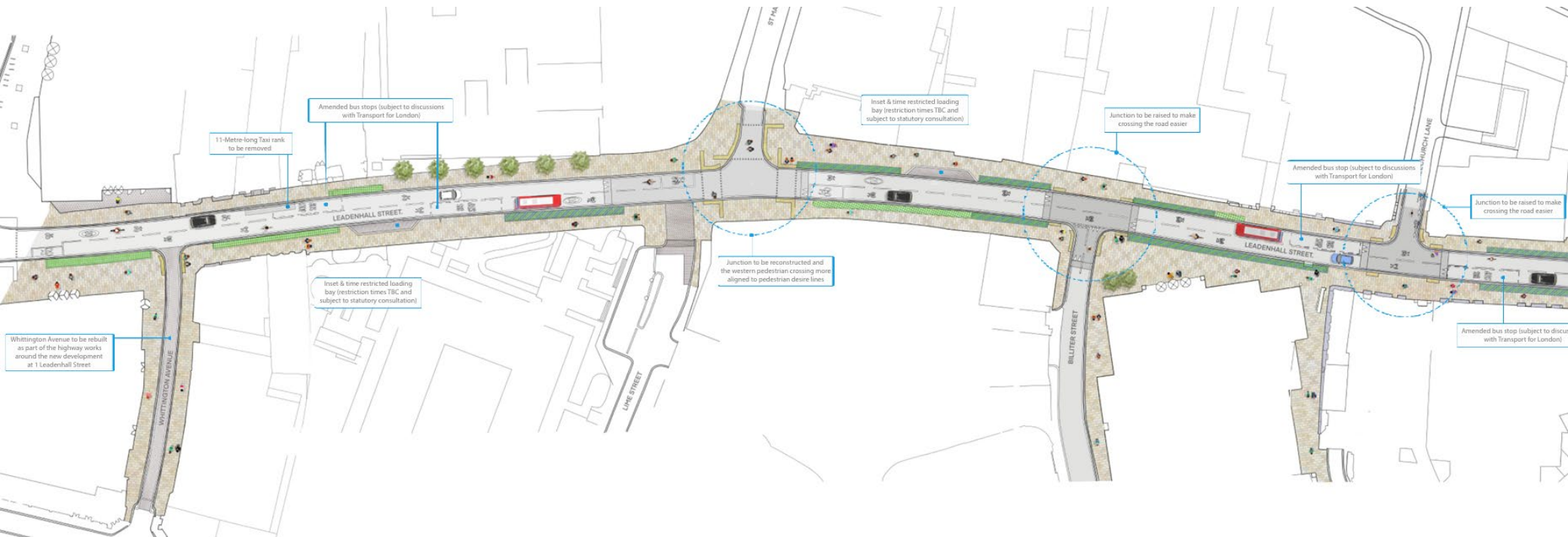
Respondents were invited to comment specifically on reasons for disagreement with the waiting and loading proposals. Despite this focus on disagreement, 13 of the 63 comments received were supportive of the proposals, and a further five were neutral opinions. Of the remaining 45 comments, most (14) stressed the need for kerbside taxi access, with additional other comments about businesses requiring additional loading space, restrictions potentially being ignored in practice (causing disruption), general inconvenience for businesses and the proposals creating potential hazards for cyclists. Categories in green indicate supporting comments and perceived benefits. Those in red indicate concerns/criticisms and those in orange indicate a neutral opinion.

n=63 Question: Please explain your answer if you do not agree with some/any of the waiting and loading proposals



Additional comments received from small numbers of respondents remarked on using red line stopping restrictions, implementing a restricted parking zone, the scale of the architect drawings and noise at loading bays.

The new and amended crossings proposals



The new and amended crossings proposals

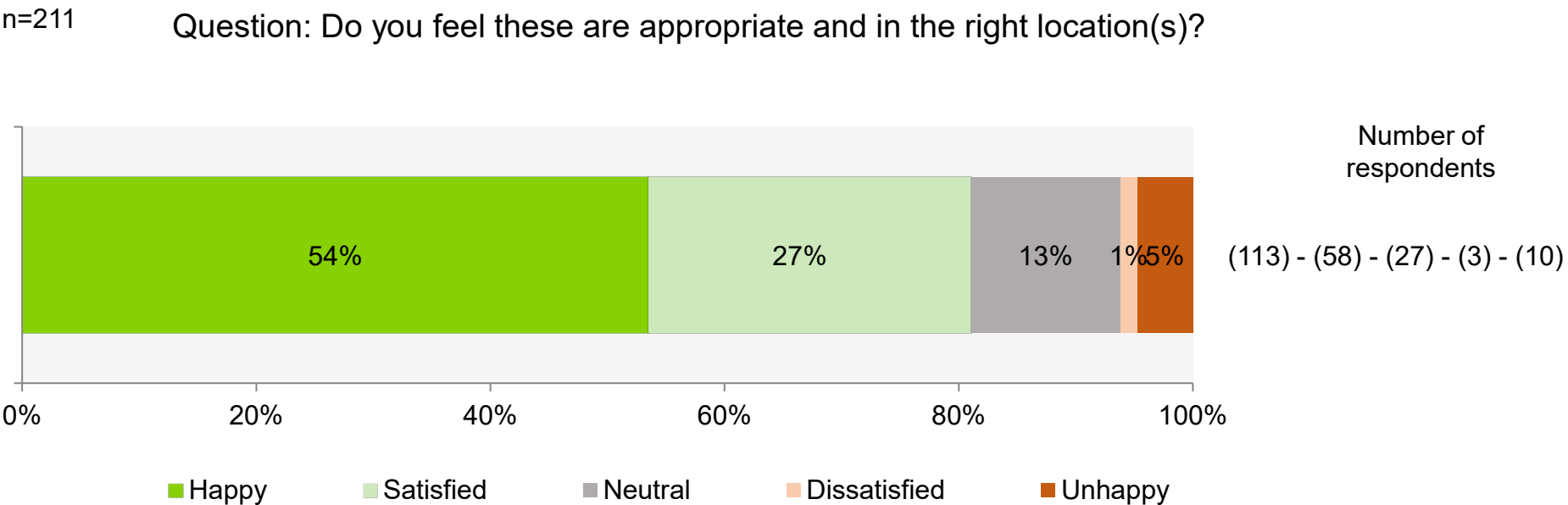
Proposals for new and amended crossings are:

- Redesign of the signal-controlled pedestrian crossing layout at the St Mary Axe junction, reducing the crossing distances while retaining the raised carriageway.
- Raising the carriageway so that it is flush with the pavement at the junctions of Billiter Street and Creechurch Lane. This will provide both step-free informal crossings and act as traffic calming.
- Improving the signal-controlled pedestrian crossing layout near the junction with Aldgate High Street, including raising the carriageway to pavement level at the crossing.

Views on the proposed locations of new and amended crossings

Over 80% of respondents were positive about the proposed locations of new and amended crossings. For over half, this view was “happy”.

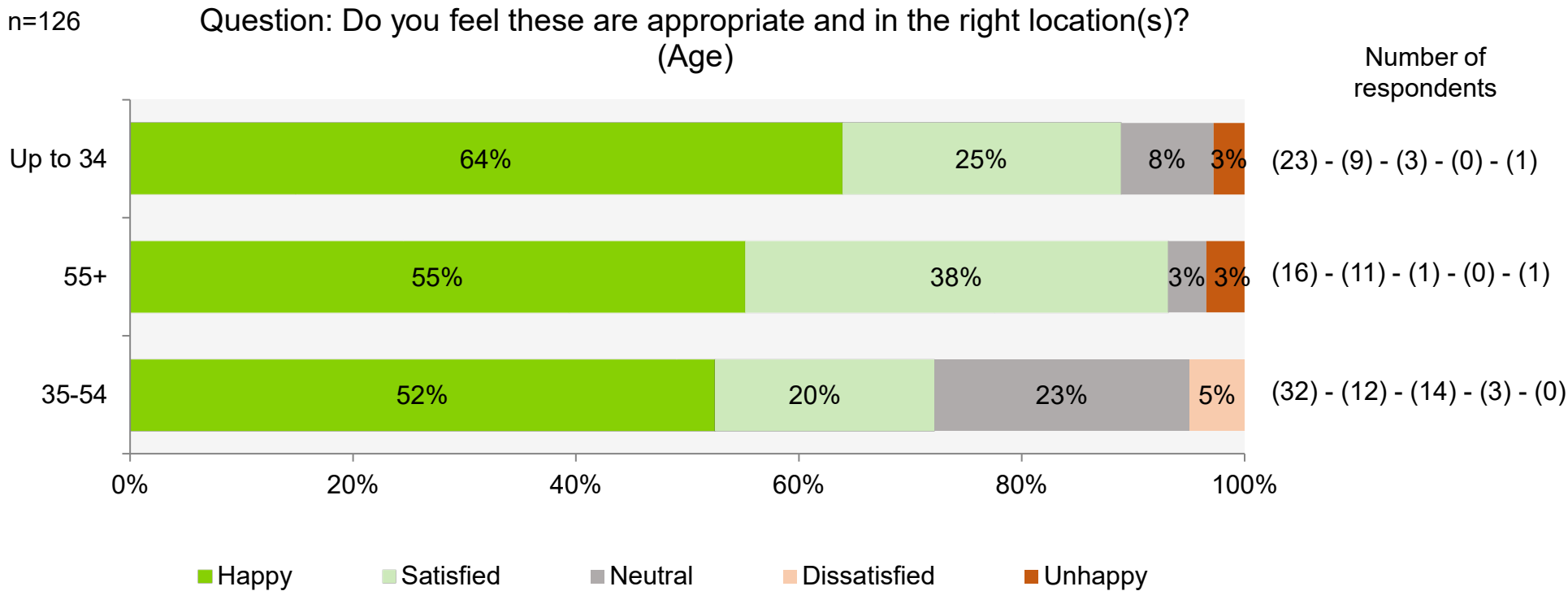
In contrast, just 6% were dissatisfied or unhappy, with 13% expressing a neutral opinion.



On the following pages, we see how views varied by respondents’ age, travel mode and their relationship to the City.

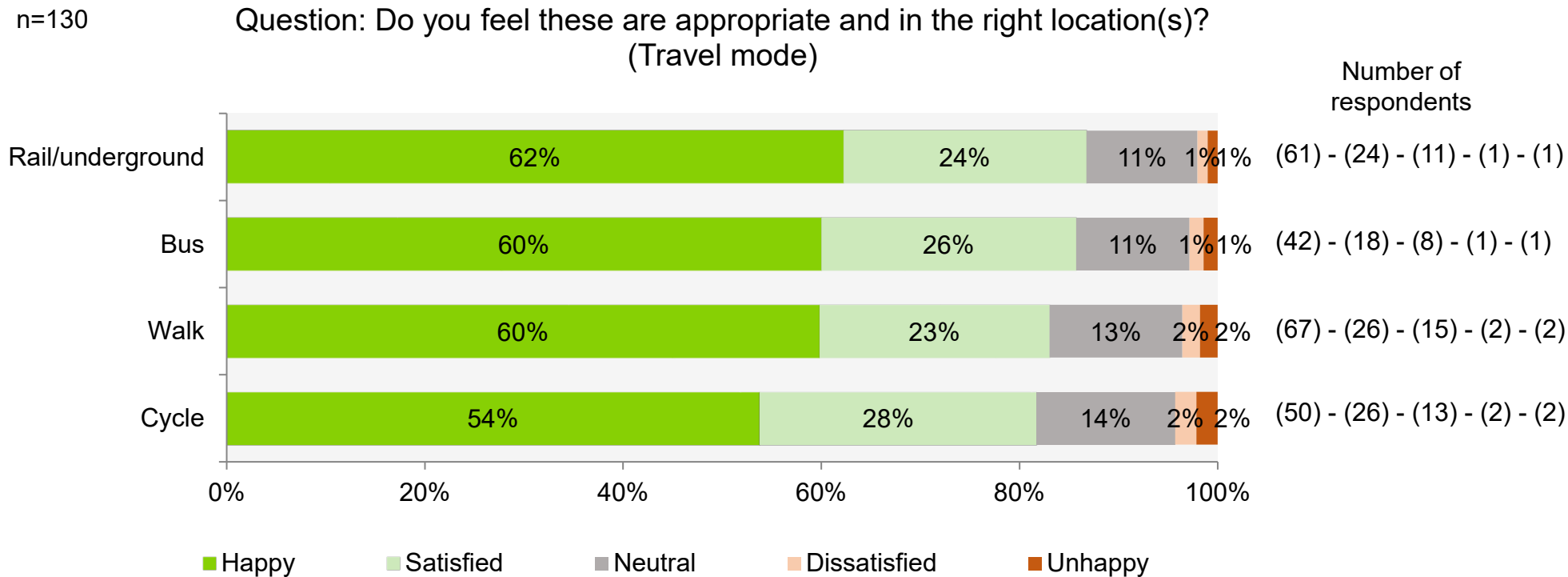
How views on the proposed locations of new and amended crossings varied in relation to respondent age

Over 70% of all respondents in each age group were positive about the location of proposed new and amended crossings. Those aged 55+ were most positive, with over 90% being “happy” or “satisfied”. Negative views were expressed by just 3-5% of respondents.



How views on the proposed locations for new and amended crossings varied in relation to how respondents identified they got around the area

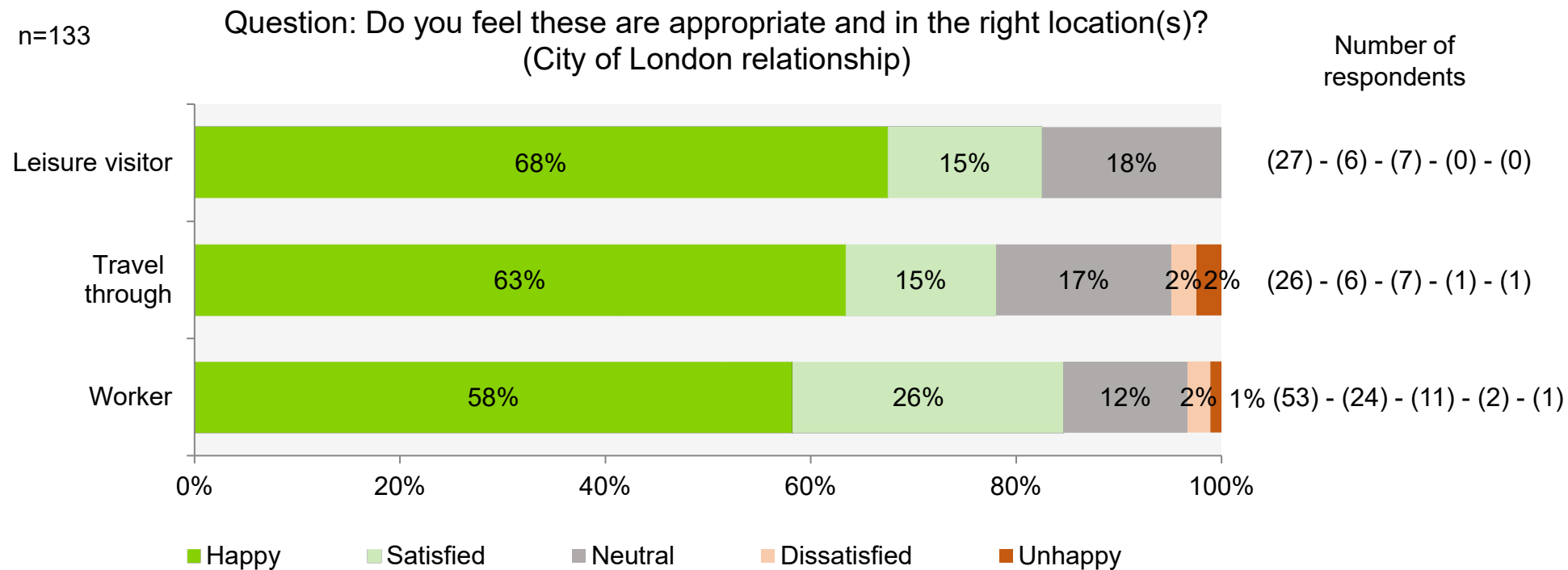
Positive views on the proposed locations of new and amended crossings were evident among respondents travelling by all travel modes shown, with over 80% in every category being “happy” or “satisfied”. Negative views were expressed by just 2-4% of respondents.



Note that some travel modes (taxis, private hire vehicle drivers and passengers, motorcyclists, van/lorry drivers, car drivers and passengers, wheelchair or mobility scooter users and other travel modes) lacked a sufficient number of respondents to allow meaningful analysis.

How views on the proposed locations for new and amended crossings varied according to City of London relationship

Around 80% of respondents within each of the relationship types shown were positive about the proposed locations for new and amended crossings. Negative views were expressed by less than 5% of respondents.



Note that some relationship types (residents, business visitors, business owners, drivers/riders, students and those just interested in the scheme) lacked a sufficient number of respondents to allow meaningful analysis.

Comments on proposals for new and amended crossings

Respondents were again invited to comment specifically on disagreement with the new and amended crossings proposals, with the question “Please explain your answer if you do not agree with some/any of the crossing proposals”. Despite this focus on disagreement, 16 of the 38 comments received were actually supportive of the proposals, whilst another two felt they were unclear and one considered that there was nothing wrong with the existing layout.

The remaining 19 comments made a variety of specific and wide-ranging points, as follows:

- The entrance to Creechurch Lane is surprisingly busy with vehicles swinging across the junction at speed. Any further measures to control that would be helpful.
- A need to add cameras with the aim of monitoring cyclists breaking the red lights.
- A need to ensure that pedestrians understand that they are stepping onto the road. Sometimes the delineation is not clear.
- Consider super-crossing details at junction with St Mary Axe, along with careful positioning of traffic lights to allow sufficient width for crossing.
- Clarity needed in relation to the new route for cyclists coming north up Lime Street and turning right onto Leadenhall to head east, and if that causes conflict/potential collisions – with potential issues with visibility to multiple angles at once for both pedestrians and cyclists.
- Beneficial for pedestrians or those in wheelchairs, but lacking in relation to cyclist provision.
- Consider cyclists when reducing crossing distances. Islands in the road are a good way to make pedestrians safer.
- Potential conflict between cyclists and pedestrians.
- Consider continuous pavements on junctions.
- Increased cycle traffic may make pedestrian crossing more hazardous around Creechurch Lane.

Comments on proposals for new and amended crossings (continued)

- Install zebra crossings which give priority to pedestrians, giving them sufficient time to cross.
- Reconsider the need for St Mary Axe junction being signal-controlled.
- Appearance of tactile pavement layouts is messy – rationalise if possible.
- Creechurch Lane is now a conservation area; rather than just raising the junction area, raise the whole road as the narrow, high pavements are not people friendly and many resort to walking in the road.
- Concerns about the ability of raised tables to calm traffic.
- Poor designs.
- Include protected cycle lanes.

The seating and greening proposals

Opportunity for integrated art



Opportunity for integrated art



The seating and greening proposals

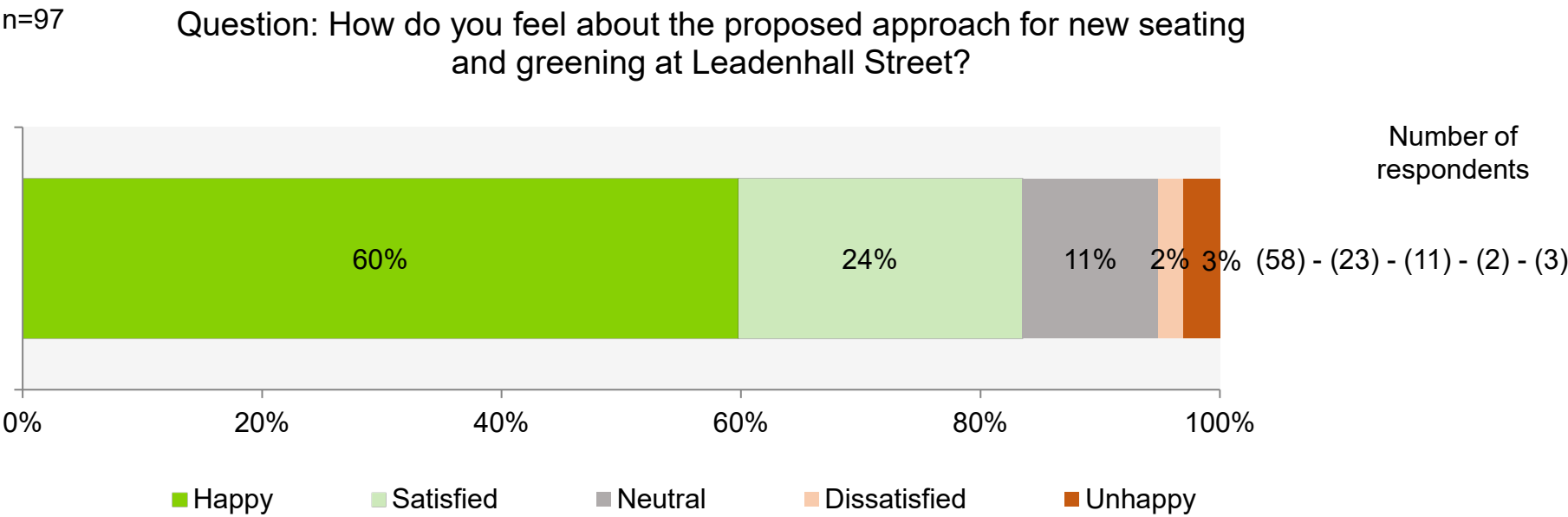
Measures to make Leadenhall Street a more enjoyable place for people to spend time include:

- Planting more trees and retaining existing ones.
- Planters with integrated benches, some stand-alone benches and seats.
- Other street furniture such as cycle parking, street signage, and bollards will be spaced and designed with all users in mind.

Views on the proposals for new seating and greening

Over 80% of respondents were positive about the proposals for new seating and greening. For 60%, this view was “happy”.

In contrast, just 5% were dissatisfied or unhappy, with 11% expressing a neutral opinion.

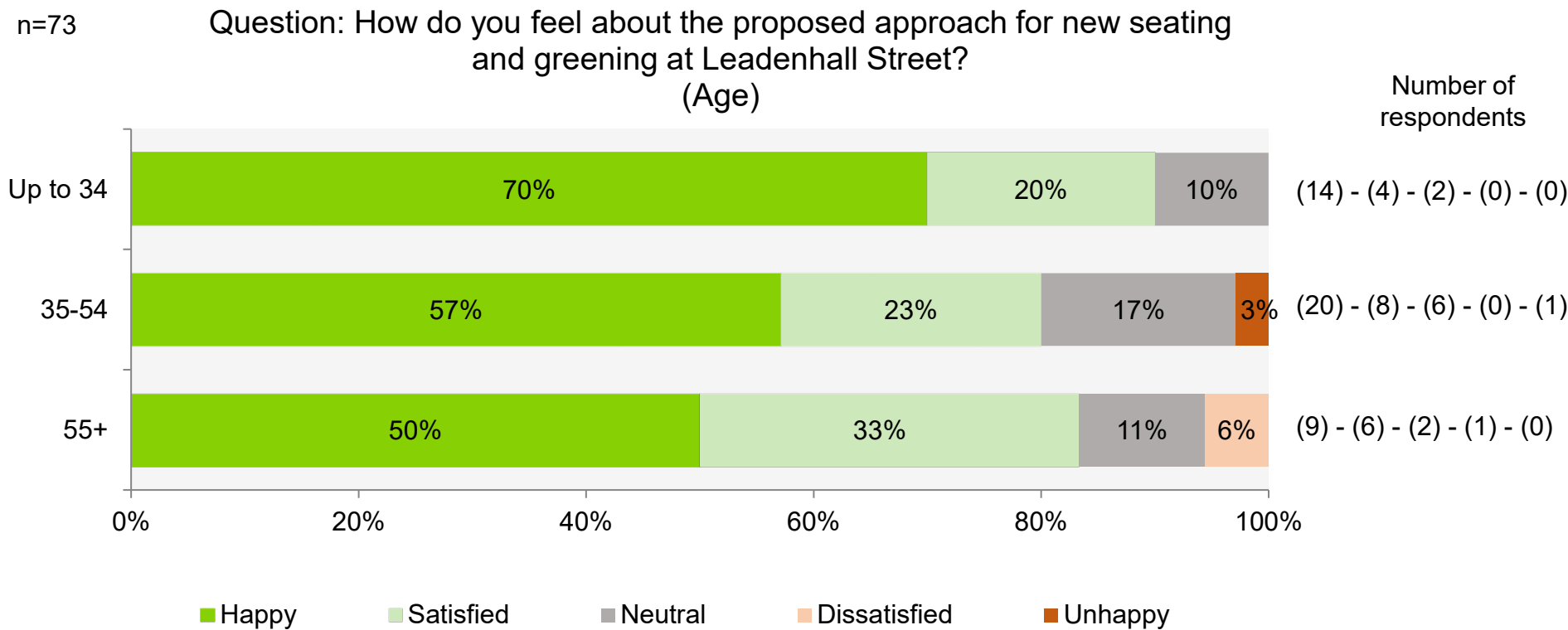


On the following pages, we see how agreement varied by respondents’ age and travel mode. Analysis by relationship to the City of London is not available as there were insufficient numbers of respondents.

How views on the proposals for new seating and greening varied in relation to respondent age

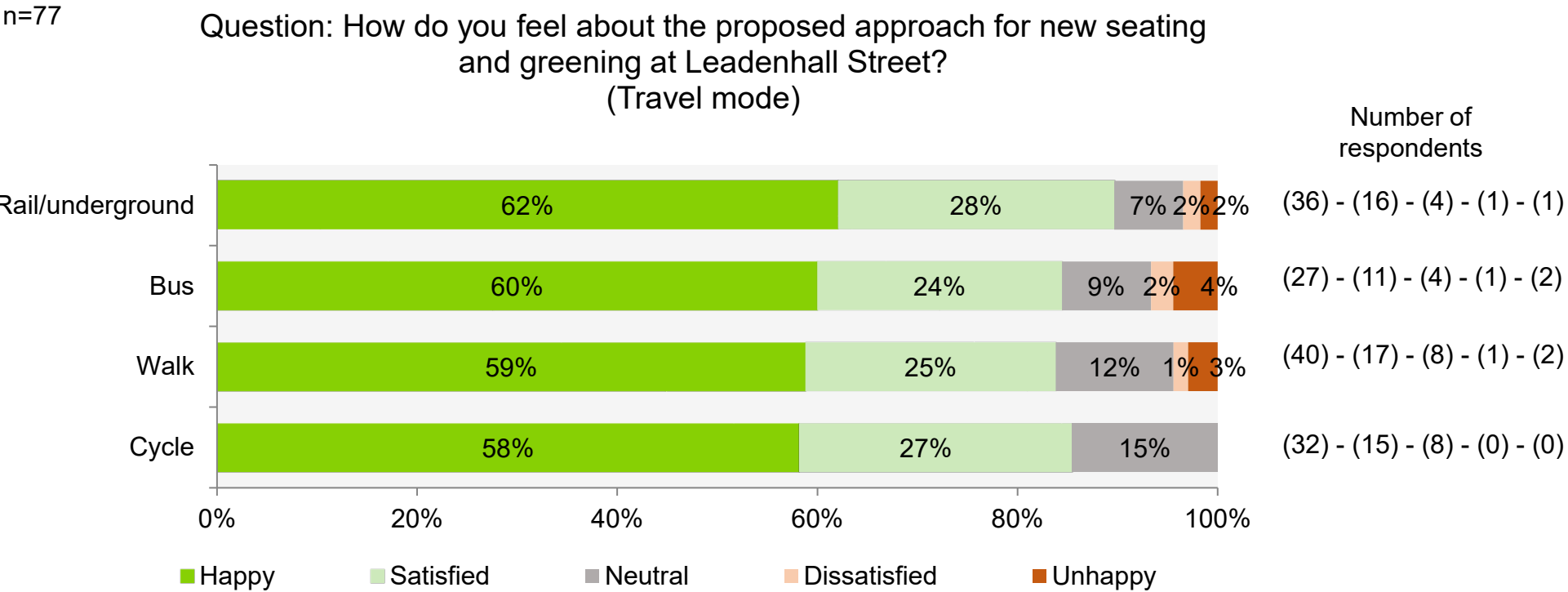
80%+ of all age groups were positive about the proposals for seating and greening. Those aged up to 34 were most positive, with 90% being “happy” or “satisfied”.

In contrast, negative views were expressed by just 3-6% of respondents.



How views on the proposals for new seating and greening varied in relation to how respondents identified they got around the area

Positive views on the proposals for new seating and greening were evident among respondents getting around the area by all travel modes shown, with over 80% in every category being “happy” or “satisfied”. In contrast, negative views were expressed by just 4-6% of respondents.



Note that some travel modes (taxis, private hire vehicle drivers and passengers, motorcyclists, van/lorry drivers, car drivers and passengers, wheelchair or mobility scooter users and other travel modes) lacked a sufficient number of respondents to allow meaningful analysis.

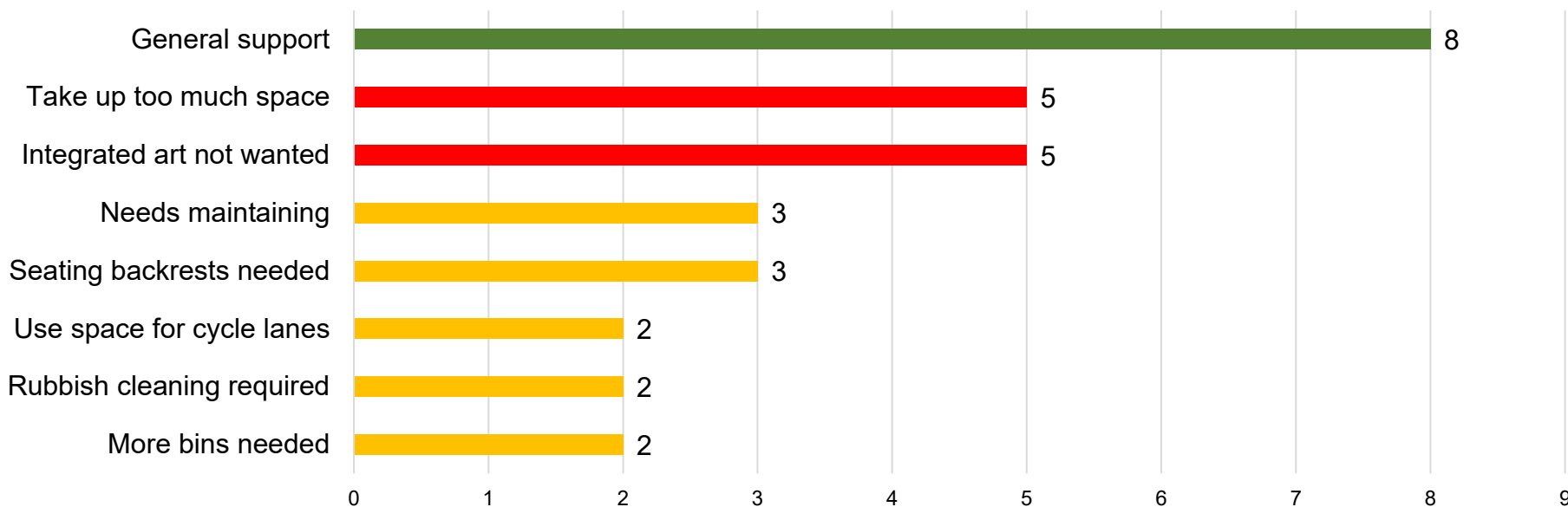
Comments on the proposals for new seating and greening

Respondents were invited to comment on the seating and greening proposals. 42 respondents took this opportunity. Some comments received were of a generally supportive nature (8), whilst others remarked on specific issues/suggestions, such as taking up too much space (5) or integrated art not being needed (5).

Categories in green indicate supporting comments. Those in red indicate concerns/criticisms and those in orange indicate a neutral opinion.

n=42

Question: Please share any comments you have



Other comments made focused on individual aspects/effects of the proposals, e.g. allow usage by skateboarders, add more trees, add more seats, etc.

The historical interpretation proposals



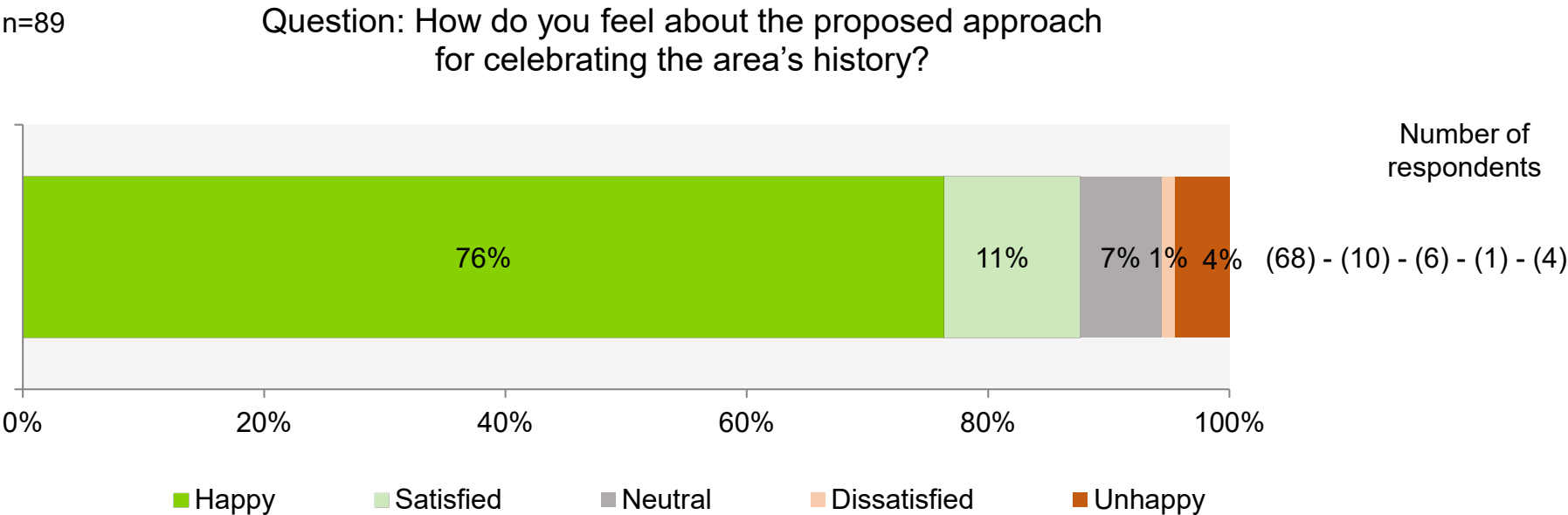
The historical interpretation proposals

Leadenhall Street is a site of cultural significance and many notable events throughout history have taken place there. The Leadenhall Street Roman mosaic, the Guild Church of St Katharine Cree (the oldest surviving building in the area), and the nearby home of William Shakespeare are situated amongst contemporary architectural icons such as the Leadenhall Building and Lloyd's building.

To celebrate the rich history and cultural significance of the area, it is proposed that references will be incorporated into the designs of the planters and seating.

Views on the proposed approach to celebrating the area’s history

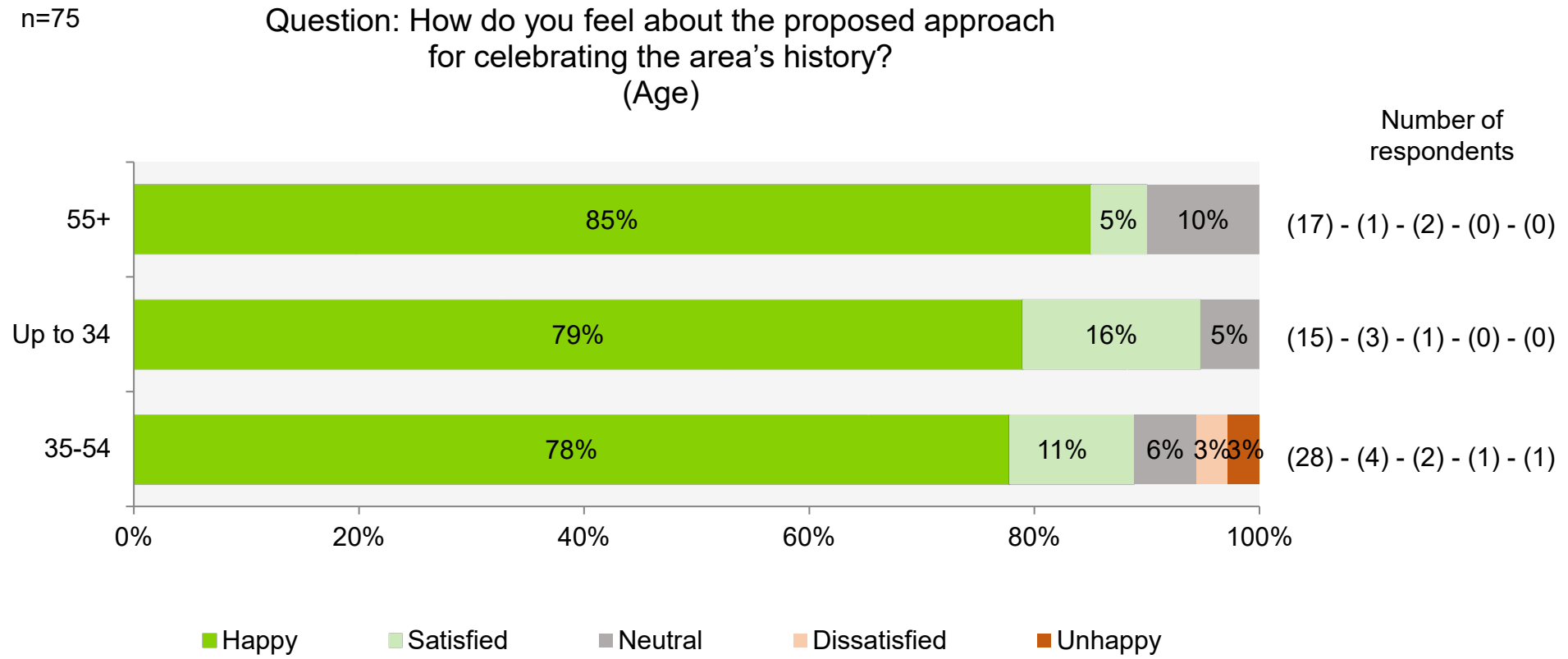
Almost 90% of respondents were positive about the proposals to celebrate the area’s history. For more than three-quarters (76%), this view was “happy”. In contrast, just 5% were dissatisfied or unhappy, with 11% expressing a neutral opinion.



On the following pages, we see how views on historical celebration proposals varied by respondents’ age and travel mode. Analysis by their relationship to the City is not available as there were insufficient numbers of respondents.

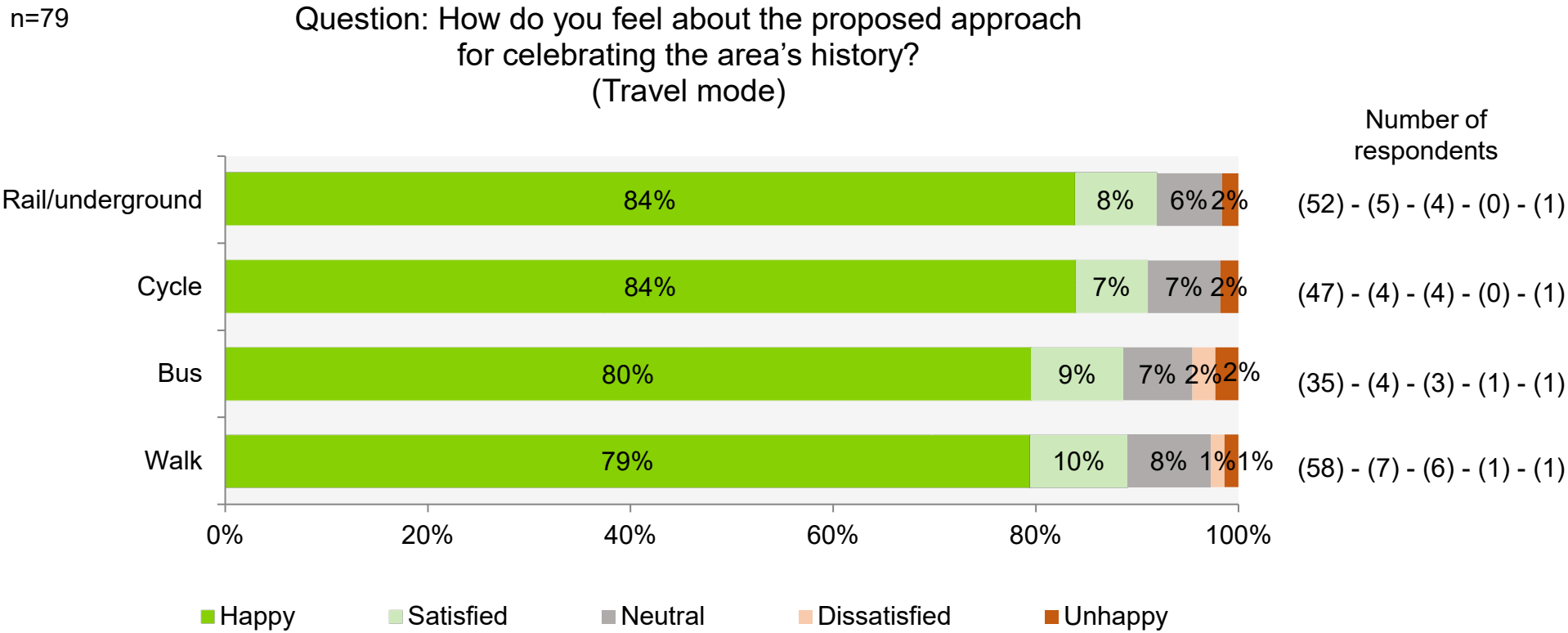
How views on the proposed approach for celebrating the area’s history varied in relation to respondent age

Over 80% of respondents of all ages were positive about the proposals to celebrate the area’s history. Those aged up to 34 were most positive, with 95% being “happy” or “satisfied”. In contrast, negative views were expressed by just 6% of those aged 35-54.



How views on the proposed approach for celebrating the area’s history varied in relation to how respondents identified they got around the area

Positive opinions about the proposed approach for celebrating the area’s history were evident among respondents identifying as travelling by all travel modes shown, with over 80% in every category being “happy” or “satisfied”. In contrast, negative views were expressed by just 2-4% of respondents.



Note that some travel modes (taxis, private hire vehicle drivers and passengers, motorcyclists, van/lorry drivers, car drivers and passengers, wheelchair or mobility scooter users and other travel modes) lacked a sufficient number of respondents to allow meaningful analysis.

43

Comments on the proposed approach for celebrating the area's history

There were 36 responses to the invitation to "Please share any comments you have". 24 of these comments were of a generally supportive and complimentary nature, such as "Love it! Really innovative", "Brings the past to life!" and "This is a great way to add more character!".

Remaining comments made specific suggestions as follows:

- Prioritise metallic and etched images.
- Vertical, small-footprint bases allowing reading of maps and/or texts by pedestrians who are standing, would lessen the need for ground-level space whilst still allowing viewing of the maps/texts.
- Unnecessary and would increase congestion.
- Similar signage should be rolled out across the City to help people navigate the wonderful network of alleyways.
- Utilise wood for benches – to lessen cold seating.
- Ensure designs are skater-friendly.
- Alleyway markers look good. The planter tops look tacky and will date quickly. The best way to bring the history of the street to life would be to incorporate traditionally styled street furniture rather than the proposed designs which will look dated in a year or two.
- Celebrate the City churches more. For example, John Stowe, the sixteenth century chronicler who wrote the Survey of London was buried at St Andrew Undershaft.
- Avoid planters.
- Spend more on the functionality of proposed planters/benches.
- If focusing on historical interpretation, commit every development in the Square Mile to buy into this ethos.
- Source some of those 'lost' histories, not just the well-known stories. The City's history is not just that of the guilds and the rich people. Explore the working-class cultures of the people who have lived and worked in the Square Mile.

Email feedback



Feedback via email

There were two pieces of feedback via email. One from a London based cycling campaign group and the other from a planning consultancy representing a leaseholder/developer within the Leadenhall Street area.

Their feedback highlighted the following:

- Some support for the City of London's proposals to transform Leadenhall Street.
- Suggested removal of a planter to the north of the development on the southern side of Leadenhall Street, to ensure optimal pedestrian comfort levels - with compensatory planting potentially to Whittington Avenue or elsewhere within the Leadenhall Street corridor.
- Disappointment that the proposals focus on shared space for people cycling alongside motor vehicles – potentially leading to cyclists feeling and being unsafe.
- Concerns around the assumption that shared space will be within traffic volumes of under 200 vehicles per hour. This assumption was felt to be set in the context of several new and upcoming construction projects which it was felt would result in a situation contra to the stated aim of the proposals - to enhance the experience of people ... cycling.
- A lack of ambition in the context of Vision Zero.
- A need to consider further measures to reinforce that people cycling have priority over vehicles.

Acknowledgements and next steps



Thank you to everyone that took the time to share their views on the draft proposals for the plans to transform Leadenhall Street

There were over 1,500 visits to the Commonplace consultation website, and over 400 contributions were received, alongside drop-in attendance and emails.

The City of London Corporation would like to express their appreciation for this input on the proposals to transform Leadenhall Street. The feedback received was both helpful and informative to the development of the plan.

The City of London Corporation will continue to keep you updated as the project develops.

The design will be finalised and construction is intended to commence in autumn 2025.

If you have any questions in the interim, please do not hesitate to contact the project team.

Appendix 1: Consultation notes



The quality and reliability of the data collected

In considering the quality and reliability of the data collected, there are a number of salient points to bear in mind.

Firstly, the consultation was self-selecting, and as such, the data should be regarded as a snap-shot of possible or indicative opinion on the proposals, rather than a systematically sampled data-set. As is typical of online consultations, this self-selection may have resulted in a bias of participation by those with particular views or concerns.

Secondly, what is also uncertain, is the degree of statistical accuracy - particularly related to quoted percentages. This is in the context of the self-selection nature of the consultation, and also being unable to compare respondent demographics with a baseline profile (as the consultation was open to anyone).

When interpreting the findings within this report, they should therefore be regarded as an indicative snap-shot of opinion.

Additional notes

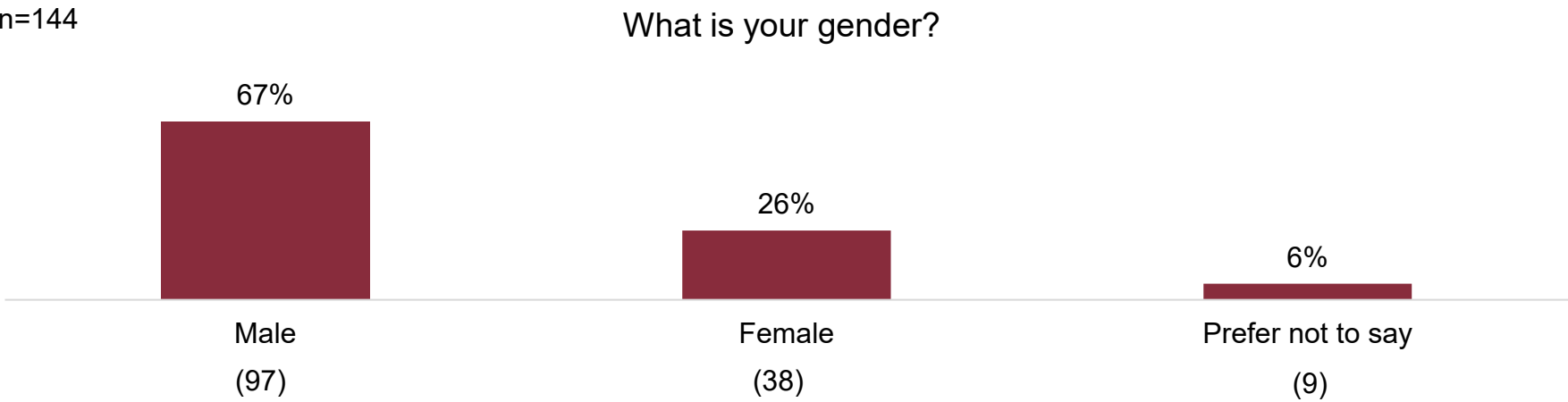
- The number of responses to each question is shown as $n=x$. This number refers to the total number of people who responded to the question. For this reason, n numbers change throughout the report, as some respondents did not answer all questions.
- Numbers are also provided in addition to percentages in all charts. These are shown either underneath, or alongside the categories on the horizontal chart axis.
- Percentages have been rounded and may therefore not total exactly 100. Percentages have also been calculated excluding missing responses.
- Some respondents did not provide demographic information or answer all survey questions. The impact of this is two-fold. Firstly, it restricts analyses by sub-groups. Secondly, it can result in overall averages (calculated including responses from those who gave no demographic information) appearing to be misaligned with demographic sub-group averages.
- Commonplace data was analysed by a range of demographic variables, where there were sufficient numbers to enable this to be meaningful. Notable differences in the views of respondents with varying demographic characteristics are highlighted throughout the report.
- In addition to selecting options or providing a level of support on proposed ideas, some respondents also provided accompanying commentary to explain the reason for their opinion. This yielded qualitative information to analyse and consider.

Appendix 2: Demographics



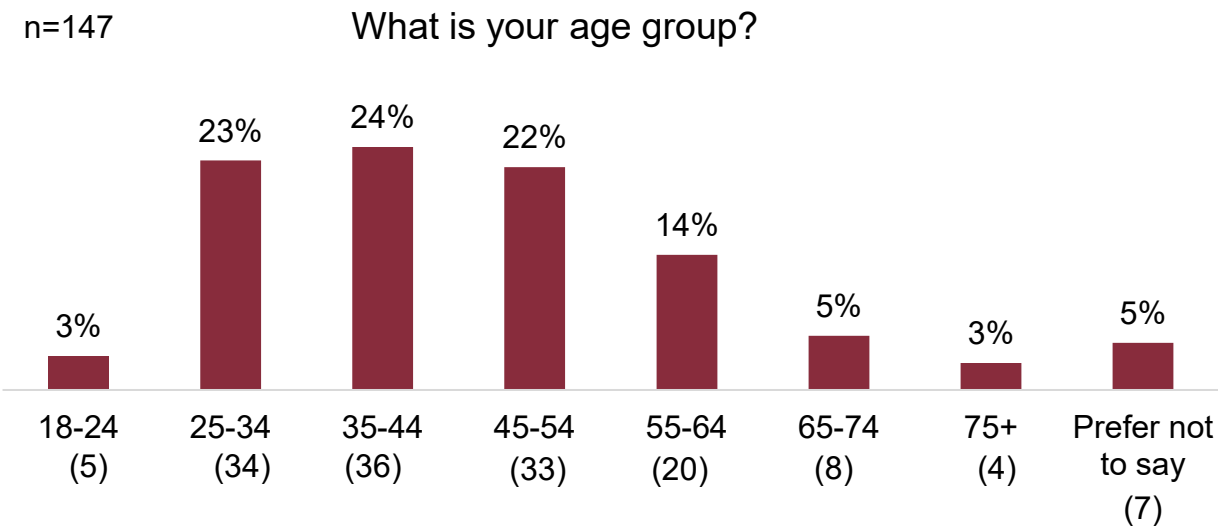
Gender

A majority of consultation respondents (67%) described themselves as a male. 26% described themselves as female and 6% preferred not to say.



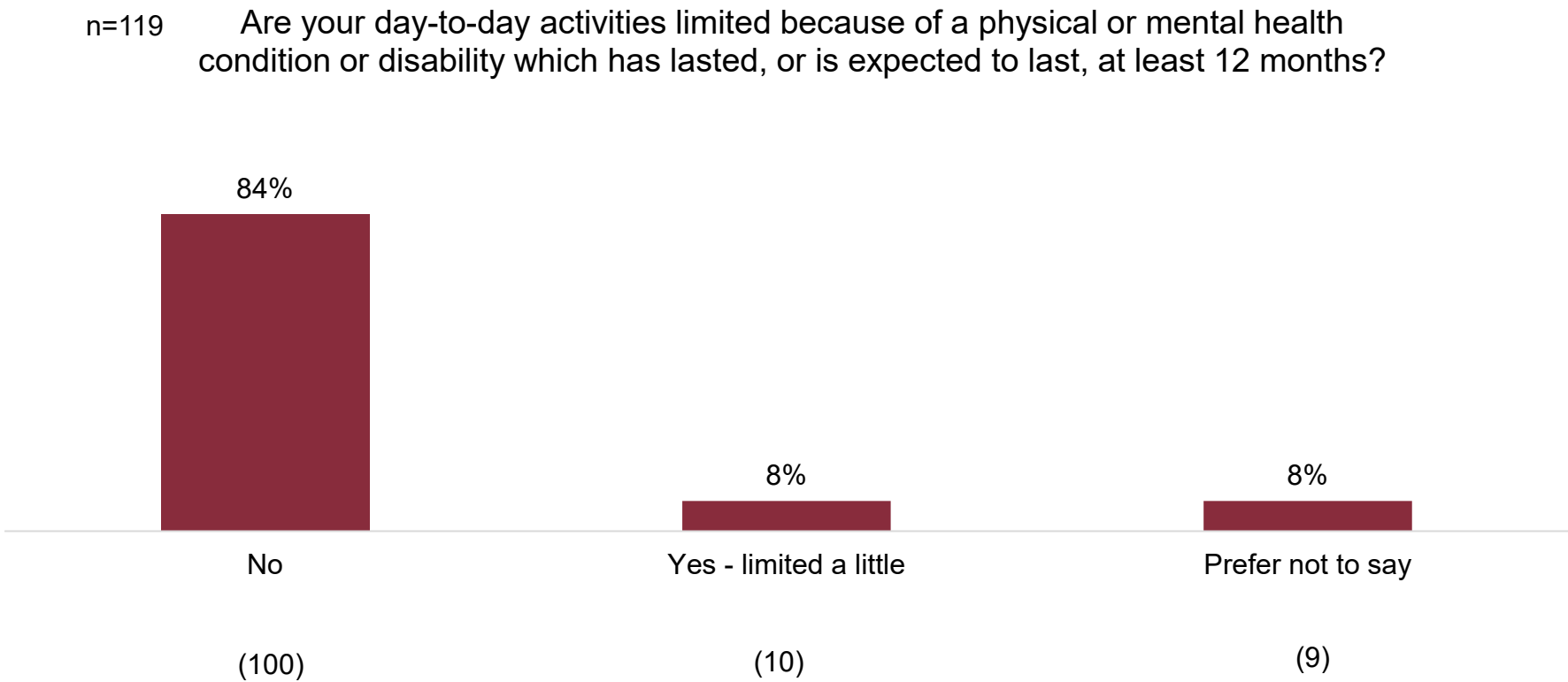
Age group

The age of consultation respondents ranged from 18 to 75+, with a wide spread of ages represented.



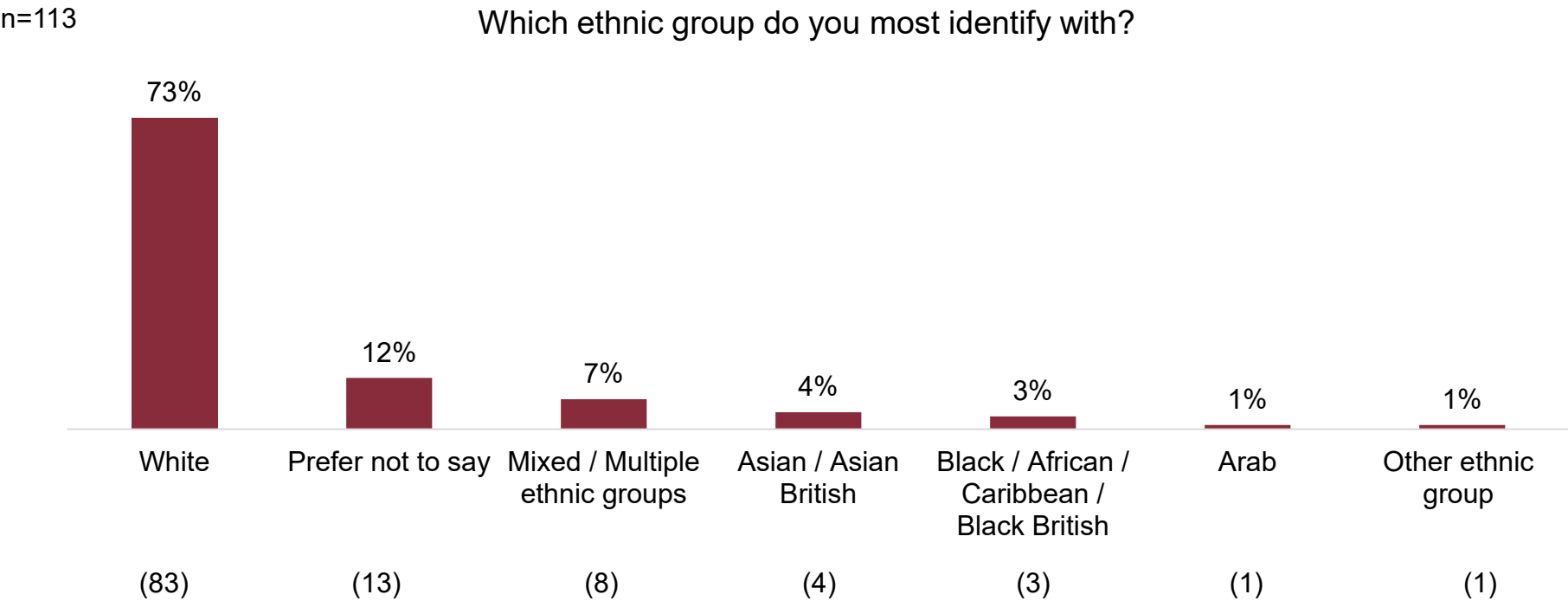
Day-to-day activities being limited by a physical or mental health condition or disability – lasting at least 12 months

8% of consultation respondents indicated a limitation of their day-to-day activities due to a long-term physical or mental health condition or disability.



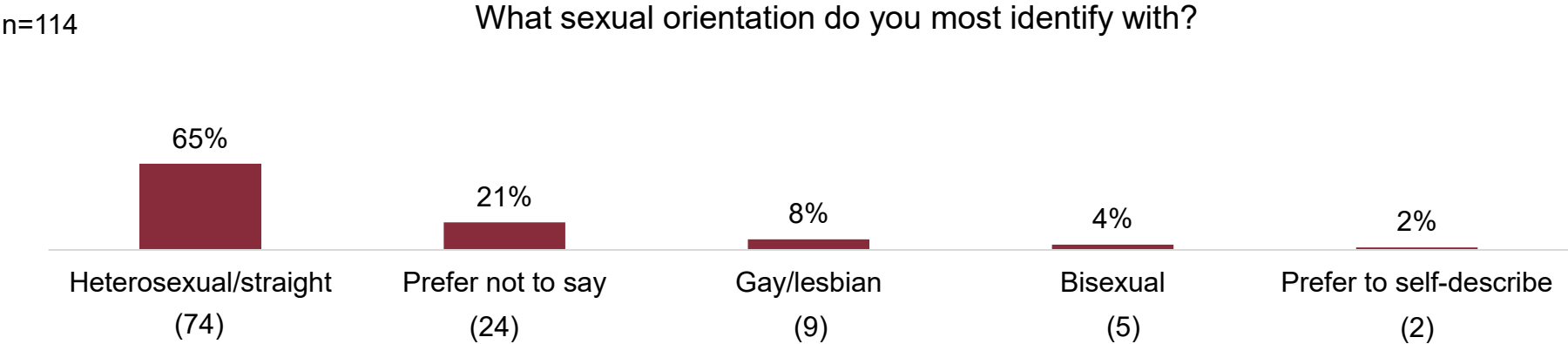
Ethnicity

Over 70% of consultation respondents described their ethnicity as White, with 16% of a different ethnicity – most frequently including mixed or multiple ethnic groups.



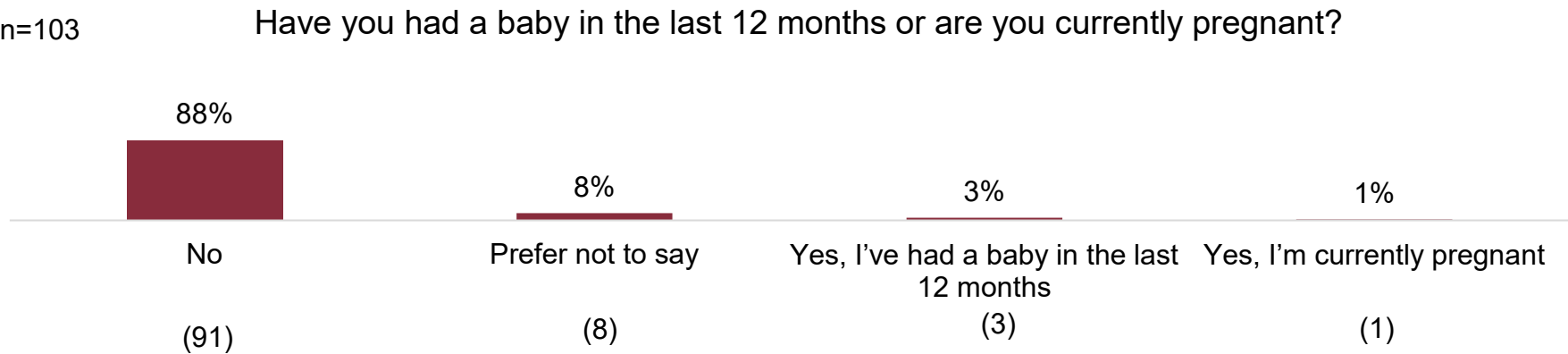
Sexuality

Almost two-thirds (65%) of consultation respondents identified as heterosexual/straight. 21% preferred not to say. 8% were gay or lesbian, 4% were bisexual and 2% preferred to self-describe.



Pregnancy

88% of consultation respondents were not pregnant, nor had given birth in the last 12 months.



Household income

Some consultation respondents chose not to specify their household’s annual income.

Among those who did, 36% were in the £100,000+ bracket.

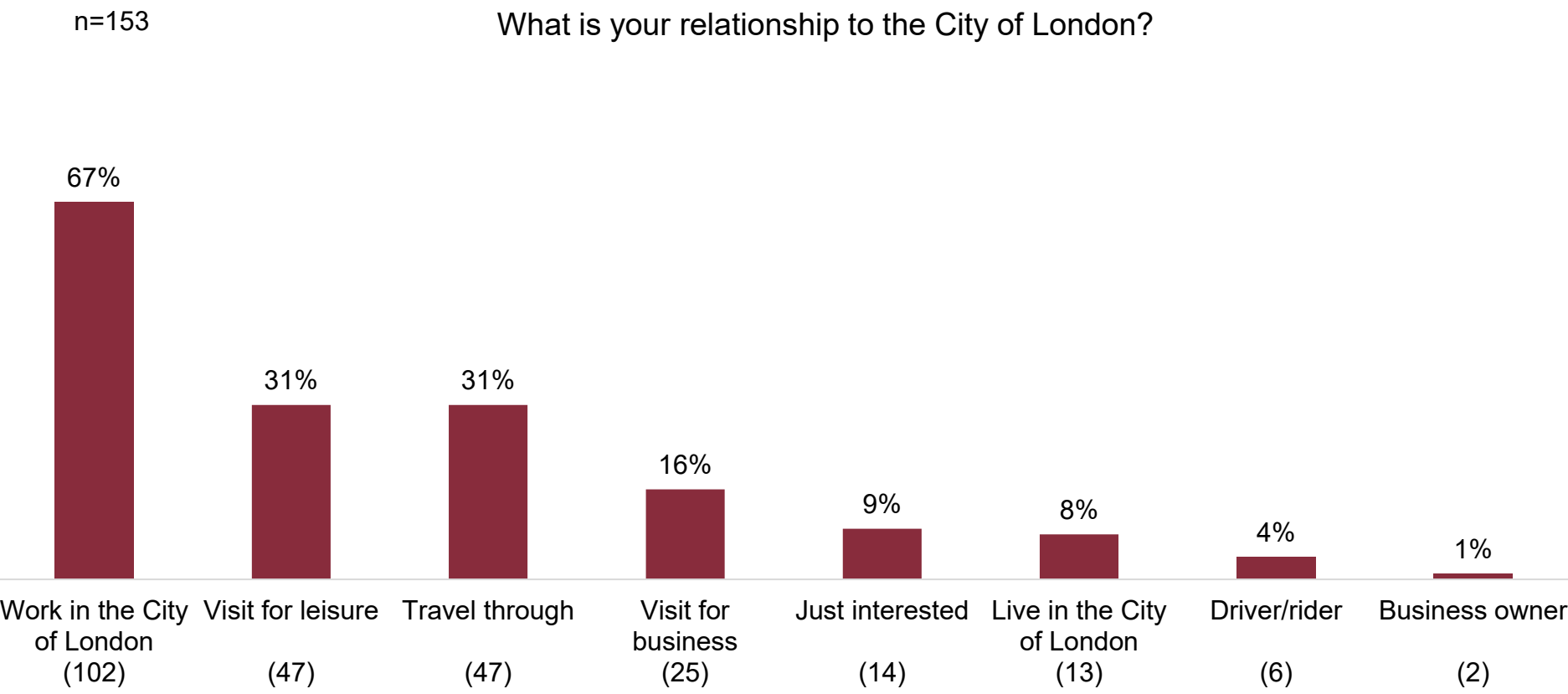
n=97

What is your household’s approximate annual income (before taxes and deduction)?



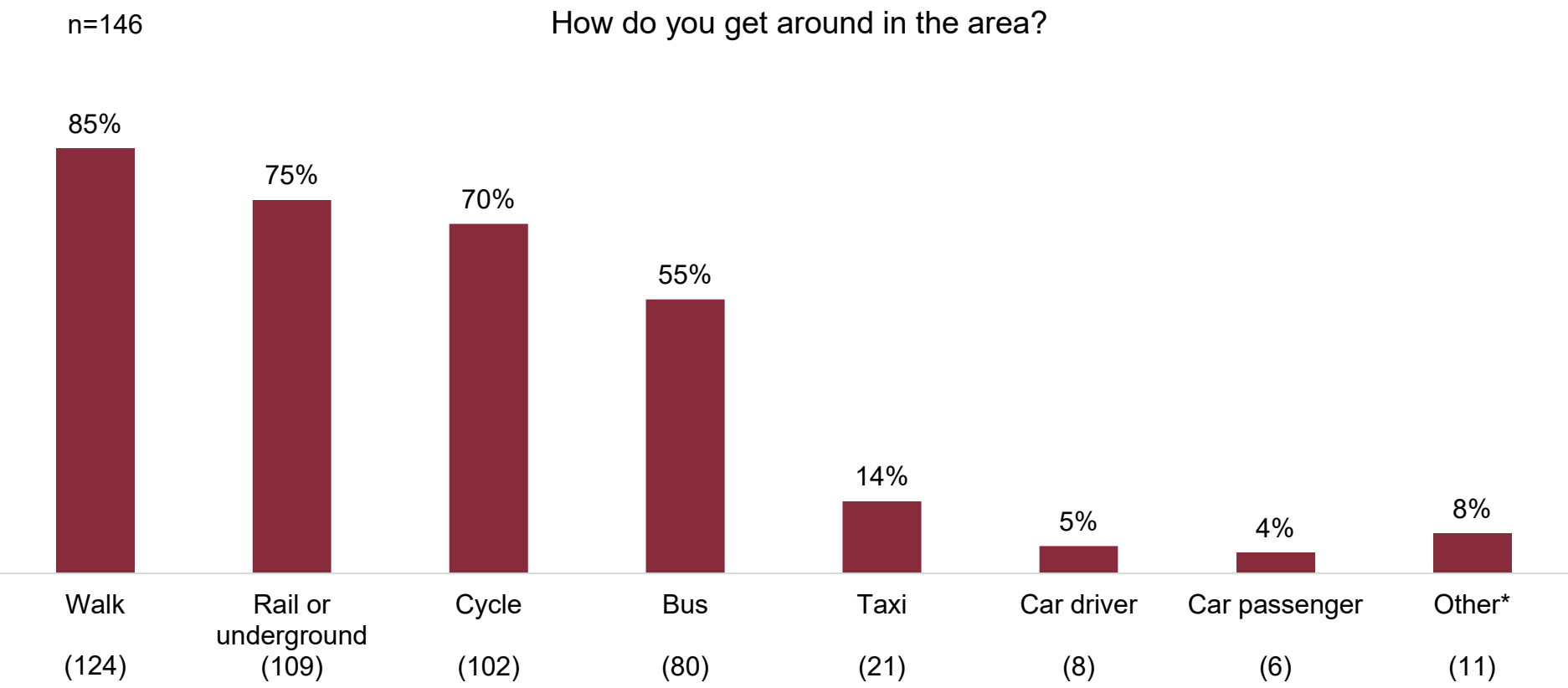
Area connection

The consultation attracted respondents with a wide range of area connections. 67% of respondents worked in the City of London and almost a third were leisure visitors and/or travelled through. More than one area connection could be specified by respondents.

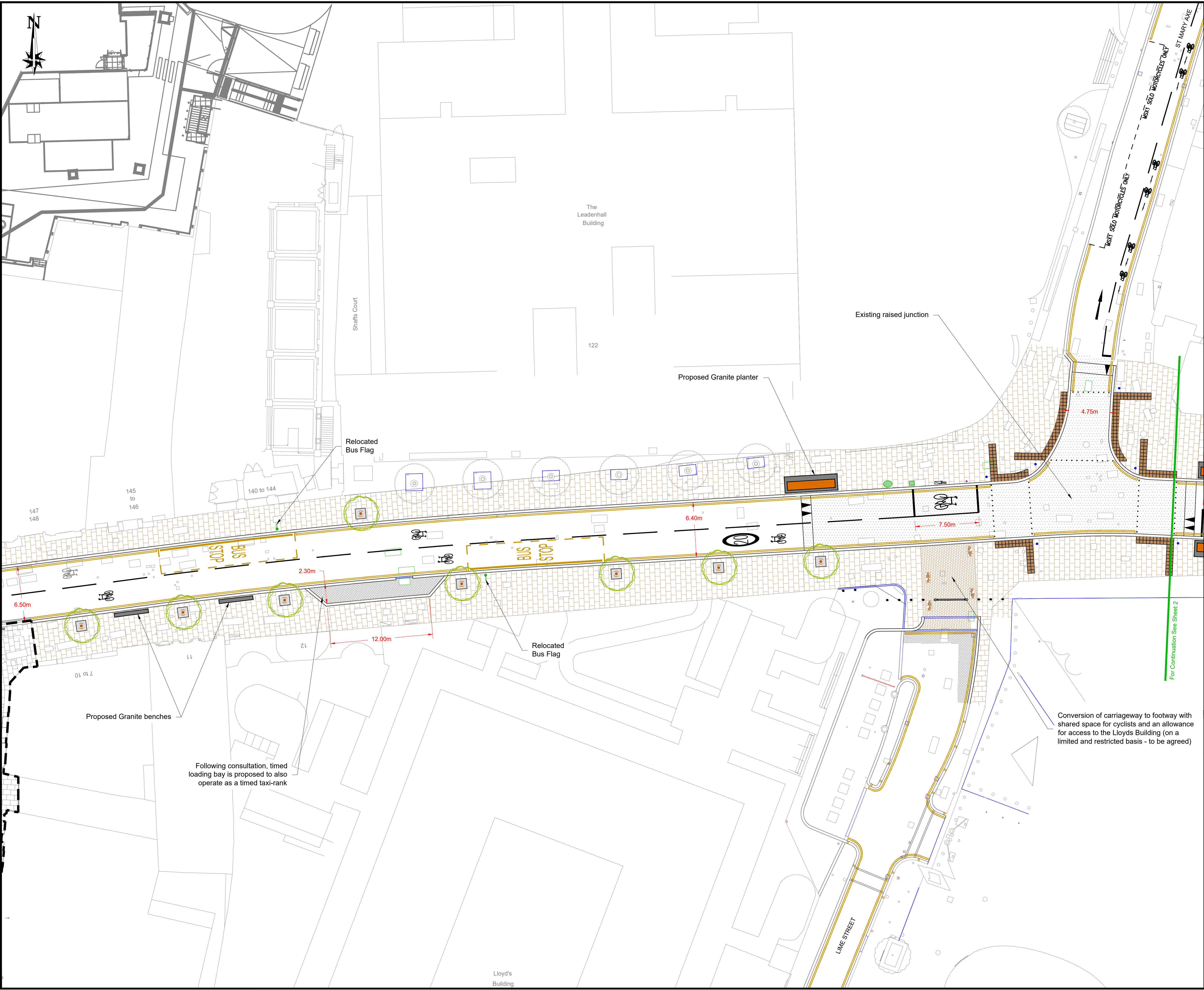


Travelling around in the area

Respondents frequently identified as walking (85%), using the rail or underground (75%), cycling (70%), and/or using the bus (55%) to move around the area. More than one type of travel could be specified.



* Other travel modes (each specified by fewer than 4% of respondents) included private hire vehicle as a passenger (e.g. Uber), motorcycle, van or lorry, wheelchair or mobility scooter and other unspecified travel modes.



Notes:

1. No information to be scaled from this drawing.
2. Works shall comply with the current City of London Specification for Highway works.

KEY

- 300 x 200 fine picked silver grey granite kerb
- 150 x 300 fine picked silver grey granite kerb
- Proposed 63mm thick (600mm x varied) Scoutmoor Yorkstone paving
- Proposed 25mm thick mastic surfacing (Footway specification)
- Proposed 150mm thick (150 x 300mm) 2 Colour Mix Granite Setts with Mid-Grey boarder
- Proposed HRA Carriageway surfacing
- Proposed 63mm thick (400mm x 400mm) Scoutmoor Tactile Paving
- Proposed City of London C3 Bollard
- Proposed sign / sign & post
- Proposed traffic signal
- Proposed bus flag
- Proposed street trees

TITLE:

Appendix three - scheme design

TITLE:

General Arrangement Plan

CLIENT:

HIGHWAY DESIGN AND CONSTRUCTION

DEPARTMENT OF THE BUILT ENVIRONMENT
PO BOX 270
GUILDHALL
LONDON
EC2P 2EJ
TEL: 020 7606 3030


CITY OF LONDON

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**CITY
OF
LONDON**

Sheet:
SHEET 2 of 3

Date:
Apr 2025

Designed by:
SR

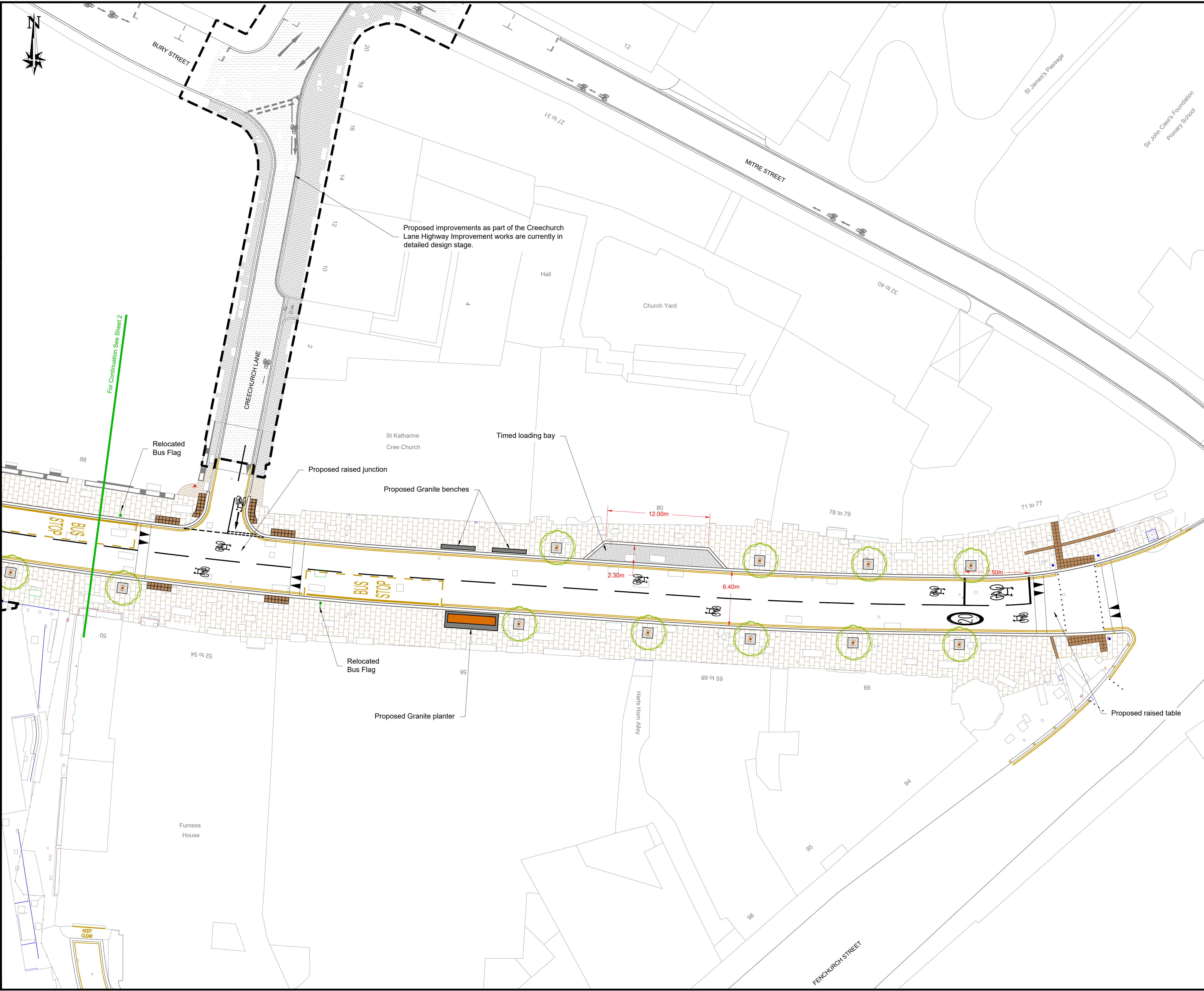
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Revision:

Drawing No:
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Sheet: SHEET 3 of 3

Date: Apr 2025

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Checked by: BM / DL

Scale & Drawing Size: 1:200@A1

Revision:

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Appendix 4 – Project Financial Information

Table 1: Expenditure to Date - 16800455: Leadenhall Street Improvements CCV			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	95,200	51,003	44,197
Legal Staff Costs	1,000	-	1,000
P&T Staff Costs	168,800	95,187	73,613
P&T Fees	386,000	196,314	189,686
Trial Works	35,000	32,863	2,137
TOTAL	686,000	375,367	310,633

Table 2: Funding Strategy	
Funding Source	Amount (£)
ReVeAL EU Funding	22,660
S106 - 04/00111/FULEIA - Leadenhall Street 122 - Transport	18,949
S106 - 04/00878/FULEIA - Lime Street 51 - LCEIW	2,933
S106 - 06/01123/FULEIA - Pinnacle - LCEIW	673,720
S106 - 08/01061/FULMAJ - 20 Fenchurch Street - Transport	257,655
S106 - 09/00450/FULMAJ - Bevis Marks 6 - Transport	19,838
S106 - 11/00854/FULEIA - Fenchurch Street 120 - Transportation	99,993
S106 - 13/01004/FULEIA - 40 Leadenhall Street - LCE	2,138,591
S106 - 13/01004/FULEIA - 40 Leadenhall Street - Transport	195,340
S106 - 13/01082/FULMAJ - Mitre Square - LCEIW	60,321
CIL	5,400,000
EC BID	610,000
TOTAL	9,500,000

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City of London: Projects Procedure Corporate Risks Register

Project Name:			Leadenhall Street Improvements - City Cluster Vision				PM's overall risk rating:		Medium		CRP requested this gateway		£		-		Average unmitigated risk		2.4		Open Risks		11						
Unique project identifier:			12295		Total estimated cost (exec risk):							£		8,000,000		Total CRP used to date		£		-		Average mitigated risk score		1.0		Closed Risks		0	
General risk classification																													
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigation actions	Mitigating actions	Mitigation cost (£)	Likelihood Classification on post-mitigation	Impact Classification on post-mitigation	Costed Impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to issues	Comment(s)					
R1	2	(3) Reputation	Delays or vacation of worksite due to external events and/ or occurrences	Should such an event happen, a number of possibilities could occur: * Change in project scope * Change in project resources * Change in project delivery timescales * Pause to project whilst situation is assessed	Unlikely	Minor	2		N	B – Fairly Confident	* Work as a team to scenario plan at an early stage to estimate costs and impacts of high, medium and low occurrences. * Budget and programme slack to account for likely low impact events			Rare	Minor		1	n/a	n/a	20/06/2021	Melanie Charalambous	Daniel Laybourn		14/8/23- The project is still in the early stages of planning meaning that this risk is very minor. The project team will continue to assess and mitigate against such risk as part of its BAU processes.					
R2	2	(1) Compliance/Regulatory	Issues or delays in any required consents which cause delay to project delivery	If there was to be any delay in the arrival of any required consents, such as planning permissions, TMOs, Permits, discharge of conditions, heritage, TfL, etc; its likely the project may suffer from some form of unplanned delay, additional work and/ or costs.	Unlikely	Minor	2		N	B – Fairly Confident	* Map out the required consents with project team and continually monitor & update throughout the project * Schedule regular meetings with consent approvers, especially those with long lead in times or complex approval procedures.			Rare	Minor		1	n/a	n/a	20/06/2021	Melanie Charalambous	Daniel Laybourn		14/8/23 - No change. This scheme will require 3rd party approvals by Transport for London. Normal BAU processes will mitigate however.					
R3	2	(1) Compliance/Regulatory	Judicial Review, which leads to project delay/ further costs	Should judicial review occur at this early stage, its certain this would have major implications on project delivery. Extra legal advice could also be required to deal with the situation.	Rare	Serious	2		N	B – Fairly Confident	* Consider legal advice. This could be the internal teams or external advice such as QCs if necessary. * Should judicial review be a distinct probability, establish a very detailed and concise project plan, programme and design log which details change and the reasons why. * Reaffirm statutory documentation requirements via internal advice. * Ensure and check that any public advertisements are in place as required (and replaced if needed)			Rare	Minor		1	n/a	n/a	20/06/2021	Melanie Charalambous	Daniel Laybourn		14/8/23 - No change. Although we can ensure all due processes are followed, a JR can occur during the traffic order process and will need to go through the Court process for determination. Fully compliant processes which are documented and made public may reduce the likelihood of an individual or organisation making a JR claim					
R4	2	(10) Physical	Accessibility and/ or security concerns lead to project change that in-turn results in additional resources being required to compensate.	Further changes to the project's design and scope may be required if accessibility concerns are raised.	Possible	Minor	3		N	B – Fairly Confident	* Regular reviews of designs (especially just prior to Gateways) in liaison with specialist groups and contacts * Regular meetings with associated projects and programmes			Rare	Minor		1	n/a	n/a	20/06/2021	Melanie Charalambous	Daniel Laybourn		14/8/23 - Accessibility will be assessed during the design phases using the CoL accessibility tool. This is a new BAU process which will help to mitigate this risk. Also the project is working alongside the relevant security project which will help to ensure synergies are maintained.					
R5	2	(4) Contractual/Partnership	TfL buses engagement and their requirements on a project.	Further time and therefore resource may be required if planned engagement work with TfL buses didn't go as planned. Also, they may change their requirements for a project.	Possible	Minor	3		N	B – Fairly Confident	* Ensure early engagement with TfL buses in the design phase so they can consult internally * Design the scheme to minimise bus impacts or attempt to provide a benefit so TfL buses are more inclined to help fund the project.			Rare	Minor		1	n/a	n/a	20/06/2021	Melanie Charalambous	Daniel Laybourn		14/8/23 - BAU project discussions have already taken place with TfL buses. Its expected these discussions will be sufficient to mitigate any potential associated risks.					
R6	2	(8) Technology	Modelling issues (results and implications, issues with the delivery, buy-in, required re-runs, etc)	Modelling can play a major role in defining a project and confirming its viability. Any issues could have many different and combined outcomes where additional resource may be required to rectify. Also, further modelling may be required following consultation if design changes needed.	Unlikely	Minor	2		N	B – Fairly Confident	* Early engagement with TfL to identify requirements, their timescales and costs * Ensure information & data requirements for modelling are agreed and scooped out fully * Regular engagement with design and modelling consultants			Rare	Minor		1	n/a	n/a	20/06/2021	Melanie Charalambous	Daniel Laybourn		14/8/23 - Minor decrease in pre-mitigation risk values due to the potential bus gate no longer being required. Transformational scheme is not expected to require any modelling.					
R7	2	(2) Financial	Lack of available skilled staff resource being available which leads to delays	Additional resource may be required for a number of reasons i.e. new and unplanned requirement identified, loss of team member, etc	Possible	Minor	3		N	B – Fairly Confident	* Resource plan at least two Gateway stages forward in an effort to locate resources as early as possible * Use existing framework contracts where possible			Rare	Minor		1	n/a	n/a	20/06/2021	Melanie Charalambous	Daniel Laybourn		14/8/23 - The transportation framework is in place to cover resource requirements should there be any issues.					
R8	2	(3) Reputation	issue(s) with external engagement and buy-in lead to additional resources being required to compensate	Further time and therefore resource may be required if planned engagement work with local external stakeholders didn't go as planned. These issues could arise from the public consultation results.	Possible	Minor	3		N	B – Fairly Confident	* Early identification and engagement with key stakeholders using the City Cluster Vision Programme Stakeholder Engagement plan and established communication routes * Consider specific working groups should it be required.			Rare	Minor		1	n/a	n/a	20/06/2021	Melanie Charalambous	Daniel Laybourn		14/8/23 - No change. This risk is thought to be low and will be tracked in partnership with the City Cluster Vision Programme which this project is a part of.					

Appendix 5: Leadenhall Street Improvements Proposed Risk Register (for approval)

R9	2	(4) Contractual/Partnership	Project supplier delays, productivity or resource issues impacts negatively on project delivery	Referring both to internal and external suppliers to projects, alternative arrangements which require additional resource may be required if a potential or existing supplier is unable to deliver as agreed for whatever reason.	Rare	Minor	1		N	B – Fairly Confident	* Arrange construction planning meeting with term contractor just prior to construction to ensure that resources are available (i.e. construction pack from them is received in good time)		Rare	Minor		1	n/a	n/a	20/06/2021	Melanie Charalambous	Daniel Laybourn		14/8/23 - At this stage, a very low risk which will be monitored up to G5.
R10	2	(10) Physical	Utility and utility survey issues lead to increased costs/ scope of works	At the earlier stages of a project, delays could occur which result unplanned costs if utility companies don't engage as expected. Also, extra resource would be needed if further surveys are required. During construction, any issues with required utility companies could result in extra resources being required.	Possible	Minor	3		N	B – Fairly Confident	* Work with design engineers to work out an appropriate sums to cover utility delays or on-site discoveries. *Quite minor construction works required for this project so risk should be limited.		Rare	Minor		1	n/a	n/a	20/06/2021	Melanie Charalambous	Daniel Laybourn		14/8/23 - utility surveys have taken place and Leadenhall St has already been heavily surveyed in the past. Both these points lead to a low risk score at this time.
R12	2	(4) Contractual/Partnership	Third party delays impacts negatively on project delivery (time & costs)	A CoL project may require a third party to complete its work before it can proceed. Should this work be delayed in anyway, its likely to impact (time and cost-wise) on a project.	Unlikely	Minor	2		N	A – Very Confident	* Include regular meetings with the developer and local stakeholders * Include some slack in the programme to absorb low-level delays		Rare	Minor		1	n/a	n/a	20/06/2021	Melanie Charalambous	Daniel Laybourn		14/8/23 - at this stage, this risk is low but will become more important at the subsequent stages of work. Also, its more likely than not that these risks will be monitored by their own individual projects (most likely S278) which can then feed into this project and the City Cluster Vision Programme.

Healthy Streets Score

Name of street
Leadenhall St

Name of street at start junction
Bishopsgate/ Gracechurch St

Name of street at end junction
Aldgate High Street



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	25	48
Everyone feels welcome	26	53
Easy to cross	46	54
Shade and shelter	0	17
Places to stop and rest	7	40
Not too noisy	33	60
People choose to walk and cycle	26	53
People feel safe	36	56
Things to see and do	11	44
People feel relaxed	26	53
Clean air	42	50

Leadenhall Street - CoLSAT assessment of existing street
3 October 2024

City of London Street
Accessibility Tool v2.2

Needs Segments:



Crossing Point		Comments															
Crossing Type	Controlled crossing (any road width)	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	3
Crosses Over	Carriageway (motor vehicles and cycles together)	3	3	3	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	3	3	3	4
Tactile Paving Back Edge	Straight back edge	2	3	3	3	1	3	4	3	3	2	2	4	4	4	4	4
Tactile Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	3	3	2	3	3	3	3	3	3
Tactile Paving Tonal Contrast	Tactile without significant contrast with surrounding paving	3	3	3	3	3	3	2	2	2	2	3	3	3	3	3	3
Tactile Paving Stem Length	Tactile stem > 0.5 m from building line	3	3	3	3	4	3	2	3	3	3	3	3	4	3	3	3
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	3	3	4	4	3	3	3	3
Island Type	No island	2	3	2	2	2	2	2	2	3	2	2	2	3	3	3	3
Island Depth	Island depth > 1.2 m	3	4	3	3	3	3	3	4	3	4	4	4	3	3	3	3
Kerb Drop Slope	Kerb drop 1/8, 9.5 deg, 17% to 1/12, 4.7deg, 8% incline	3	3	3	3	2	1	3	3	3	3	3	2	3	3	3	3
Kerb Drop Tactile	Kerb drop with tactile paving	3	2	3	4	1	3	3	3	3	3	3	3	4	3	3	3
Signal (red/green man)	Far side signal	3	4	4	4	3	4	4	4	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	1	1	1
Count Down	Count down	4	3	4	4	4	4	3	3	3	4	4	4	4	4	4	4
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3	3	3	2	3	3	3	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	3	3	3
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	3	4	3	3	4	3
Contrast with Road	Higher tonal contrast between paving and road	3	3	4	4	3	3	3	3	4	3	4	3	4	3	4	4
Lines	yellow/red/white lines at road edge	3	3	3	3	3	3	3	3	4	3	4	4	4	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	3	3	3
Kerb Type (moving alongside)	Delimiting kerb 100 mm to 150 mm	2	2	3	3	3	3	3	3	3	3	3	4	3	3	3	3
Footway Width																	
Width	Footway width 1.5 m to 2 m	3	3	3	2	2	2	4	3	3	2	2	2	2	3	3	3
Unobstructed Width	Min unobstructed width < 1.5 m	1	1	1	1	2	0	2	0	1	1	1	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	3	3	3
Cafe Tables	No cafe tables	4	4	3	3	3	3	4	3	3	3	4	3	4	3	4	4
Temporary Items	Temporary, obstructions, Chapter 8	2	1	2	2	2	2	1	1	2	2	2	1	1	1	1	1
Street Furniture Height	Street furniture > 0.9 m height	3	3	3	4	3	3	3	3	3	3	3	3	3	3	3	3
Contrast	High tonal contrast with paving	3	3	4	3	3	4	3	4	4	3	3	3	3	3	3	3
Bench Spacing	Bench between 150 m and 400 m away	3	3	3	2	2	3	3	3	3	3	3	3	3	3	3	3
Bench Design	Benches without backrests or arms	3	3	3	2	1	1	3	3	2	2	3	3	3	3	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	3	3	3
Bench Sensory Experience	Bad sensory experience (adjacent busy road, cold surface)	3	3	3	3	2	3	3	3	3	2	3	1	3	3	3	3
Slopes																	
Gradient (in direction of travel)	Gradient < 1/50	3	4	3	4	3	4	3	3	4	3	4	3	3	3	3	3
Camber (across footway)	Camber 1/20 to 1/50	3	2	1	3	3	1	3	3	3	3	3	3	3	3	3	3
Vehicle Access																	
Vehicle Crossover	No crossover	3	3	3	3	3	4	3	3	3	3	3	3	3	3	3	3
Blue Badge Parking	Blue badge parking 100 m to 500 m away	3	3	3	2	2	2	3	3	3	3	3	2	1	1	1	1
Taxi Drop Off Location	Taxi drop off within 10 m	4	4	4	4	4	3	4	4	4	4	4	4	4	4	4	4
Taxi Drop Off Kerb	Taxi drop off kerb 100 mm to 150 mm	3	3	3	3	3	3	3	3	3	3	3	3	3	3	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	3	3	3
Bus Stop Location	100 m to 250 m away	3	3	3	3	2	3	3	3	3	2	3	3	3	3	3	3
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	3	4	3	3	3	3	3
Bus Stop Type	Flag only	3	3	3	3	1	3	3	3	3	1	3	2	2	2	2	2
Toilets																	
Accessible Toilets	100 m to 500 m away	3	3	3	3	2	3	3	3	4	3	3	3	3	4	4	4
Changing Places Toilets	Within 500 m	3	4	3	3	3	4	3	3	3	3	3	3	4	4	4	4

Leadenhall Street - CoLSAT assessment of proposed design
3 October 2024

City of London Street
Accessibility Tool v2.2

Needs Segments:



Crossing Point		Comments													
Crossing Type	Controlled crossing (any road width)	4	4	4	4	4	4	4	4	4	4	4	4	4	3
Crosses Over	Carriageway (motor vehicles and cycles together)	3	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	3	4
Tactile Paving Back Edge	Straight back edge	2	3	3	3	1	3	4	3	3	2	2	4	4	4
Tactile Paving Colour	Tactile colour not as per guidance	3	3	3	3	3	3	3	3	3	2	3	3	3	3
Tactile Paving Tonal Contrast	Tactile without significant contrast with surrounding paving	3	3	3	3	3	3	2	2	2	2	3	3	3	3
Tactile Paving Stem Length	Tactile stem > 0.5 m from building line	3	3	3	3	4	3	2	3	3	3	3	4	3	3
Tactile Paving Stem Width	Tactile stem 800 mm width	3	3	3	3	2	3	3	3	3	4	4	3	3	3
Island Type	No island	2	3	2	2	2	2	2	2	2	2	2	2	2	3
Island Depth	Island depth > 1.2 m	3	4	3	3	3	3	3	4	3	4	4	4	4	3
Kerb Drop Slope	Kerb drop 1/8, 9.5 deg, 17% to 1/12, 4.7deg, 8% incline	3	3	3	3	2	1	3	3	3	3	2	3	3	3
Kerb Drop Tactile	Kerb drop with tactile paving	3	2	3	4	1	3	3	3	3	3	3	4	3	3
Signal (red/green man)	Far side signal	3	4	4	4	3	4	4	4	4	4	4	4	4	3
Audible (beeping)	No Audible	3	3	2	3	3	2	3	2	3	2	3	2	3	1
Count Down	Count down	4	3	4	4	4	4	3	3	3	4	4	4	4	4
Tactile Rotating Cone	Rotating cone right side only	3	3	3	3	3	3	2	3	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	3
Pattern	Uniform paving colour	3	3	3	3	3	3	3	3	3	3	3	3	4	3
Contrast with Road	Higher tonal contrast between paving and road	3	3	4	4	3	3	3	3	4	3	4	3	4	4
Lines	yellow/red/white lines at road edge	3	3	3	3	3	3	3	3	4	3	4	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	3
Kerb Type (moving alongside)	Delimiting kerb 100 mm to 150 mm	2	2	3	3	3	3	3	3	3	3	3	4	3	3
Footway Width															
Width	Footway width 2 m to 5 m	4	4	4	4	3	3	3	3	4	3	3	4	4	4
Unobstructed Width	Min unobstructed width > 1.5 m	3	3	3	3	3	3	4	3	3	4	3	3	3	3
Street Furniture															
Position	Street furniture > 0.5 m from kerb	3	3	2	3	3	2	2	3	3	2	2	3	3	3
Cafe Tables	No cafe tables	4	4	3	3	3	3	4	3	3	3	4	3	4	4
Temporary Items	No temporary obstructions	4	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	3
Contrast	High tonal contrast with paving	3	3	4	3	3	4	3	4	4	3	3	3	3	3
Bench Spacing	Bench within 150 m	3	3	3	4	4	4	3	3	3	3	4	4	3	3
Bench Design	Benches with arms + Backrests	3	3	3	4	4	3	3	3	4	4	4	3	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	3
Bench Sensory Experience	No sensory experience	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Slopes															
Gradient (in direction of travel)	Gradient < 1/50	3	4	3	4	3	4	3	3	4	3	4	3	3	3
Camber (across footway)	Camber 1/20 to 1/50	3	2	1	3	3	1	3	3	3	3	3	3	3	3
Vehicle Access															
Vehicle Crossover	No crossover	3	3	3	3	3	4	3	3	3	3	3	3	3	3
Blue Badge Parking	Blue badge parking 100 m to 500 m away	3	3	3	2	2	2	3	3	3	3	3	2	1	1
Taxi Drop Off Location	Taxi drop off 10 m to 100 m away	3	3	3	3	3	3	3	1	3	4	3	3	3	3
Taxi Drop Off Kerb	Taxi drop off kerb 100 mm to 150 mm	3	3	3	3	3	3	3	3	3	3	3	3	2	2
Dedicated Taxi Drop Off	Somewhere a taxi can stop safely	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Bus Stop Location	100 m to 250 m away	3	3	3	3	2	3	3	3	3	2	3	3	3	3
Bus Stop Kerb Height	125 mm to 140 mm	3	4	3	4	4	3	3	3	3	3	4	3	3	3
Bus Stop Type	Flag only	3	3	3	3	1	3	3	3	3	1	3	2	2	2
Toilets															
Accessible Toilets	100 m to 500 m away	3	3	3	3	2	3	3	3	4	3	3	3	4	4
Changing Places Toilets	Within 500 m	3	4	3	3	3	4	3	3	3	3	3	4	4	4

Published June 2024

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.



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Committees: Streets & Walkways Sub <i>[for decision]</i> Planning & Transportation <i>[for decision]</i> Projects & Procurement Sub <i>[for information]</i>	Dates: 14 May 2025 8 July 2025 21 July 2025
Subject: Bunhill, Barbican & Golden Lane Healthy Neighbourhood Plan Unique Project Identifier: 12240	Gateway 5: Regular Authority to start work
Report of: Executive Director Environment Report Author: Tom Noble, Transport & Public Realm Projects	For Information
PUBLIC	

1. Status Update	Project Description: The Bunhill, Barbican & Golden Lane Healthy Neighbourhood Plan (HNP) will provide a framework for improving air quality and the experience for people walking, wheeling and spending time in the area. This will initially be achieved through traffic management changes, leading to opportunities for public realm improvements. 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): £283,500 Change in Total Estimated Cost of Project (excluding risk): None. Spend to Date: £243,117 Costed Risk Provision Utilised: Not applicable Slippage: No slippage against parameters reported at previous Gateway.
2. Requested decisions	Next Steps: • Finalise maps and produce a PDF version of the HNP which will be published on the City Corporation website; • Establish a Bunhill, Barbican & Golden Lane (BBGL) programme to coordinate project delivery; • Coordinate bids for funding as required to implement the programme.

	Requested Decisions: Members of Streets & Walkways Sub Committee are requested to: 1. Adopt the Bunhill, Barbican & Golden Lane Healthy Neighbourhood Plan, as shown in Appendix 3; 2. Approve a budget of £40,383 for staff costs to manage the programme during the next reporting period, as shown in the table in Section 3, with the adjustment shown in Appendix 4; 3. Note the total estimated cost of the project at £283,500 (excluding risk). Members of the Planning & Transportation Committee are requested to: 1. Adopt the Bunhill, Barbican & Golden Lane Healthy Neighbourhood Plan, as shown in Appendix 3.												
3. Budget	3.1 A total of £40,383 is requested for the ongoing management of the BBGL programme. This will allow for continued liaison with stakeholders and the coordination of funding bids to implement the delivery plan. It is proposed to fund this activity from the underspend on the current HNP project as set out in the table below and in Appendix 4. <table><tr><th>Item</th><th>Reason</th><th>Source of Funding</th><th>Cost (£)</th></tr><tr><td>Management of the BBGL programme</td><td>Stakeholder liaison, reporting, coordinating funding bids</td><td>CIL (underspend from HNP development)</td><td>40,383</td></tr><tr><td>Total</td><td></td><td></td><td>40,383</td></tr></table> Costed Risk Provision requested for this Gateway: None. 3.2 The progression of projects that are currently uncommitted are subject to funding being secured. As part of the BBGL programme management, funding opportunities will be explored; any bids for funding will be reported to Resource Allocation Sub Committee and Policy & Resources Committee at the appropriate stage.	Item	Reason	Source of Funding	Cost (£)	Management of the BBGL programme	Stakeholder liaison, reporting, coordinating funding bids	CIL (underspend from HNP development)	40,383	Total			40,383
Item	Reason	Source of Funding	Cost (£)										
Management of the BBGL programme	Stakeholder liaison, reporting, coordinating funding bids	CIL (underspend from HNP development)	40,383										
Total			40,383										
4. Design summary	Project update 4.1 The Bunhill, Barbican & Golden Lane HNP sets out potential changes to how motor vehicles use streets in both												

	the City of London and LB Islington to access and move around the area. It also outlines potential improvements for people walking, wheeling, cycling and spending time on streets within the area. 4.2 The proposals would support the delivery of various City strategies including the Transport Strategy and Climate Action Strategy and would support the Destination City initiative. The proposals would also support the placemaking aspirations of the Culture Mile BID. 4.3 Since the Gateway 4 report was presented to committees in October 2024 a public consultation exercise has been carried out; the results of this engagement are summarised below and the full feedback report is included at Appendix 2. Public consultation 4.4 A public consultation exercise on the HNP was undertaken over a six week period during November and December 2024. The consultation was open to anyone with an interest in the area (individuals and groups) and was advertised through a range of media including email, resident newsletters, letter drops, on-street posters and social media. 4.5 The consultation was hosted on the Commonplace engagement platform, enabling respondents to comment on individual proposals within the HNP as well as giving overall feedback. Four in-person drop-in sessions were held at various locations across the HNP area, including one session in LB Islington. People were also able to submit feedback via email or telephone. 4.6 Over 4,000 responses were recorded on the Commonplace platform and by email, from just over 1,000 individuals (people were able to make multiple contributions). 4.7 People who work in the City of London accounted for 41% of respondents; residents accounted for 38%; and leisure visitors accounted for 32%. More than one type of connection could be specified, hence the total being greater than 100%. 4.8 Responses to each proposal in the HNP are summarised below. A full engagement feedback report is included at Appendix 2 of this report.
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	<u><i>Beech Street</i></u> 4.9 Two options were proposed for reducing through traffic in Beech Street. For both options access would be maintained for buses, people cycling and local access to premises directly adjoining the street: • Option 1: traffic restrictions in both directions to widen pavement on both sides; • Option 2: traffic restriction in the westbound direction (only) with pavement widening on south side. 4.10 Of 949 responses to these proposals, 71% supported Option 1; 8% supported Option 2; and 21% did not support either option. <u><i>Chiswell Street</i></u> 4.11 The draft HNP plan proposed to explore improvements to the zebra crossing near Bunhill Row, and localised pavement widening enabling the introduction of trees, greenery, seating and cycle parking. These measures would need to be progressed in conjunction with LB Islington as the street sits on the borough boundary. 4.12 Of 838 responses, 78% indicated support; 17% were unsupportive; and 5% were neutral. <u><i>Golden Lane</i></u> 4.13 The draft HNP plan proposed exploring the closure of Golden Lane to through motor traffic at the junction with Beech Street. It is expected that people cycling, emergency services and school buses (serving Richard Cloudesley and Prior Weston schools) would be permitted through the closure. This could allow for pavement widening and other enhancements around the junction. 4.14 Of 508 responses, 80% indicated support; 18% were unsupportive; and 2% were neutral. 4.15 This approach would also require introducing a banned right turn at the eastern end of Fortune Street, at the junction with Whitefriars Street. This would mean any traffic taking a different route due to closures elsewhere (i.e. Beech Street, Golden Lane and / or Bridgewater Street) would not use Fortune Street as an alternative. Any changes to Fortune Street would be led and delivered by LB Islington. <u><i>Fann Street</i></u>
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	4.16 The draft HNP plan proposed to explore improvements to the existing traffic gate at the junction of Fore Street and Viscount Street. 4.17 Of 488 responses, 82% indicated support; 10% were unsupportive; and 7% were neutral. 4.18 Sustainable urban drainage (SuDS) planters are already planned to be introduced further west on Fann Street and so were not included in the consultation proposals. <u><i>Bridgewater Street</i></u> 4.19 The draft HNP plan proposed exploring the full or partial of Bridgewater Street to through motor traffic at the junction with Beech Street. The final arrangement will reflect servicing needs of properties and the need to stop vehicles using this as an alternative route should changes at Golden Lane and / or Beech Street be implemented. 4.20 Of 462 responses, 79% indicated support; 14% were unsupportive; and 7% were neutral. <u><i>Brackley Street</i></u> 4.21 The draft HNP plan proposed to convert Brackley Street to one-way westbound for motor vehicles. This would improve vehicle circulation in the area and allow for small areas of pavement widening. 4.22 Of 448 responses, 76% indicated support; 12% were unsupportive; and 12% were neutral. 4.23 These changes are now expected to be delivered as part of the Section 278 works for the 1 Golden Lane development. <u><i>Moor Lane</i></u> 4.24 The draft HNP plan proposed four options for Moor Lane: • Option 1: make Moor Lane one-way southbound for motor vehicles between Silk Street and Fore Street, and remove the existing timed gate restriction; • Option 2: introduce a closure to through motor traffic at the junction with Fore Street, with access retained from Silk Street; • Option 3: introduce a closure to through motor traffic at the junction with Silk Street, with access retained from Fore Street;
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	• Option 4: retain existing traffic movements, including the existing timed gate restriction. 4.25 The 419 responses were broken down as follows: • Option 1: 8% • Option 2: 33% • Option 3: 44% • Option 4: 15% 4.26 Based on the response rates it is proposed that a design be progressed for Moor Lane based on a closure to through motor traffic, with the exact location of the closure being subject to further consultation. 4.27 A separate report on the existing Moor Lane project, setting out more detail on the next steps, is being presented to Streets & Walkways Sub Committee. <u>Moorfields</u> 4.28 The draft HNP plan proposed to explore traffic changes on Moorfields, north of Moor Place, to make it one-way southbound for motor traffic. These changes could allow pavements to be widened and for seating, greening and cycle parking to be introduced. 4.29 Of 308 responses, 83% indicated support; 14% were unsupportive; and 3% were neutral. Bunhill, Barbican & Golden Lane Healthy Neighbourhood Plan 4.30 The HNP has been updated following public consultation; the final draft is included at Appendix 3. 4.31 Given the levels of support for the proposals there are no major changes proposed. A summary of the main changes: • Proposals where more than one option was presented (i.e. Beech Street and Moor Lane) have been amended to specify that the preferred option from the consultation responses will be taken forward; • Updates to some proposals where progress has been made in the interim period (e.g. introduction of a dockless cycle and e-scooter parking bay on Fore Street); • Minor adjustments to the description of proposals that may be impacted by nearby development sites
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	or other changes in local context (i.e., Golden Lane, Bridgewater Street, Milton Street, Silk Street). 4.32 A ten-year delivery plan has been appended to the HNP which includes projects already underway or which have existing approvals. The delivery plan reflects the level of complexity of projects and takes into account interdependencies with other projects and developments in the area. 4.33 Each proposal will be progressed independently through the project procedure and will be subject to further consultation at the appropriate stages. Funding bids and other approvals will be coordinated through the BBGL programme and will be subject to approval by Resource Allocation Sub Committee and Policy & Resources Committee.
5. Delivery team	The programme will be managed by the Transport & Public Realm Projects team. Individual projects emerging from the programme will also be managed by this team, supported by colleagues across the Corporation where appropriate.
6. Programme and key dates	The implementation plan for the programme is appended to the updated HNP shown in Appendix 3.
7. Risks	<u>Risk:</u> schemes involving cooperation with London Borough of Islington are delayed due to lack of support or engagement. <u>Approach:</u> reduce – continue engagement with LB Islington and ensure they are involved from an early stage in individual scheme development where appropriate. <u>Risk:</u> Funding for individual schemes is not secured. <u>Approach:</u> reduce – identify opportunities for funding as part of the BBGL programme management. A full programme risk register is shown at Appendix 5.
8. Success criteria	• Increased number of pedestrian priority streets in the area (measured by length) delivered during the lifetime of the HNP; • Improved air quality (i.e. reduction in NO₂) on certain streets in the area over the lifetime of the HNP; • Increased public amenity (e.g. seating and greening) across the area over the lifetime of the HNP.
9. Progress reporting	An annual programme update report will be presented to committees. Individual projects will be progressed through the project procedure and gateway approval process.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Public engagement feedback report
Appendix 3	Draft final Healthy Neighbourhood Plan (including delivery plan)
Appendix 4	Finance tables
Appendix 5	Risk register

Contact

Report Author	Tom Noble
Email Address	tom.noble@cityoflondon.gov.uk

Committee(s): Projects and Procurement Sub Committee	Dated: 21 July 2025
Subject: City of London School Summer Works Programme 2021	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	Please see appendix
Does this proposal require extra revenue and/or capital spending?	
If so, how much?	
What is the source of Funding?	
Has this Funding Source been agreed with the Chamberlain's Department?	
Report of: Town Clerk	For Information

Summary

Appended to this report is a 'Pre-Gateway 5' Early Project Closure, which falls under Section 33 of the City Corporation's Projects Procedure. The report of the City Surveyor was reviewed at the officer-level Corporate Projects Board and received approval from the Board of Governors of the City of London School (the Service Committee) on 19 June 2025, formally approving closure of the project.

Recommendation(s)

Members are asked to note the report.

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Early Project Closure

Cancelled Projects Pre-G5

Section 33 of the Projects Procedure states a full outcome report is not required for projects closed prior to G5 Authority to Start Works. Officers are advised to contact the Programme Office and Chamberlain's with a short narrative as to why the project should be closed. Projects which need to be closed before their Authority to Start Work can be closed with a report to the Town Clerk in consultation with the Chairman and Deputy Chairman of the Service Committee. A report can also go to the committee, if preferred. Note the Chairman or the Service Committee can still request a full closure report should they wish

Department: City Surveyors

Project Name:	City of London School Summer Works Programme 2021
Project UPI (this is the PV ID):	12246
Approval Amount:	£173,000 (of a total estimated cost of the project at £1,683,500)
Spend to date:	£52,354.81
Amount Unspent:	£120,645.19 funded by CoL School's Repairs and Maintenance Revenue Fund
Relevant CBIS Number(s):	C0522MI001C – £14,980 – Lift Compliance Refurbishment C0522MI002C – £14,980 – Lift Compliance Refurbishment C0522MI004C – £22,394.81 – Grove Park Fencing / Security
When the project started:	January 2021
When project was closed:	March 2022
Why project was closed early:	- City of London School Bursar cancelled all works under this project that had not been completed. This was to enable the commission of a condition survey that would information long term maintenance and project planning.
Next steps:	- The condition survey was carried out. Any immediate H&S or compliance elements were completed as part of the above CBIS numbers. Following a condition survey review by the Bursar, the scope of works of this project, where still required, was completed in following years summer work projects and Phase 1 of the Masterplan. Project to be closed.
Corporate Projects Board Review Date:	12 March 2025

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