



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

**Date:** TUESDAY, 14 OCTOBER 2025  
**Time:** 3.00 pm  
**Venue:** COMMITTEE ROOMS, 2ND FLOOR, WEST WING, GUILDHALL

**Members:**

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

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

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**Ian Thomas CBE**  
Town Clerk and Chief Executive

## **AGENDA**

6. **\*GW2: BARBICAN ESTATE ROOF AND BALCONY RENEWAL PROGRAMME**

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

**For Information**  
(Pages 85 - 96)

7. **\*GW2: BARBICAN ESTATE WINDOW REPAIRS PROGRAMME**

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

**For Information**  
(Pages 97 - 108)

8. **\*GW2: COMBINED SECTION 278 PROJECT INITIATION REPORT**

Report of the Executive Director Environment.

**For Information**  
(Pages 109 - 128)

9. **\*GW3: SMITHFIELD AREA PUBLIC REALM AND TRANSPORTATION PROGRAMME (PHASE 1B)**

Report of the Executive Director Environment.

**For Information**  
(Pages 129 - 146)

10. **\*GW3/4: ALDGATE TO BLACKFRIARS CYCLEWAY**

Report of the Executive Director Environment.

**For Information**  
(Pages 147 - 236)

11. **\*GW3/4: DAUNTSEY HOUSE, FREDERICK'S PLACE - PUBLIC REALM IMPROVEMENTS (S278)**

Report of the Executive Director Environment.

**For Information**  
(Pages 237 - 254)

12. **\*GW3/4/5: PUBLIC SWITCHED TELEPHONE NETWORK (PSTN) REPLACEMENT**

Report of the Chamberlain.

**For Information**

13. **\*GW5: PEDESTRIAN PRIORITY STREETS PROGRAMME - THREADNEEDLE STREET & OLD BROAD STREET AND PROGRAMME UPDATE**

Report of the Executive Director Environment.

**For Information**  
(Pages 269 - 316)

14. **\*GW5: PEDESTRIAN PRIORITY STREETS PROGRAMME - OLD JEWRY**

Report of the Executive Director Environment.

**For Information**  
(Pages 317 - 370)

15. **\*GW6: MANSION HOUSE STATIONS ENVIRONS - LITTLE TRINITY LANE (PHASE 1)**

Report of the Executive Director Environment.

**For Information**  
(Pages 371 - 394)

16. **\*GW6: 150 ALDERSGATE STREET SECTION 278**

Report of the Executive Director Environment.

**For Information**  
(Pages 395 - 412)

17. **\*GW6: 16 OLD BAILEY - SECTION 278 HIGHWAY WORKS**

Report of the Executive Director Environment.

**For Information**  
(Pages 413 - 420)

23. **\*GW4: BALDWINS AND BIRCH HALL PONDS**

Report of the Executive Director Environment.

**For Information**  
(Pages 421 - 434)

24. **\*GW6: MOORGATE CROSSRAIL STATION LINKS: FINSBURY CIRCUS WESTERN ARM**

Report of the Executive Director Environment.

**For Information**

(Pages 435 - 454)

25. **\*GW6: ORACLE PROPERTY MANAGER (OPN) REPLACEMENT (MRI HORIZON IMPLEMENTATION, PHASES 1 AND 2)**

Report of the City Surveyor.

**For Information**  
(Pages 455 - 468)



<b>Committees:</b> Barbican Estate Residents Consultation Committee <i>(For information)</i> Barbican Residential Committee <i>[for decision]</i> Projects and Procurement Sub-Committee <i>[for information]</i>		<b>Dates:</b> 1 September 2025  15 September 2025 14 October 2025
<b>Subject:</b> <b>Barbican Estate Roof and Balcony Renewal Programme</b>  <b>Unique Project Identifier:</b>	<b>Gateway 2:</b> <b>Project Proposal</b> Regular	
<b>Report of:</b> Director of Community & Children's Services <b>Report Author:</b> Graham Sheret		<b>For Information</b>
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## Recommendations

<b>1. Next steps and Requested decisions</b>	<b>Approval track:</b> 2. Regular <b>Next Gateway:</b> Gateway 3/4 - Options Appraisal (Regular) <b>Project Description:</b> The project proposes a programme of work to replace end of life roof and balcony coverings on a phased basis based on condition. The Barbican Residents Consultation Committee have stated that the architect should be the same architect as will be used on the Barbican Windows Repairs Project so that designs are co-ordinated. <b>Next Steps:</b> <ol style="list-style-type: none"> <li>1. Appoint Design Team</li> <li>2. Undertake surveys and develop works specification for the Phase 1 Works and make-up of future phases.</li> <li>3. Gateway 3 / 4 Options Appraisal Report</li> </ol> <b>Requested Decisions:</b> <ol style="list-style-type: none"> <li>1. That the project is approved to progress to Gateway 3/4 (Options Appraisal) via the regular approval track.</li> </ol>
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	<div>2. That a budget of £765,000 is approved to reach the next Gateway (G3/4) for the <b>Phase1</b> works.</div> <div>3. To note the total estimated cost of the <b>Phase 1</b> capital works is estimated at circa £9,355,874 at this stage but will be determined at feasibility stage G1/2 with an overall project cost of £38,000,000. The project costs for each Phase will be refined again at gateway G3/4.</div>																				
2. Resource requirements to reach next Gateway	<div>Resources to reach the next Gateway (G3/4) are as follows:</div> <table><tr><th>Item</th><th>Reason</th><th>Funds / Source of Funding</th><th>Cost</th></tr><tr><td>Consultancy Fees</td><td>Complete design solution for the new roof and balcony works to Ben Jonson House, Bunyan Court, Defoe House and The Postern and a new canopy for Brandon Mews informing the specifications for the works and to refine the cost forecasts.</td><td>Long Lessee contributions/ Barbican Res. Local Risk budget *</td><td>£665,000</td></tr><tr><td>Staff Costs</td><td>Project Management</td><td>Long Lessee contributions/ Barbican Res. Local Risk budget *</td><td>£100,000</td></tr><tr><td>Total</td><td></td><td></td><td>£765,000</td></tr><tr><td>*Funding Breakdown</td><td>Long Lessee contributions (95%)  Barbican Res. Local Risk Budgets</td><td></td><td>£726,750  £38,250</td></tr></table>	Item	Reason	Funds / Source of Funding	Cost	Consultancy Fees	Complete design solution for the new roof and balcony works to Ben Jonson House, Bunyan Court, Defoe House and The Postern and a new canopy for Brandon Mews informing the specifications for the works and to refine the cost forecasts.	Long Lessee contributions/ Barbican Res. Local Risk budget *	£665,000	Staff Costs	Project Management	Long Lessee contributions/ Barbican Res. Local Risk budget *	£100,000	Total			£765,000	*Funding Breakdown	Long Lessee contributions (95%)  Barbican Res. Local Risk Budgets		£726,750  £38,250
Item	Reason	Funds / Source of Funding	Cost																		
Consultancy Fees	Complete design solution for the new roof and balcony works to Ben Jonson House, Bunyan Court, Defoe House and The Postern and a new canopy for Brandon Mews informing the specifications for the works and to refine the cost forecasts.	Long Lessee contributions/ Barbican Res. Local Risk budget *	£665,000																		
Staff Costs	Project Management	Long Lessee contributions/ Barbican Res. Local Risk budget *	£100,000																		
Total			£765,000																		
*Funding Breakdown	Long Lessee contributions (95%)  Barbican Res. Local Risk Budgets		£726,750  £38,250																		

				<b>£765,000</b>
<b>3. Governance arrangements</b>	<ul style="list-style-type: none"> <li>• <b>Service Committee:</b> Barbican Residential Committee</li> <li>• <b>Senior Responsible Officer:</b> Dan Sanders, Director of Property and Estate Management – Barbican</li> <li>• The project will be monitored by the Housing Programme Board.</li> </ul>			

### Project Summary

<b>4. Context</b>	<p>The City has a duty to keep the residential blocks of the Barbican Estate in good repair. This project will address the known dilapidated condition of roofs and balconies of Ben Jonson House, Bunyan Court, Defoe House and The Postern, and a new canopy for Brandon Mews.</p> <p>The proposed specifications for roof replacement and balcony repairs will be in line with the Barbican Estate Listed Building Management Guidelines.</p>
<b>5. Brief description of project</b>	<p>The works will be specified by a firm of chartered architects with extensive knowledge of concrete structures following in-depth surveys and investigation work. Identified repairs will be specified in accordance with the Barbican Estate Listed Building Guidelines. These guidelines have a presumption of repairs rather than replacement.</p> <p>It is intended that the roof replacement will carry an insurance backed warranty/guarantee.</p> <p>Contractors invited to tender will have experience of working on listed residential properties to maximise the quality of the work and minimise disruption to residents.</p> <p>Approvals permitting it is intended to have tendered the works contract and gained approvals to appoint the contractor by March 2027 to allow works to commence in April 2027.</p>
<b>6. Consequences if project not approved</b>	<p>The City will fail to maintain its residential assets.</p> <p>Deterioration of a Listed Building with associated reputational damage. This will also lead to higher costs as the number and size of repairs will increase.</p>

	<p>Complaints from residents regarding the City's failure to comply with legal responsibilities and to maintain the Estate to the high standard expected.</p> <p>Higher costs (procurement costs, management costs and priced works) owing to the works being carried out as smaller stand-alone projects by potentially multiple contractors on an annual basis.</p>
<b>7. SMART Project Objectives</b>	<p>The Barbican Estate maintained to the high standards required.</p> <p>Resident satisfaction improved with the number of resident complaints reducing.</p>
<b>8. Key Benefits</b>	<p>Ensure resident satisfaction and safeguard the City's reputation by maintaining the Barbican Estate to the high standards required.</p> <p>Maintenance of property values.</p> <p>Reduction in call-out repair costs and subsequently management costs.</p> <p>Lower costs per repair due to the economies of scale realised.</p>
<b>9. Project category</b>	7b. Major renewals, typically of a one-off nature (supplementary revenue)
<b>10. Project priority</b>	A. Essential
<b>11. Notable exclusions</b>	None

### **Options Appraisal**

<b>12. Overview of options</b>	<p><b>1.</b> Procure a chartered architect investigate the known defective 'worn out' roofs to all blocks in the Barbican Estate specifying proposed renewal works. The works will be undertaken in Phases, the first Phases consisting of works to Ben Jonson House, Bunyan Court, Defoe House and The Postern as well as a new canopy for Brandon Mews. Blocks in other phases will be decided based on the condition of the roof of the individual blocks but it is anticipated that the works will be undertaken in a minimum of 3 phases.</p> <p><b>2.</b> Do nothing. Leading to further deterioration of the roof and increased amounts of internal making good due to water ingress.</p>
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## Project Planning

<b>13. Delivery Period and Key dates</b>	<p><b>Overall project:</b> Currently known Phase 1 works to complete by end of October 2027</p> <p><b>Key dates:</b></p> <p>Gateway 2 – September 2025 - September 2026</p> <p><b>Phase1</b></p> <p>Gateway 3/4 – March 2026 – September 2026</p> <p>Gateway 5 – September 2026 – January 2027</p> <p>Contractor Appointed – March 2027</p> <p>Works Commence – April 2027</p> <p>Contract Ends – November 2027</p> <p><b>Other works dates to coordinate:</b> There will need to be a degree of programme fluidity as it is likely that greater design consultation may be necessary which may lead to more time being required.</p> <p>Should it be considered that Building Safety Regulator approval is required this will add circa 12 months to the programme.</p>
<b>14. Risk implications</b>	<p><b>Overall project risk:</b> Medium</p> <p>The main risks are as follows:</p> <ul style="list-style-type: none"> <li>• Contractor does not have resources to undertake all the works within the desired timescales.</li> <li>• Cost of the project higher than expected</li> <li>• Contractor's work not to required standard</li> <li>• The project will be extended due to the need for BSR approvals</li> </ul> <p>A risk register is included with this report. This will be updated as the project progresses..</p>
<b>15. Stakeholders and consultees</b>	<ol style="list-style-type: none"> <li>1. Ward Members</li> <li>2. Chamberlains (Finance &amp; Procurement)</li> <li>3. Barbican Estate Management</li> <li>4. Comptrollers &amp; City Solicitors</li> <li>5. Residents (via S20 consultations and engagement with House Groups)</li> </ol>

	An Equality Impact Assessment will not be undertaken for the project. The proposed project will have no adverse impacts on those with protected characteristics.
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### **Resource Implications**

<b>16. Total estimated cost</b>	<b>Likely cost range:</b> The cost range of Phase 1 is £9,000,000 - £9,355,874. The Feasibility Study (G1/2) will inform the overall Total Estimated Cost.	
<b>17. Funding strategy</b>	Choose 1: All funding fully guaranteed	Choose 1: Internal - Funded wholly by City's own resource
	<b>Funds/Sources of Funding</b>	<b>Cost</b>
	Long Lessee contributions (95%)	8,888,080
	Barbican Res. Local Risk Budgets	467,794
	<b>Total</b>	<b>9,355,874</b>
	The majority of the cost (circa 95%) is recoverable by way of service charges from long leaseholders, with the balance met from Barbican Residential Committee local risk budgets.	
<b>18. Investment appraisal</b>	N/A	
<b>19. Procurement strategy/Route to Market</b>	At this early stage, the anticipated procurement strategy is an open market tender tailored to attract consultants with experience of working on concrete buildings and listed buildings, a quantity surveyor and contractors that regularly undertake roof renewals in listed buildings of concrete construction and residential properties.	
<b>20. Legal implications</b>	Advice has been taken in relation to section 20 of the Landlord and Tenant Act 1985 and the requirements for the consultation of affected long leaseholders. Leaseholders will be consulted on the works in accordance with the Act	
<b>21. Corporate property implications</b>	None	
<b>22. Traffic implications</b>	None	

<b>23. Sustainability and energy implications</b>	None as the repairs will be on a like for like basis.
<b>24. IS implications</b>	None
<b>25. Equality Impact Assessment</b>	<ul style="list-style-type: none"> <li>• An equality impact assessment will not be undertaken</li> </ul>
<b>26. Data Protection Impact Assessment</b>	<ul style="list-style-type: none"> <li>• The risk to personal data is less than high or non-applicable and a data protection impact assessment will not be undertaken</li> </ul>

### **Recommendation**

Members are asked to approve the resource requirements to reach the next gateway stage.

### **Appendices**

<b>Appendix 1</b>	Project Briefing (Gateway 1)
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### **Contact**

<b>Report Author</b>	Graham Sheret, Project Manager
<b>Email Address</b>	Graham.Sheret@cityoflondon.gov.uk
<b>Telephone Number</b>	07505261441

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# Project Briefing

Project identifier			
<b>[1a] Unique Project Identifier</b>	TBC	<b>[1b] Departmental Reference Number</b>	TBC
<b>[2] Core Project Name</b>	Barbican Roof and Balcony Renewal Programme		
<b>[3] Programme Affiliation</b> <i>(if applicable)</i>	N/A		

Ownership	
<b>[4] Chief Officer has signed off on this document</b>	Dan Sanders
<b>[5] Senior Responsible Officer</b>	Eoin Doyle
<b>[6] Project Manager</b>	Graham Sheret

Description and purpose					
<b>[7] Project Mission statement / Elevator pitch</b>					
<p>This project will address roof and balcony waterproofing renewals, across the Barbican Estate, to prevent water penetration from occurring and subsequent deterioration of the estate. Works will be specified and monitored and by conservation architects who have extensive experience of work on concrete structures.</p> <p>The works will be undertaken in phases based on the condition of the roof coverings as identified in surveys undertaken in 2024, see below, and will commence with Ben Jonson House, Bunyan House, Defoe House and Postern.</p>					
<b>[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)?</b>					
<p>The City has legal responsibilities as freeholder of the Barbican Estate to undertake maintenance to protect the assets from deterioration. Given the age of the roof coverings across the Estate most of the roofs are now in need of renewal due to the natural ageing process. This was identified in surveys undertaken by Scope Building Surveyors in 2024 who stated that all roofs had exceeded or were about to exceed their life expectancy and therefore carrying an increased risk of failure leading to water penetration into the flats below.</p>					
<b>[9] What is the link to the City of London Corporate plan outcomes?</b>					
<p>[4] Communities are cohesive and have suitable housing and facilities.</p> <p>[9] Our spaces are secure, resilient and well-maintained.</p>					
<b>[10] What is the link to the departmental business plan objectives?</b>					
Tenants and leaseholders live in well maintained and managed homes and estates.					
<b>[11] Note all which apply:</b>					
<b>Officer:</b> Project developed from Officer initiation	Y	<b>Member:</b> Project developed from Member initiation	N	<b>Corporate:</b> Project developed as a large scale Corporate initiative	N
<b>Mandatory:</b>	N	<b>Sustainability:</b>	N	<b>Improvement:</b>	N

Compliance with legislation, policy and audit		Essential for business continuity		New opportunity/ idea that leads to improvement	
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<b>Project Benchmarking:</b>	
<b>[12] What are the top 3 measures of success which will indicate that the project has achieved its aims?</b>	
1) Barbican Estate maintained to the high standards required.	
2) Works are managed to minimise disruption to residents and impact on the general public and wider public realm.	
3) Resident satisfaction above City's corporate targets.	
<b>[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.)</b>	
N/A	
<b>[14] What is the expected delivery cost of this project (range values)[£]?</b>	
Lower Range estimate: £30,000,000 Upper Range estimate: £35,000,000	
<b>[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:</b>	
N/A	
<b>[16] What are the expected sources of funding for this project?</b>	
The project is funded by the City Fund, the majority of the cost (circa 95%) is recoverable by way of service charges from long leaseholders.	
<b>[17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)?</b>	
Lower Range estimate: September 2025 – September 2030 Upper Range estimate: September 2025 – September 2032 Project timeframes will be dependent upon whether the project is required to receive Building Safety Regulator approval.	

<b>Project Impact:</b>	
<b>[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?</b>	
No	
<b>[19] Who has been actively consulted to develop this project to this stage?</b>	
<(Add additional internal or external stakeholders where required) >	
Project Board	Housing Programme Board
Chamberlains: Finance	Officer Name:

Chamberlains: Procurement	Officer Name:
IT	Officer Name: N/A
HR	Officer Name: N/A
Communications	Officer Name: N/A
Corporate Property	Officer Name: N/A
Estate Management	Officer Name: Luke Barton
Property Services	Officer Name: Eoin Doyle
<b>[20] Is this project being delivered internally on behalf of another department? If not ignore this question. If so:</b> <b>Please note the Client supplier departments.</b> <b>Who will be the Officer responsible for the designing of the project?</b> <b>If the supplier department will take over the day-to-day responsibility for the project, when will this occur in its design and delivery?</b>	
Client	Department: N/A
Supplier	Department: N/A
Supplier	Department: N/A
Project Design Manager	Department: N/A
Design/Delivery handover to Supplier	Gateway stage: N/A

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<b>Committees:</b> Barbican Estate Residents Consultation Committee <i>(For information)</i> Barbican Residential Committee <i>[for decision]</i> Projects and Procurement Sub-Committee <i>[for information]</i>		<b>Dates:</b> 1 September 2025  15 September 2025 14 October 2025
<b>Subject:</b> <b>Barbican Estate Window Repairs Programme</b>  <b>Unique Project Identifier:</b>	<b>Gateway 2:</b> <b>Project Proposal</b> Regular	
<b>Report of:</b> Director of Community & Children's Services <b>Report Author:</b> Graham Sheret		<b>For Decision</b>
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## Recommendations

<b>1. Next steps and Requested decisions</b>	<p><b>Project Description:</b> Undertake repairs to top floor windows across the Barbican Estate to rectify existing defects and identify potential defects in order to prevent further deterioration and minimise rectification costs.</p> <p><b>Approval track:</b> 2. Regular</p> <p><b>Next Gateway:</b> Gateway 5 - Authority to Start Work (Light)</p> <p><b>Next Steps:</b></p> <ol style="list-style-type: none"> <li>1. Commission and complete Condition Surveys to inform the specifications for the works and to refine the cost forecasts.</li> <li>2. Tender works (as there will only be one way of undertaking the works to comply with the Barbican Estate Listed Building Guidelines).</li> <li>3. Draft Gateway 5 Authority to Start Work</li> </ol> <p><b>Requested Decisions:</b></p> <ol style="list-style-type: none"> <li>1. That the project is approved to progress to Gateway 5 Authority to Start Work.</li> <li>2. That a budget of £500,000 is approved to reach the next Gateway.</li> </ol>
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	3. To note the total estimated cost of the project of up to £8,000,000			
<b>2. Resource requirements to reach next Gateway</b>	Resources to reach the next Gateway are as follows:			
	<b>Item</b>	<b>Reason</b>	<b>Funds / Source of Funding</b>	<b>Cost</b>
	Consultancy Fees	Conduct condition surveys and write repairs specifications for known window defects and all windows on top floor properties of across the Barbican Estate, including the formulation of pre-tender estimates.	Long Lessee contributions/ Barbican Res. Local Risk budget *	£420,000
	Staff Costs	Project Management	Long Lessee contributions/ Barbican Res. Local Risk budget *	£80,000
	<b>Total</b>			<b>£500,000</b>
	*Funding Breakdown	Long Lessee contributions (95%)  Barbican Res. Local Risk Budgets		£475,000  £25,000
				<b>£500,000</b>
<b>3. Governance arrangements</b>	<ul style="list-style-type: none"> <li><b>Service Committee:</b> Barbican Residential Committee</li> </ul>			

	<ul style="list-style-type: none"> <li>• <b>Senior Responsible Officer:</b> Dan Sanders, Director of Property and Estate Management – Barbican</li> <li>• The project will be monitored by the Housing Programme Board.</li> </ul>
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### Project Summary

<b>4. Context</b>	<p>The Barbican Estate Office has become aware of an increasing number of age-related defects in the windows across the Estate especially those in top floor properties which are more exposed to the weather.</p> <p>The City has a duty to keep the exterior of the residential blocks of the Barbican Estate in good repair. This project will address the known dilapidated condition of windows and identify currently unidentified defects, issues which are likely to become apparent and require remedial action in the next 2 -3 years.</p> <p>Undertaking the repairs as part of a large-scale project should realise economies of scale which should reduce both cost and the time taken to undertake the repairs which will benefit leaseholders.</p> <p>The repairs and / or replacements will be undertaken in line with the Barbican Estate Listed Building Management Guidelines.</p>
<b>5. Brief description of project</b>	<p>The works will be specified by a firm of chartered conservation architects following in-depth surveys and in line with the Barbican Estate Listed Building Management Guidelines. These guidelines have a presumption of repairs rather than replacement.</p> <p>Repairs will carry a 10-year insurance backed guarantee.</p> <p>Contractors invited to tender will have experience of working on hardwood windows in listed residential properties to maximise the quality of the work and minimise disruption to residents.</p> <p>Approvals permitting it is intended to have tendered the works contract and gained approvals to appoint the contractor by March 2027 to allow works to commence in April 2027.</p>
<b>6. Consequences if project not approved</b>	<p>The City will fail to maintain its residential assets.</p>

	<p>Deterioration of a Listed Building with associated reputational damage. This will also lead to higher costs as the number and size of repairs will increase.</p> <p>Complaints from residents regarding the City's failure to comply with legal responsibilities and to maintain the Estate to the high standard expected.</p> <p>Higher costs (procurement costs, management costs and priced works) owing to the works being carried out as smaller stand-alone projects by potentially multiple contractors on an annual basis.</p>
<b>7. SMART Project Objectives</b>	<p>The Barbican Estate maintained to the high standards required.</p> <p>Resident satisfaction improved with the number of resident complaints reducing.</p> <p>Reduction in the number of ad-hoc window repairs that are required.</p>
<b>8. Key Benefits</b>	<p>Ensure resident satisfaction and safeguard the City's reputation by maintaining the Barbican Estate to the high standards required.</p> <p>Maintenance of property values.</p> <p>Reduction in call-out repair costs and subsequently management costs.</p> <p>Lower costs per repair due to the economies of scale realised.</p>
<b>9. Project category</b>	7b. Major renewals, typically of a one-off nature (supplementary revenue)
<b>10. Project priority</b>	A. Essential
<b>11. Notable exclusions</b>	None

### **Options Appraisal**

<b>12. Overview of options</b>	<p><b>1.</b> Procure a chartered architect to survey all top floor windows across the Barbican Estate and specify repair works to be undertaken and monitor the repairs. Appoint a Quantity Surveyor to ensure that value for money is achieved and any variations are priced in line with tendered rates. Undertake all repairs as a single project realising 'savings' through economies of scale.</p> <p><b>2.</b> Undertake repairs on an ad-hoc basis, repairs generally specified by contractors undertaking the work.</p>
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	<b>3.</b> Do nothing. Leading to further deterioration of the windows and increased amounts of internal making good due to water ingress.
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### **Project Planning**

<b>13. Delivery Period and Key dates</b>	<p><b>Overall project:</b> Currently known works to complete by end of August 2027</p> <p><b>Key dates:</b></p> <p>Gateway 2 – September 2025</p> <p>Gateway 5 – November 2026</p> <p>Contractor Appointed – March 2027</p> <p>Works Commence – April 2027</p> <p>Contract Ends – August 2027</p> <p><b>Other works dates to coordinate:</b> There will need to be a degree of programme fluidity as it is likely that more repairs will come to light during the repair work and may lead to more time being required.</p>
<b>14. Risk implications</b>	<p><b>Overall project risk:</b> Medium</p> <p>The main risks are as follows:</p> <ul style="list-style-type: none"> <li>• Contractor does not have resources to undertake all the repairs within the desired timescales.</li> <li>• Cost of the project higher than expected</li> <li>• Contractor's work not to required standard</li> </ul> <p>A risk register is included with this report. This will be updated as the project progresses.</p>
<b>15. Stakeholders and consultees</b>	<ol style="list-style-type: none"> <li>1. Ward Members</li> <li>2. Chamberlains (Finance &amp; Procurement)</li> <li>3. Barbican Estate Management</li> <li>4. Comptrollers &amp; City Solicitors</li> <li>5. Residents (via S20 consultations and engagement with House Groups)</li> </ol>

	An Equality Impact Assessment will not be undertaken for the project. The proposed project will have no adverse impacts on those with protected characteristics.
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### **Resource Implications**

<b>16. Total estimated cost</b>	<b>Likely cost range: £3,300,000 - £8,000,000</b>	
<b>17. Funding strategy</b>	Choose 1: All funding fully guaranteed	Choose 1: Internal - Funded wholly by City's own resource
	<b>Funds/Sources of Funding</b>	<b>Cost</b>
	Long Lessee contributions (95%)	£3,135,000 - £7,600,000
	Barbican Res. Local Risk Budgets	£165,000 - £400,000
	<b>Total</b>	<b>£3,300,000 - £8,000,000</b>
	The majority of the cost (circa 95%) is recoverable by way of service charges from long leaseholders, with the balance met from Barbican Residential Committee local risk budgets.	
<b>18. Investment appraisal</b>	N/A	
<b>19. Procurement strategy/Route to Market</b>	At this early stage, the anticipated procurement strategy is an open market tender tailored to attract contractors that regularly undertake hardwood window repairs in listed residential properties.	
<b>20. Legal implications</b>	Advice has been taken in relation to section 20 of the Landlord and Tenant Act 1985 and the requirements for the consultation of affected long leaseholders. Leaseholders will be consulted on the works in accordance with the Act	
<b>21. Corporate property implications</b>	None	
<b>22. Traffic implications</b>	None	
<b>23. Sustainability and energy implications</b>	None as the repairs will be on a like for like basis.	

<b>24. IS implications</b>	None
<b>25. Equality Impact Assessment</b>	<ul style="list-style-type: none"> <li>An equality impact assessment will not be undertaken</li> </ul>
<b>26. Data Protection Impact Assessment</b>	<ul style="list-style-type: none"> <li>The risk to personal data is less than high or non-applicable and a data protection impact assessment will not be undertaken</li> </ul>

### **Recommendation**

Members are asked to approve the resource requirements to reach the next gateway stage.

### **Appendices**

<b>Appendix 1</b>	Project Briefing (Gateway 1)
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### **Contact**

<b>Report Author</b>	Graham Sheret, Project Manager
<b>Email Address</b>	Graham.Sheret@cityoflondon.gov.uk
<b>Telephone Number</b>	07505 261441

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# Project Briefing

Project identifier			
<b>[1a] Unique Project Identifier</b>	TBC	<b>[1b] Departmental Reference Number</b>	TBC
<b>[2] Core Project Name</b>	Barbican Estate Window Repairs Programme		
<b>[3] Programme Affiliation (if applicable)</b>	N/A		

Ownership	
<b>[4] Chief Officer has signed off on this document</b>	Dan Sanders
<b>[5] Senior Responsible Officer</b>	Eoin Doyle
<b>[6] Project Manager</b>	Graham Sheret

Description and purpose					
<b>[7] Project Mission statement / Elevator pitch</b>					
This project will address window repairs throughout the Barbican Estate. Works will be specified and monitored by chartered surveyors / architects. The works will combat the increasing number of complaints received from leaseholders concerning the state of repairs and time taken to undertake these. The repairs will come with a 10-year guarantee and will be clearly documented in order for the guarantee to be activated if required.					
<b>[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)?</b>					
The City has legal responsibilities as freeholder of the Barbican Estate to undertake maintenance to protect the assets from deterioration. Given the age of the of the Estate many of the windows are now in need of maintenance due to the natural ageing process. This is particularly prevalent in top floor properties which are more exposed to weather, especially in Ben Jonson House, Bunyan Court and John Trundle Court where surveys have been undertaken. During the course of undertaking these surveys it became clear that all top floor properties were in need surveys given the number of age-related defects that the Estate Team were becoming aware of.					
<b>[9] What is the link to the City of London Corporate plan outcomes?</b>					
[4] Communities are cohesive and have suitable housing and facilities. [9] Our spaces are secure, resilient and well-maintained.					
<b>[10] What is the link to the departmental business plan objectives?</b>					
Tenants and leaseholders live in well maintained and managed homes and estates.					
<b>[11] Note all which apply:</b>					
<b>Officer:</b> Project developed from Officer initiation	Y	<b>Member:</b> Project developed from Member initiation	N	<b>Corporate:</b> Project developed as a large scale Corporate initiative	N
<b>Mandatory:</b>	N	<b>Sustainability:</b> Essential for business continuity	N	<b>Improvement:</b>	N

Compliance with legislation, policy and audit				New opportunity/ idea that leads to improvement	
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<b>Project Benchmarking:</b>	
<b>[12] What are the top 3 measures of success which will indicate that the project has achieved its aims?</b>	
1) Barbican Estate maintained to the high standards required.	
2) Works are managed to minimise disruption to residents and impact on the general public and wider public realm.	
3) Resident satisfaction above City's corporate targets.	
<b>[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.)</b>	
N/A	
<b>[14] What is the expected delivery cost of this project (range values)[£]?</b>	
Lower Range estimate: £3,300,000 Upper Range estimate: £8,000,000	
<b>[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:</b>	
N/A	
<b>[16] What are the expected sources of funding for this project?</b>	
The project is funded by the City Fund, the majority of the cost (circa 95%) is recoverable by way of service charges from long leaseholders.	
<b>[17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)?</b>	
Lower Range estimate: Sept 2025 – August 2027 Upper Range estimate: Sept 2025 – April 2028 The consultant contract needs to be in place by September 2025 to allow the full quantum of repairs to be established and the works tendered to allow the works to commence in April 2027 to take advantage of better weather.	

<b>Project Impact:</b>	
<b>[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?</b>	
No	
<b>[19] Who has been actively consulted to develop this project to this stage?</b>	
<(Add additional internal or external stakeholders where required) >	
Project Board	Housing Programme Board
Chamberlains:	Officer Name:

Finance	
Chamberlains: Procurement	Officer Name:
IT	Officer Name: N/A
HR	Officer Name: N/A
Communications	Officer Name: N/A
Corporate Property	Officer Name: N/A
Estate Management	Officer Name: Helen Davinson
Property Services	Officer Name: David Downing
<b>[20] Is this project being delivered internally on behalf of another department? If not ignore this question. If so:</b> <b>Please note the Client supplier departments.</b> <b>Who will be the Officer responsible for the designing of the project?</b> <b>If the supplier department will take over the day-to-day responsibility for the project, when will this occur in its design and delivery?</b>	
Client	Department: N/A
Supplier	Department: N/A
Supplier	Department: N/A
Project Design Manager	Department: N/A
Design/Delivery handover to Supplier	Gateway stage: N/A

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<b>Committees:</b> Streets & Walkways Sub Committee <i>[for decision]</i> Projects & Procurement Sub Committee <i>[for information]</i>	<b>Dates:</b> 16 September 2025 14 October 2025
<b>Subject:</b> Combined Section 278 Project Initiation Report <ul style="list-style-type: none"> <li>• 55 Old Broad Street</li> <li>• 1 Appold Street</li> <li>• Thavies Inn House</li> <li>• 60 Queen Victoria Street</li> <li>• 9 Bridewell Place</li> </ul> <b>Unique Project Identifiers:</b> <i>To be confirmed</i>	<b>Gateway 2:</b> <b>Project Proposal</b>
<b>Report of:</b> Executive Director Environment  <b>Report Author:</b> Tom Noble, Transport & Public Realm Projects	<b>For Information</b>
<h1>PUBLIC</h1>	

## Recommendations

<b>1. Next steps and requested decisions</b>	<p><b>Project Description:</b> A number of planning applications have been approved by the Planning &amp; Transportation Committee in recent months. All of these approvals are conditioned to require the developer to enter into a Section 278 agreement with the City of London Corporation. The scope of each Section 278 agreement is broadly established through the associated Section 106 agreements.</p> <p>As is standard for the City Corporation, all of the Section 278 agreements will include clauses that obligate the relevant developer to meet the full cost of the works.</p> <p><b>Next Gateway:</b> Various (refer to individual Project Briefings at Appendix 1)</p> <p><b>Next Steps:</b> Specific next steps are set out in individual Project Briefings at Appendix 1, however some apply across all projects:</p> <ul style="list-style-type: none"> <li>• Set up project budgets</li> <li>• Commence design work</li> <li>• Negotiate and enter into Section 278 agreements.</li> </ul> <p><b>Requested Decisions:</b></p> <ol style="list-style-type: none"> <li>1. That budgets are approved for each project, subject to</li> </ol>
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	<p>receipt of funds, as set out in the tables in Section 2;</p> <p>2. Note the total estimated costs of the projects (excluding risk) as set out in the Project Briefings;</p> <p>3. That authority is given to negotiate and enter into the individual Section 278 (or equivalent) agreements;</p> <p>4. That authority is given to advertise Traffic Regulation Orders where required, noting that any objections will be dealt with in the usual way.</p>																																								
2. Resource requirements to reach next Gateway	<table><tr><th colspan="4">Table 2.1: 55 Old Broad Street</th></tr><tr><th>Item</th><th>Reason</th><th>Funds/ Source of Funding</th><th>Cost (£)</th></tr><tr><td>Staff costs (Project Manager)</td><td>Project management, stakeholder liaison, report writing</td><td>Section 278</td><td>40,000</td></tr><tr><td>Staff costs (Engineer)</td><td>Design work, commissioning surveys</td><td>Section 278</td><td>35,000</td></tr><tr><td>Fees</td><td>To cover (but not limited to) Technical assessments, including any surveys and utility enquiries</td><td>Section 278</td><td>25,000</td></tr><tr><td>Total</td><td></td><td></td><td>100,000</td></tr></table> <table><tr><th colspan="4">Table 2.2: 1 Appold Street</th></tr><tr><th>Item</th><th>Reason</th><th>Funds/ Source of Funding</th><th>Cost (£)</th></tr><tr><td>Staff costs (Project Manager)</td><td>Project management, stakeholder liaison, report writing</td><td>Section 278</td><td>20,000</td></tr><tr><td>Staff costs (Engineer)</td><td>Design work, commissioning</td><td>Section 278</td><td>20,000</td></tr></table>	Table 2.1: 55 Old Broad Street				Item	Reason	Funds/ Source of Funding	Cost (£)	Staff costs (Project Manager)	Project management, stakeholder liaison, report writing	Section 278	40,000	Staff costs (Engineer)	Design work, commissioning surveys	Section 278	35,000	Fees	To cover (but not limited to) Technical assessments, including any surveys and utility enquiries	Section 278	25,000	Total			100,000	Table 2.2: 1 Appold Street				Item	Reason	Funds/ Source of Funding	Cost (£)	Staff costs (Project Manager)	Project management, stakeholder liaison, report writing	Section 278	20,000	Staff costs (Engineer)	Design work, commissioning	Section 278	20,000
Table 2.1: 55 Old Broad Street																																									
Item	Reason	Funds/ Source of Funding	Cost (£)																																						
Staff costs (Project Manager)	Project management, stakeholder liaison, report writing	Section 278	40,000																																						
Staff costs (Engineer)	Design work, commissioning surveys	Section 278	35,000																																						
Fees	To cover (but not limited to) Technical assessments, including any surveys and utility enquiries	Section 278	25,000																																						
Total			100,000																																						
Table 2.2: 1 Appold Street																																									
Item	Reason	Funds/ Source of Funding	Cost (£)																																						
Staff costs (Project Manager)	Project management, stakeholder liaison, report writing	Section 278	20,000																																						
Staff costs (Engineer)	Design work, commissioning	Section 278	20,000																																						

	surveys		
Fees	To cover (but not limited to) Technical assessments, including any surveys and utility enquiries	Section 278	10,000
<b>Total</b>			50,000
<b>Table 2.3: Thavies Inn House</b>			
<b>Item</b>	<b>Reason</b>	<b>Funds/ Source of Funding</b>	<b>Cost (£)</b>
Staff costs (Project Manager)	Project management, stakeholder liaison, report writing	Section 278	20,000
Staff costs (Engineer)	Design work, commissioning surveys	Section 278	20,000
Fees	To cover (but not limited to) Technical assessments, including any surveys and utility enquiries	Section 278	10,000
<b>Total</b>			50,000
<b>Table 2.4: 60 Queen Victoria Street</b>			
<b>Item</b>	<b>Reason</b>	<b>Funds/ Source of Funding</b>	<b>Cost (£)</b>
Staff costs (Project Manager)	Project management, stakeholder liaison, report writing	Section 278	20,000

Staff costs (Engineer)	Design work, commissioning surveys	Section 278	20,000
Fees	To cover (but not limited to) Technical assessments, including any surveys and utility enquiries	Section 278	10,000
<b>Total</b>			50,000

**Table 2.5: 9 Bridewell Place**

Item	Reason	Funds/ Source of Funding	Cost (£)
Staff costs (Project Manager)	Project management, stakeholder liaison, report writing	Section 278	20,000
Staff costs (Engineer)	Design work, commissioning surveys	Section 278	20,000
Fees	To cover (but not limited to) Technical assessments, including any surveys and utility enquiries	Section 278	10,000
<b>Total</b>			50,000

**Costed Risk Provision requested for this Gateway:** Not requested at this stage.

Funds have already been received, or are expected to be received, from the relevant developers for the evaluation and design stage of the projects. Provision is also made in the related Section 106 agreements for any excess payments during the evaluation and design stage to be recouped from the developers.

	<p>Unless otherwise requested by the developer, any remaining monies at the end of the evaluation and design stage will be put towards the implementation stage. The allocation of resources is subject to advance receipt of all funds.</p>
<p><b>3. Governance arrangements</b></p>	<ul style="list-style-type: none"> <li>• <b>Service Committee:</b> Streets &amp; Walkways Sub</li> <li>• <b>Senior Responsible Officer:</b> Bruce McVean (Assistant Director, Policy &amp; Projects)</li> <li>• Under the existing governance procedures Project boards are not expected to be required for any of the projects. Working groups involving key stakeholders will be established where appropriate. These projects will follow the new Corporate Project Governance procedures once the new approach is implemented.</li> <li>• All of these projects form part of a legal requirement between the City and the individual developers to enter a Section 278 agreement following a planning permission. At the initiation stage of these types of projects, the information available is very similar across all the projects and so a consolidated report has been used for this first stage. This approach has been used previously and works well.</li> <li>• 1 Appold Street is anticipated to be under the value of the formal gateway process and may be undertaken through existing delegated procedures and governance procedures. It is included in this consolidated report to seek the authority to enter a s278 agreement with the developer in due course.</li> </ul>

### **Project Summary**

<p><b>4. Context</b></p>	<p>4.1 A number of planning applications have been approved by either the Planning &amp; Transportation Committee, the Planning Applications Sub Committee or by Delegated Authority in recent months. All of these agreements require the applicant to enter into a Section 278 agreement with the City of London, to deliver changes to the highway in the vicinity of the site. An Evaluation &amp; Design (E&amp;D) payment, to progress initial design options, is required through the Section 106 agreement; the value of the E&amp;D is determined by the scale and complexity of the relevant application.</p> <p>4.2 The projects proposed for initiation in this report relate to the following planning permissions:</p>
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	<ul style="list-style-type: none"> <li>• 23/00469/FULEIA – 55 &amp; 65 Old Broad Street, EC2M 1RX</li> <li>• 22/01200/FULMAJ – 1 Appold Street, EC2A 2UU</li> <li>• 21/00885/FULMAJ – Thavies Inn House, 3-4 Holborn Circus, EC1N 2HA</li> <li>• 23/01422/FULMAJ – 60 Queen Victoria Street, EC4N 4TZ</li> <li>• 22/01070/FULMAJ – 9 Bridewell Place, EC4V 6AW</li> </ul>
<b>5. Brief description of project</b>	<p>5.1 Each project involves changes to the public highway in the vicinity of each site. All are fully funded via Section 278 agreements, as stipulated in the relevant Section 106 agreements.</p> <p>5.2 Descriptions of each individual project are contained in the Project Briefs appended to this report.</p>
<b>6. Consequences if project not approved</b>	6.1 The applicants would be in breach of their obligations under the Section 106 agreements (or equivalents) should approval not be granted to progress these projects.
<b>7. SMART project objectives</b>	Objectives for each project are set out in the Project Briefings at Appendix 1.
<b>8. Key benefits</b>	The anticipated benefits arising from each project are set out in the Project Briefings at Appendix 1.
<b>9. Project category</b>	7a. Asset enhancement/improvement (capital)
<b>10. Project priority</b>	A. Essential
<b>11. Notable exclusions</b>	None.

### Options Appraisal

<b>12. Overview of options</b>	12.1 The scope of each project is broadly outlined in the relevant Section 106 agreement and is summarised in the individual Project Briefings appended to this report. Further detail on options development will be reported through separate Gateway reports for each project.
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### Project Planning

<b>13. Delivery period and key dates</b>	<p><b>Overall:</b> The overall project durations vary and are largely dependent on the respective development programmes.</p> <p><b>Key dates:</b> Refer to Project Briefings.</p> <p><b>Other works dates to coordinate:</b> Coordination with other</p>
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	works will be assessed and reported in at future Gateways for each individual project.
<b>14. Risk implications</b>	<p><b>Overall project risk: Low</b></p> <p>14.1 The scope of each project is set out in the related Section 106 agreement; these agreements also obligate the developers to pay the full reasonable costs of the Section 278 works.</p> <p>14.2 The City Operations division has delivered many Section 278 projects and is experienced in managing the risks involved with such works.</p> <p>14.3 Individual risk registers will be produced and reported at future Gateways. Early-stage risks identified are as follows:</p> <ul style="list-style-type: none"> <li>• Developments are delayed impacting on project programme and budget.</li> <li>• Inaccurate or incomplete budget estimates, including inflationary issues, lead to budget increases.</li> <li>• Utility and utility survey issues lead to increased costs and / or scope of work.</li> <li>• Issues with external engagement and buy-in lead to project delays and / or increased costs.</li> <li>• Third party delays may impact negatively on project delivery (programme and / or budget).</li> </ul>
<b>15. Stakeholders and consultees</b>	<ul style="list-style-type: none"> <li>• Developers</li> <li>• Local businesses, including BIDS where relevant</li> <li>• Local residents</li> <li>• City of London Police</li> <li>• City divisions and departments, including Planning &amp; Development, City Gardens, Chamberlains and Comptroller &amp; City Solicitors.</li> </ul>

### **Resource Implications**

<b>16. Total estimated cost</b>	<p><b>Likely cost range (excluding risk):</b> £2,570,000</p> <p><b>Likely cost range (including risk):</b> £5,700,000</p> <p>Note that this is the total cost range across the four projects. Cost ranges for each individual project are contained in the Project Briefings.</p>
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<b>17. Funding strategy</b>	<p>Choose 1:</p> <p>All funding fully guaranteed</p>	<p>Choose 1:</p> <p>External - Funded wholly by contributions from external third parties</p> <p>All of the projects will be fully funded through Section 278 agreements, as required as part of the Section 106 agreements for each development.</p> <p>Consideration will be given to expanding the scope of some projects where appropriate (such as on streets where there are several developments and there may be a benefit in widening the remit to cover a wider area). In these cases, funding bids will be submitted as part of the capital bidding process for On Street Parking Reserve or Community Infrastructure Levy funding to cover the sections of highway not impacted by the developments. Approval would be sought through the Gateway procedure to expand the scope of the project(s). If funding bids were unsuccessful then the scope would not be expanded and the opportunity to combine works would be lost.</p> <p>Indicative cost ranges are shown in the Project Briefings at Appendix 1.</p>
<b>18. Investment appraisal</b>	<p>Not applicable.</p>	
<b>19. Procurement strategy/route to market</b>	<p>It is anticipated that all works including design and construction will be undertaken in-house. Should specialist input be required this will be sourced through a competitive tender process in line with City Procurement regulations.</p>	
<b>20. Legal implications</b>	<p>Section 278 of the Highways Act 1980 allows the City Corporation (as highway authority) to enter into an agreement with any person for the execution of any works which the authority are authorised to execute, on the terms that that person pays the whole or such part of the cost of the works as may be specified in the agreement, if they are satisfied it will be of benefit to the public.</p> <p>All of the Section 106 agreements linked to these developments require the developers to enter into Section 278 agreements with the City Corporation to deliver the highway works which are considered necessary to make the relevant development acceptable in planning terms.</p>	
<b>21. Corporate property implications</b>	<p>None.</p>	
<b>22. Traffic</b>	<p>Implications for traffic are expected to be minimal across all of</p>	



<b>implications</b>	the projects. However, where there are changes required to highway functions affecting traffic, these will be reported through the appropriate Gateway for the relevant project.
<b>23. Sustainability and energy implications</b>	<p>There are relevant sustainability impacts associated with these projects which will be considered during the design process.</p> <p>It is anticipated that all materials will be sustainably sourced where possible and be suitably durable for the design life of the asset.</p> <p>Any greening and planting in the public space will help to improve the scheme's climate resilience. Further information will be provided at future Gateways.</p>
<b>23 IS implications</b>	None.
<b>24 Equality Impact Assessment</b>	A Test of Relevance will be undertaken for each project and where indicated, an equality impact assessment will be undertaken. The City of London Street Accessibility Tool (CoLSAT), Equalities Analysis and the Healthy Streets Design Check processes will form a key part of the design of each project to ensure the deliverables maximise accessibility and inclusivity opportunities and improvements for as many users as possible.
<b>25 Data Protection Impact Assessment</b>	The risk to personal data is less than high or non-applicable and a data protection impact assessment will not be undertaken.

## Appendices

<b>Appendix 1</b>	Project Briefings
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## Contact

<b>Report Author</b>	Tom Noble
<b>Email Address</b>	tom.noble@cityoflondon.gov.uk

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# Project Briefing

Project identifier			
[1a] Unique Project Identifier	TBC	[1b] Departmental Reference Number	N/A
[2] Core Project Name	1 Appold Street s278		
[3] Programme Affiliation (if applicable)	Liverpool Street Healthy Streets Programme		

Ownership	
[4] Chief Officer has signed off on this document	Yes
[5] Senior Responsible Officer	Bruce McVean, Assistant Director, Policy & Projects
[6] Project Manager	TBC (Transport & Public Realm Projects team, City Operations)

Description and purpose					
<b>[7] Project Description</b>					
Improved public realm surrounding the development at 1 Appold Street. The changes will be fully funded through a Section 278 agreement. The scope of the project is defined in the Section 106 agreement and is likely to include, but not be limited to, repaving of the pavement on the eastern side of Appold Street.					
The next steps to reach the next Gateway include:					
<ul style="list-style-type: none"> <li>Undertake preparatory survey work and liaise with the required statutory undertakers and stakeholders to develop highways and public realm improvement options with the Developer;</li> <li>Negotiate and enter into a Section 278 agreement.</li> </ul>					
<b>[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)?</b>					
The developer is obligated by the Section 106 agreement to fund works to the public highway which are considered necessary to make the development acceptable in planning terms through entry into a Section 278 agreement.					
<b>[9] What is the link to the City of London Corporate plan outcomes?</b>					
<ul style="list-style-type: none"> <li>Vibrant Thriving Destination – provide more space for walking and making the City's streets more accessible.</li> <li>Flourishing Public Spaces – ensure our open spaces and historic sites are thriving, accessible and enrich people's lives.</li> </ul>					
<b>[10] What is the link to the departmental business plan objectives?</b>					
<ul style="list-style-type: none"> <li>Prioritise and provide more space for people walking and making the City's streets more accessible.</li> <li>Improve the quality of streets and public spaces to create a more attractive and welcoming public realm.</li> </ul>					
<b>[11] Note all which apply:</b>					
<b>Officer:</b> Project developed from Officer initiation	Y	<b>Member:</b> Project developed from Member initiation	N	<b>Corporate:</b> Project developed as a large scale Corporate initiative	N
<b>Mandatory:</b> Compliance with legislation, policy and audit	Y	<b>Sustainability:</b> Essential for business continuity	N	<b>Improvement:</b> New opportunity/ idea that leads to improvement	N

<b>Project Benchmarking:</b>	
<b>[12] What are the top 3 measures of success which will indicate that the project has achieved its aims?</b>	
1) Improved public realm surrounding the development.	
2) Increased proportion of pedestrian priority streets in the area.	
3) Improved accessibility for all users in the area.	
<b>[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.)</b>	
None.	
<b>[14] What is the expected delivery cost of this project (range values)[£]?</b>	
Lower Range estimate: £60,000 Upper Range estimate: £150,000	
<b>[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:</b>	
Commuted sums to maintain upgraded sections of the highway will be presented at a future Gateway but will be covered for a period of 20 years as is standard for Section 278 projects.	
<b>[16] What are the expected sources of funding for this project?</b>	
The project will be fully funded from a Section 278 agreement.	
<b>[17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)?</b>	
Estimate: Q4 2027/2028 to Q1 2028/2029, dependant on the Developer's construction progress.	

<b>Project Impact:</b>	
<b>[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?</b>	
No.	
<b>[19] Who has been actively consulted to develop this project to this stage?</b>	
<(Add additional internal or external stakeholders where required) >	
Chamberlains: Finance	Officer Name: Olu Obisesan
Chamberlains: Procurement	Officer Name: N/A
IT	Officer Name: N/A
HR	Officer Name: N/A
Communications	Officer Name: N/A
Corporate Property	Officer Name: N/A
External	N/A

# Project Briefing

Project identifier			
[1a] Unique Project Identifier	TBC	[1b] Departmental Reference Number	N/A
[2] Core Project Name	9 Bridewell Place s278		
[3] Programme Affiliation (if applicable)	Fleet Street Healthy Streets Programme		

Ownership	
[4] Chief Officer has signed off on this document	Yes
[5] Senior Responsible Officer	Bruce McVean, Assistant Director, Policy & Projects
[6] Project Manager	TBC (Transport & Public Realm Projects team, City Operations)

Description and purpose					
<b>[7] Project Description</b>					
<p>Improved public realm surrounding the development at 9 Bridewell Place. The changes will be fully funded through a Section 278 agreement. The scope of the project is defined in the Section 106 agreement and is likely to include, but not be limited to:</p> <ul style="list-style-type: none"> <li>• Introduction of seating and greenery;</li> <li>• Repaving of footways and resurfacing of carriageway.</li> </ul> <p>The next steps to reach the next Gateway include:</p> <ul style="list-style-type: none"> <li>• Undertake preparatory survey work and liaise with the required statutory undertakers and stakeholders to develop highways and public realm improvement options with the Developer;</li> <li>• Negotiate and enter into a Section 278 agreement.</li> </ul>					
<b>[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)?</b>					
The developer is obligated by the Section 106 agreement to fund works to the public highway which are considered necessary to make the development acceptable in planning terms through entry into a Section 278 agreement.					
<b>[9] What is the link to the City of London Corporate plan outcomes?</b>					
<ul style="list-style-type: none"> <li>• Vibrant Thriving Destination – provide more space for walking and making the City's streets more accessible.</li> <li>• Flourishing Public Spaces – ensure our open spaces and historic sites are thriving, accessible and enrich people's lives.</li> </ul>					
<b>[10] What is the link to the departmental business plan objectives?</b>					
<ul style="list-style-type: none"> <li>• Prioritise and provide more space for people walking and making the City's streets more accessible.</li> <li>• Improve the quality of streets and public spaces to create a more attractive and welcoming public realm.</li> </ul>					
<b>[11] Note all which apply:</b>					
<b>Officer:</b> Project developed from Officer initiation	Y	<b>Member:</b> Project developed from Member initiation	N	<b>Corporate:</b> Project developed as a large scale Corporate initiative	N
<b>Mandatory:</b>	Y	<b>Sustainability:</b> Essential for business continuity	N	<b>Improvement:</b>	N

Compliance with legislation, policy and audit				New opportunity/ idea that leads to improvement	
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<b>Project Benchmarking:</b>	
<b>[12] What are the top 3 measures of success which will indicate that the project has achieved its aims?</b>	
1) Increased number of street trees in the vicinity of the development.	
2) Increased proportion of pedestrian priority streets in the area.	
3) Improved accessibility for all users in the area.	
<b>[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.)</b>	
None.	
<b>[14] What is the expected delivery cost of this project (range values)[£]?</b>	
Lower Range estimate: £150,000 Upper Range estimate: £400,000	
<b>[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:</b>	
Committed sums to maintain upgraded sections of the highway will be presented at a future Gateway but will be covered for a period of 20 years as is standard for Section 278 projects.	
<b>[16] What are the expected sources of funding for this project?</b>	
The project will be fully funded from a Section 278 agreement.	
<b>[17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)?</b>	
Estimate: Q3 2027/2028 to Q1 2028/2029, dependant on the Developer's construction progress.	

<b>Project Impact:</b>	
<b>[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?</b>	
No.	
<b>[19] Who has been actively consulted to develop this project to this stage?</b>	
<(Add additional internal or external stakeholders where required) >	
Chamberlains: Finance	Officer Name: Olu Obisesan
Chamberlains: Procurement	Officer Name: N/A
IT	Officer Name: N/A
HR	Officer Name: N/A
Communications	Officer Name: N/A
Corporate Property	Officer Name: N/A
External	N/A

# Project Briefing

Project identifier			
[1a] Unique Project Identifier	TBC	[1b] Departmental Reference Number	N/A
[2] Core Project Name	55 Old Broad Street s278		
[3] Programme Affiliation (if applicable)	Liverpool Street Healthy Streets Programme		

Ownership	
[4] Chief Officer has signed off on this document	Yes
[5] Senior Responsible Officer	Bruce McVean, Assistant Director, Policy & Projects
[6] Project Manager	TBC (Transport & Public Realm Projects team, City Operations)

Description and purpose
<p><b>[7] Project Description</b></p> <p>Improved public realm surrounding the development at 55 Old Broad Street. The changes will be fully funded through a Section 278 agreement. The scope of the project is defined in the Section 106 agreement and is likely to include, but not be limited to:</p> <ul style="list-style-type: none"> <li>• Raised pedestrian crossing facilities on Wormwood Street and Old Broad Street, aligning with new and existing pedestrian routes;</li> <li>• Widening of the pavements on Old Broad Street and the introduction of inset loading bays where feasible;</li> <li>• Repaving of pavements and resurfacing of carriageways around the site;</li> <li>• Repaving the pavement, improved lighting and removal of redundant street furniture in Bishopsgate Churchyard</li> </ul> <p>The project area is adjacent to several other Section 278 schemes which are either underway or expected to commence shortly, and also sits within the London Wall Corridor Study area. Discussions relating to the interface of the respective workstreams are underway and any implications will be reported as part of future gateway reports.</p> <p>The next steps to reach the next Gateway include:</p> <ul style="list-style-type: none"> <li>• Undertake preparatory survey work and liaise with the required statutory undertakers and stakeholders to develop highways and public realm improvement options with the Developer;</li> <li>• Negotiate and enter into a Section 278 agreement.</li> </ul>
<p><b>[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)?</b></p> <p>The developer is obligated by the Section 106 agreement to fund works to the public highway which are considered necessary to make the development acceptable in planning terms through entry into a Section 278 agreement.</p>
<p><b>[9] What is the link to the City of London Corporate plan outcomes?</b></p> <ul style="list-style-type: none"> <li>• Vibrant Thriving Destination – provide more space for walking and making the City's streets more accessible.</li> <li>• Flourishing Public Spaces – ensure our open spaces and historic sites are thriving, accessible and enrich people's lives.</li> </ul>
<p><b>[10] What is the link to the departmental business plan objectives?</b></p> <ul style="list-style-type: none"> <li>• Prioritise and provide more space for people walking and making the City's streets more accessible.</li> </ul>

<ul style="list-style-type: none"> <li>Improve the quality of streets and public spaces to create a more attractive and welcoming public realm.</li> </ul>					
<b>[11] Note all which apply:</b>					
<b>Officer:</b> Project developed from Officer initiation	Y	<b>Member:</b> Project developed from Member initiation	N	<b>Corporate:</b> Project developed as a large scale Corporate initiative	N
<b>Mandatory:</b> Compliance with legislation, policy and audit	Y	<b>Sustainability:</b> Essential for business continuity	N	<b>Improvement:</b> New opportunity/ idea that leads to improvement	N

<b>Project Benchmarking:</b>
<b>[12] What are the top 3 measures of success which will indicate that the project has achieved its aims?</b>
1) Improved public realm surrounding the development.
2) Increased proportion of pedestrian priority streets in the area.
3) Improved accessibility for all users in the area.
<b>[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.)</b>
None.
<b>[14] What is the expected delivery cost of this project (range values)[£]?</b>
Lower Range estimate: £1.5m Upper Range estimate: £3.5m
<b>[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:</b>
Committed sums to maintain upgraded sections of the highway will be presented at a future Gateway but will be covered for a period of 20 years as is standard for Section 278 projects.
<b>[16] What are the expected sources of funding for this project?</b>
The project will be fully funded from a Section 278 agreement.
<b>[17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)?</b>
Estimate: Q2 2028/2029 to Q4 2028/2029, dependant on the Developer's construction progress.

<b>Project Impact:</b>	
<b>[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?</b>	
No.	
<b>[19] Who has been actively consulted to develop this project to this stage?</b> <(Add additional internal or external stakeholders where required) >	
Chamberlains: Finance	Officer Name: Olu Obisesan
Chamberlains: Procurement	Officer Name: N/A
IT	Officer Name: N/A
HR	Officer Name: N/A
Communications	Officer Name: N/A
Corporate Property	Officer Name: N/A
External	N/A



# Project Briefing

Project identifier			
[1a] Unique Project Identifier	TBC	[1b] Departmental Reference Number	N/A
[2] Core Project Name	60 Queen Victoria Street s278		
[3] Programme Affiliation (if applicable)	N/A		

Ownership	
[4] Chief Officer has signed off on this document	Yes
[5] Senior Responsible Officer	Bruce McVean, Assistant Director, Policy & Projects
[6] Project Manager	TBC (Transport & Public Realm Projects team, City Operations)

Description and purpose					
<b>[7] Project Description</b>					
Improved public realm surrounding the development at 60 Queen Victoria Street. The changes will be fully funded through a Section 278 agreement. The scope of the project is defined in the Section 106 agreement and is likely to include, but not be limited to:					
<ul style="list-style-type: none"> <li>Repaving of pavements where necessary around the development;</li> <li>Potential introduction of an additional Blue Badge space.</li> </ul>					
The next steps to reach the next Gateway include:					
<ul style="list-style-type: none"> <li>Undertake preparatory survey work and liaise with the required statutory undertakers and stakeholders to develop highways and public realm improvement options with the Developer;</li> <li>Negotiate and enter into a Section 278 agreement.</li> </ul>					
<b>[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)?</b>					
The developer is obligated by the Section 106 agreement to fund works to the public highway which are considered necessary to make the development acceptable in planning terms through entry into a Section 278 agreement.					
<b>[9] What is the link to the City of London Corporate plan outcomes?</b>					
<ul style="list-style-type: none"> <li>Vibrant Thriving Destination – provide more space for walking and making the City's streets more accessible.</li> <li>Flourishing Public Spaces – ensure our open spaces and historic sites are thriving, accessible and enrich people's lives.</li> </ul>					
<b>[10] What is the link to the departmental business plan objectives?</b>					
<ul style="list-style-type: none"> <li>Prioritise and provide more space for people walking and making the City's streets more accessible.</li> <li>Improve the quality of streets and public spaces to create a more attractive and welcoming public realm.</li> </ul>					
<b>[11] Note all which apply:</b>					
<b>Officer:</b> Project developed from Officer initiation	Y	<b>Member:</b> Project developed from Member initiation	N	<b>Corporate:</b> Project developed as a large scale Corporate initiative	N
<b>Mandatory:</b>	Y	<b>Sustainability:</b> Essential for business continuity	N	<b>Improvement:</b>	N

Compliance with legislation, policy and audit				New opportunity/ idea that leads to improvement	
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<b>Project Benchmarking:</b>	
<b>[12] What are the top 3 measures of success which will indicate that the project has achieved its aims?</b>	
1) Improved public realm surrounding the development.	
2) Increased proportion of pedestrian priority streets in the area.	
3) Improved accessibility for all users in the area.	
<b>[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.)</b>	
None.	
<b>[14] What is the expected delivery cost of this project (range values)[£]?</b>	
Lower Range estimate: £60,000 Upper Range estimate: £150,000	
<b>[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:</b>	
Committed sums to maintain upgraded sections of the highway will be presented at a future Gateway but will be covered for a period of 20 years as is standard for Section 278 projects.	
<b>[16] What are the expected sources of funding for this project?</b>	
The project will be fully funded from a Section 278 agreement.	
<b>[17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)?</b>	
Estimate: Q1 2027/2028 to Q3 2027/2028, dependant on the Developer's construction progress.	

<b>Project Impact:</b>	
<b>[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?</b>	
No.	
<b>[19] Who has been actively consulted to develop this project to this stage?</b>	
<(Add additional internal or external stakeholders where required) >	
Chamberlains: Finance	Officer Name: Olu Obisesan
Chamberlains: Procurement	Officer Name: N/A
IT	Officer Name: N/A
HR	Officer Name: N/A
Communications	Officer Name: N/A
Corporate Property	Officer Name: N/A
External	N/A

# Project Briefing

<b>Project identifier</b>					
<b>[1a] Unique Project Identifier</b>	TBC		<b>[1b] Departmental Reference Number</b>	N/A	
<b>[2] Core Project Name</b>	Thavies Inn s278				
<b>[3] Programme Affiliation (if applicable)</b>	Fleet Street Healthy Streets Programme				

<b>Ownership</b>					
<b>[4] Chief Officer has signed off on this document</b>	Yes				
<b>[5] Senior Responsible Officer</b>	Bruce McVean, Assistant Director, Policy & Projects				
<b>[6] Project Manager</b>	TBC (Transport & Public Realm Projects team, City Operations)				

<b>Description and purpose</b>					
<b>[7] Project Description</b>					
<p>Improved public realm surrounding the development at Thavies Inn House. The changes will be fully funded through a Section 278 agreement. The scope of the project is defined in the Section 106 agreement and is likely to include, but not be limited to:</p> <ul style="list-style-type: none"> <li>• Improvements to pavements and crossing points in the vicinity of the development, including widened footways and a raised table crossing on St Andrew Street;</li> <li>• Introduction of new street trees and other greening on St Andrew Street;</li> <li>• New seating, planting and cycle parking in Thavies Inn Courtyard;</li> <li>• Potential relocation of parking bays and Blue Badge spaces on St Andrew Street and Thavies Inn.</li> </ul> <p>The next steps to reach the next Gateway include:</p> <ul style="list-style-type: none"> <li>• Undertake preparatory survey work and liaise with the required statutory undertakers and stakeholders to develop highways and public realm improvement options with the Developer;</li> <li>• Negotiate and enter into a Section 278 agreement.</li> </ul>					
<b>[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)?</b>					
The developer is obligated by the Section 106 agreement to fund works to the public highway which are considered necessary to make the development acceptable in planning terms through entry into a Section 278 agreement.					
<b>[9] What is the link to the City of London Corporate plan outcomes?</b>					
<ul style="list-style-type: none"> <li>• Vibrant Thriving Destination – provide more space for walking and making the City's streets more accessible.</li> <li>• Flourishing Public Spaces – ensure our open spaces and historic sites are thriving, accessible and enrich people's lives.</li> </ul>					
<b>[10] What is the link to the departmental business plan objectives?</b>					
<ul style="list-style-type: none"> <li>• Prioritise and provide more space for people walking and making the City's streets more accessible.</li> <li>• Improve the quality of streets and public spaces to create a more attractive and welcoming public realm.</li> </ul>					
<b>[11] Note all which apply:</b>					
<b>Officer:</b> Project developed from Officer initiation	Y	<b>Member:</b> Project developed from Member initiation	N	<b>Corporate:</b>	N

				Project developed as a large scale Corporate initiative	
<b>Mandatory:</b> Compliance with legislation, policy and audit	Y	<b>Sustainability:</b> Essential for business continuity	N	<b>Improvement:</b> New opportunity/ idea that leads to improvement	N

<b>Project Benchmarking:</b>	
<b>[12] What are the top 3 measures of success which will indicate that the project has achieved its aims?</b>	
1) Increased number of street trees in the vicinity of the development.	
2) Increased proportion of pedestrian priority streets in the area.	
3) Improved accessibility for all users in the area.	
<b>[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.)</b>	
None.	
<b>[14] What is the expected delivery cost of this project (range values)[£]?</b>	
Lower Range estimate: £800,000 Upper Range estimate: £1.5m	
<b>[15] Total anticipated on-going revenue commitment post-delivery (lifecycle costs)[£]:</b>	
Committed sums to maintain upgraded sections of the highway will be presented at a future Gateway but will be covered for a period of 20 years as is standard for Section 278 projects.	
<b>[16] What are the expected sources of funding for this project?</b>	
The project will be fully funded from a Section 278 agreement.	
<b>[17] What is the expected delivery timeframe for this project (range values)? Are there any deadlines which must be met (e.g. statutory obligations)?</b>	
Estimate: Q3 2027/2028 to Q1 2028/2029, dependant on the Developer's construction progress.	

<b>Project Impact:</b>	
<b>[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?</b>	
No.	
<b>[19] Who has been actively consulted to develop this project to this stage?</b>	
<(Add additional internal or external stakeholders where required) >	
Chamberlains: Finance	Officer Name: Olu Obisesan
Chamberlains: Procurement	Officer Name: N/A
IT	Officer Name: N/A
HR	Officer Name: N/A
Communications	Officer Name: N/A
Corporate Property	Officer Name: N/A
External	N/A

<b>Committees:</b>  Streets and Walkways Committee <i>[for decision]</i>  Projects and Procurement Sub <i>[for information]</i>	<b>Dates:</b>  16 September 2025 14 October 2025
<b>Subject:</b> Smithfield Area Public Realm and Transportation Programme (Phase 1b)  <b>Unique Project Identifier:</b> PV Project ID: 11956	<b>Complex Issue Report (last report Gateway 3 Issue Report)</b>
<b>Report of:</b> Executive Director Environment  <b>Report Author:</b> Clarisse Tavin and James Aggio-Brewe, City Operations	<b>For Information</b>
<h1>PUBLIC</h1>	

<b>1. Status update</b>	<b>Project Description:</b>  <p>The Smithfield Area Public Realm and Transportation Programme aims to provide a holistic vision and coordinated approach to the delivery of new public spaces and improved environment in the Smithfield area. This is to be delivered in line with the Transport Strategy, the Climate Action Strategy and Destination City. It responds to the anticipated increase in the number of visitors to the area following the opening of the new London Museum (LM), the redevelopment of the Annexe Buildings, and the future transformation of the Meat Market.</p> <p>This project is developed in phases (see below) and this report relates to Phase 1b of the programme - Wider public realm improvements - which is part of a phased approach to align with the London Museum development and associated S278 improvements (see Phasing Plan in Appendix 3).</p> <ul style="list-style-type: none"> <li>• <u>Phase 1a (S278 project): Improvements to pavements around the future London Museum to be covered by the S278 Agreement</u>, together with interim public realm</li> </ul>
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	<p>improvements on West Smithfield. The aim is for this phase to be completed in time for the opening of the London Museum General Market site, which is planned for summer 2026.</p> <ul style="list-style-type: none"> <li>• <u>Phase 1b: Wider public realm improvements around the new Museum site</u> (both General and Poultry Markets). This includes the potential closure of West Smithfield and associated pedestrianisation of that street, with additional public realm improvements including planting, seating and historical interpretation. Phase 1b is programmed to be completed around the time of the full opening of the London Museum (expected Q4 2028), subject to any change to the programme required to accommodate the redevelopment of the Annexe Buildings. This phase is the subject of this report.</li> <li>• <u>Phase 2: Public realm improvements in the area surrounding the Meat Market site.</u> Delivery will be coordinated with the redevelopment of the Meat Market.</li> </ul> <p><b>RAG Status:</b> Amber (last report: Green)</p> <p><b>Risk Status:</b> Medium (last report: Low)</p> <p><b>Total Estimated Cost of Project (excluding risk):</b> £12m</p> <p><b>Change in Total Estimated Cost of Project (excluding risk):</b> N/A</p> <p><b>Spend to Date:</b> £ 1.3m</p> <p><b>Costed Risk Provision Utilised:</b> £0</p> <p><b>Funding Source:</b> OSPR</p> <p><b>Slippage:</b></p> <p>The project has slipped by approximately six months. This is in part due to:</p> <ul style="list-style-type: none"> <li>• Focussing staff resource on finalising the S278 legal agreement and design and engagement with the Museum on the emerging public realm design.(Phase 1a). The legal agreement still needs to be signed by the London Museum. The S278 requirements needed to be finalised in order to encompass them within the wider Phase 1b design.</li> <li>• Discussions with TfL are required regarding the potential closure of West Smithfield and the traffic changes required to enable the closure to proceed. The closure of West Smithfield will require changes to the junction of Farringdon Street with Snow Hill and/or the Charterhouse St junction. Farringdon Street is part of the Transport for London Road network (TLRN). It is necessary for both us and TfL to be comfortable that these changes are feasible ahead of any large scale public consultation.</li> </ul>
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<p><b>2. Requested decisions</b></p>	<p><b>Next Gateway:</b> Gateway 4 - Detailed Options Appraisal (Complex)</p> <p><b>2.1 Progress to date on Phase 1b</b></p> <ul style="list-style-type: none"> <li>• The detail design (RIBA Stage 3) for the public realm area surrounding the new London Museum (Phase 1b) is currently being developed. Early engagement with internal stakeholders and with the London Museum board have taken place.</li> <li>• The traffic changes needed to be able to close West Smithfield as proposed are understood. Detailed work to get the necessary approvals from TfL and ensure that the new layout is optimised needs to be undertaken and is the main reason for the request for additional funding within this report.</li> <li>• The lighting element of the project was progressed to detailed design stage, and a lighting trial was delivered in June 2025. It is anticipated that the lighting will be delivered to align with the phased opening of the General Market and Poultry Market as part of the Museum's opening timeline.</li> <li>• Long Lane COLSAT completed.</li> </ul> <p><b>2.2 Requested Decisions:</b></p> <ul style="list-style-type: none"> <li>• That an additional budget of £325k is approved for the Smithfield Area Public Realm project, funded from the approved in principle £12m OSPR project funding,.</li> <li>• Agree the revised current project budget of £1.945m (excluding risk).</li> <li>• Provide delegated approval to the Executive Director Environment for funding to be received from the Culture Mile BID to support temporary enhancements delivered as part of Phase 1a (see paragraph 6.4).</li> </ul> <p><b>2.3 Project Update (phase 1b)</b></p> <p>2.3.1 A Gateway 3 Issue report was approved in July 2024 and provided an update on the progress made to date. It was agreed for this project to restart and run in parallel with the requirements for London Museum S278 project.</p> <p>2.3.2 The July 2024 report noted that RIBA Stage 3 public realm design would commence once the scope of the London Museum S278 agreement was understood. This has progressed and has been developed focusing</p>
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	<p>on the needs of the public realm for this area. The traffic management requirements to facilitate this are understood but now need to be fully detailed and start their approvals process before the public realm design can be consulted upon.</p> <p>2.3.3 The next stage of work involves completion of the detailed design, traffic modelling and engagement with TfL and LB of Islington. This will be followed by the submission of the Gateway 4 report in early 2026 and a public consultation on the preferred option.</p> <p><u>Museum of London S278 project</u></p> <p>2.3.4 The General Market building is anticipated to open to the public in 2026. As part of that phase of opening, West Poultry Avenue will be stopped up and closed to traffic permanently and become the main entrance to the Museum. The second part of the museum opening for the Poultry Market building is planned for Q4 2028.</p> <p>2.3.5 The S278 project (Phase 1a) and this public realm project (Phase 1b), will have to dovetail with the Museum developments timescales, accommodating the use of highway for the completion of the building works where needed post 2026.</p> <p>2.3.6 The aim is to deliver the S278 works around the General market in 2026 and complete the S278 works around the Poultry Market and the wider public realm works in 2028. See indicative Phasing Plan in Appendix 3.</p> <p>2.3.7 There has been a delay in the Museum signing the S278, with a high associated risk of delay to the delivery programme and works. This may mean that the S278 works are not fully completed in time for the planned Museum opening in July 2026.</p> <p>2.3.8 It is also proposed to collaborate with the Culture Mile Business Improvement District (BID) on interim proposals aimed at enhancing the area during the construction period. These may include temporary installations such as seating, greening, pavement treatments, murals, artistic features, and lighting installations. The BID has indicated that they may be prepared to contribute to the cost of delivering interim improvements. Delegated approval to receive these funds is sought as part of this report.</p> <p>2.3.9 The London Museum have expressed that they would like to see West Smithfield closed to traffic when the General Market of their site opens in 2026. Officers will investigate if this is possible, however it has only</p>
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	<p>been recently confirmed by the London Museum that they did not require the use of West Smithfield for the continuation of their construction for the Poultry Market and operation of the General Market building. As a result, it will be very challenging to deliver an earlier closure, particularly given the complexity of changing access from Farringdon Street, and that closing this street will require a statutory consultation process, as highlighted elsewhere in the report.</p> <p><u>Annexe and Meat Market programme</u></p> <p>2.3.10 The project team has continued to liaise with the City Surveyor’s and in particular the new Market Sites Regeneration Programme team on both the Phase 1 improvements around the Museum site and the longer-term public realm improvements around the Meat Market area post any redevelopment (Phase 2). Engagement continues whilst plans for this area are developed.</p> <p>2.3.11 Timings for the Annexe development need to be confirmed once the preferred developer is in place. The City Surveyor Team is working with the Environment Team to ensure alignment between both schemes. There is a risk that the construction requirements for the Annexe Buildings may impact on delivery of some of the wider public realm improvements. These requirements and any impacts are not yet known, but ongoing engagement is taking place.</p> <p>2.3.12 It is expected that the full public realm vision for the whole area will not complete until at least the mid-2030s, following the redevelopment of the Meat Market area.</p>						
<b>3. Budget</b>	<p>Funding requested to reach the next Gateway.</p> <p><i>Table 1: funding table to reach next gateway</i></p> <table><tr><th>Item</th><th>Reason</th><th>Cost (£)</th></tr><tr><td>Consultant Costs (fees)</td><td>Traffic modelling with TfL, Traffic surveys as required, stakeholder engagement, public realm design work, Healthy Street Assessment</td><td>£225,000</td></tr></table>	Item	Reason	Cost (£)	Consultant Costs (fees)	Traffic modelling with TfL, Traffic surveys as required, stakeholder engagement, public realm design work, Healthy Street Assessment	£225,000
Item	Reason	Cost (£)					
Consultant Costs (fees)	Traffic modelling with TfL, Traffic surveys as required, stakeholder engagement, public realm design work, Healthy Street Assessment	£225,000					

	P&T Staff Costs	Project management	£50,000
	P&T Highways	Design engineering costs	£50,000
	<b>Total</b>		<b>£325,000</b>
	<p>1) Fees for consultancy services – to be used on TfL engagement, design work and traffic surveys and modelling, as well as stakeholder engagement. Consultants will be procured through the usual procurement guidelines and procedures.</p> <p>2) Staff time for 2 days per week for 6 months (combined with the S278 report to make around 3 days per week for 6 months)</p> <p>3) Staff time for a highways engineer to carry out detailed design work.</p> <p><b>Costed Risk Provision requested for this Gateway: £0k</b></p> <p>See detailed Funding tables in Appendix 2.</p>		
<b>4. Issue (update) description</b>	<p>4.1 It was anticipated that a Gateway 4 report would be presented to members in the summer of 2025.</p> <p>4.2 However, as noted above, there has been a slippage of approximately six months due to focussing staff resource on trying to finalise the S278 design and agreement, and in understanding what the traffic requirements would be to be able to progress a closure on West Smithfield to begin meaningful discussions with TfL.</p> <p>4.3 The Gateway 4 report will now be submitted in mid 2026.</p> <p>4.4 In order to get to Gateway 4 further funding will be required for the following items:</p> <ul style="list-style-type: none"> <li>• Carrying out the required traffic modelling and audit process with TfL on the potential traffic changes required to enable the closure of West Smithfield to traffic. This will include optioneering for the right design for the junction of West Smithfield/Snowhill and Farringdon Street to allow for required turning movements and improve the junction for people walking and Wheeling. Options for a right turn from Farringdon Street to Charterhouse Street will also be explored an alternative access point to the area.</li> <li>• Ongoing engagement with local stakeholders in the area</li> <li>• Finalising the public realm design for the area around the Museum site and key routes to the Museum.</li> <li>• Preparing for public consultation, which is planned to take place immediately after Gateway 4 approval.</li> </ul> <p>4.5 Following the COLSAT assessment carried out for Long</p>		

	<p>Lane, design work on improvements to this street will also be undertaken and included in the forthcoming Gateway 4 report. The aim of this work is to improve accessibility and comfort for people walking and wheeling to the museum from the Farringdon East Elizabeth Line entrance and from the Barbican tube station. There is also a S278 agreement with a hotel development on Long Lane, and therefore these works can be coordinated to achieve a wider improvement.</p>
	<p><b>Next steps:</b></p> <p>The key next steps are:</p> <ol style="list-style-type: none"> <li>1. Continue the development of the design for the wider public realm around the Museum boundary and for improvements to Long Lane. These will be progressed to detailed design to be presented at Gateway 4</li> <li>2. Continue stakeholder engagement where needed, including engagement with the London Museum and Culture Mile BID.</li> <li>3. Develop the design for the interim public realm improvements that will be in place for the museum opening.</li> <li>4. Carry out the Healthy Streets Design Check and undertake an EQIA assessment on the developing design for the Smithfield Area.</li> <li>5. Pedestrian and traffic modelling to be developed and start the appropriate approvals with TfL to assess the potential traffic changes in the area, aligning with TfL processes and standards</li> <li>6. Start to prepare materials for public consultation with the intention to undertake public consultation on the proposed design for the area after Gateway 4 approval.</li> </ol>

## **Appendices**

<b>Appendix 1</b>	Project Coversheet
<b>Appendix 2</b>	Finance tables
<b>Appendix 3</b>	Location and Phasing Plan (Upon request due to size)
<b>Appendix 4</b>	Risk Register

## **Contact**

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## Appendix 1: Project Coversheet

# Project Coversheet

### [1] Ownership

**Unique Project Identifier:** 11956      **Report Date:** 06/09/2025  
**Core Project Name:** West Smithfield Public Realm  
**Programme Affiliation:** City Transport Strategy , Climate Action Strategy, Destination City  
**Project Manager:** Clarisse Tavin / James Aggio-Brewe  
**Next Gateway to be passed:** 4

### [2] Project Brief

#### **Project Mission statement:**

To provide new public spaces and improved environment in West Smithfield in line with the planned implementation of the Look and Feel Strategy, Healthy Streets Plan, the Climate Action Strategy, and the development of Destination City. The project will aim to achieve the following outcomes:

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

The Look and Feel Strategy objectives that will be achieved through the project include:

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

The project will fulfil the following aims in the City's Corporate Plan:

1c, 3b, 9d, 10c, 11a.

**Definition of need:**

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

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

**Risk**

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

CR21 Air Quality, CR20 Road Safety

**Key measures of success:**

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

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

**[3] Highlights****Finance:**

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

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

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

**Programme Affiliation [£]:** Culture Mile Programme

**Headline Financial changes:****Since 'Project Proposal' (G2) report:**

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

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

£75,000 was approved to progress some works on salvaging surface material via an Issue Report in December 2021, and £130,000 were further approved in March 2023. Further Issues reports have pushed this up to £1.63m before the approval of this report.

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

n/a

**Project Status:**

**Overall RAG rating:** Green

**Previous RAG rating:** n/a

**[4] Member Decisions and Delegated Authority****[5] Narrative and change****Date and type of last report:**

Issue Report in July 2024

**Key headline updates and change since last report.**

- A Gateway 3 Issue report was approved in December 2021 and provided an update on the progress made to date, outlined the programme change, and set out the project next steps
- The project has been phased to align with key dependencies projects as follow (see Phasing Plan in Appendix 3):

- Stage 3.1: Overarching strategies and approaches to develop elements of the Concept Design and to test feasibility
- Stage 3.2: Completed Developed Designs for Area 1 (area around the future Museum of London site)
- Stage 3.3: Completed Developed Designs for Area 2 (area around the future Meat Market site)
- Stage 3.1 is now complete.
- The Museum of London development in West Smithfield resubmitted its application in Autumn 2022. The New Museum of London intends to host opening events in late 2025, with the General Market and West Poultry Avenue open to the public in mid-2026.
- It is anticipated that Stage 3.2 of the public realm project design for Area 1 will commence when the broad scope of the Museum of London S106 agreement (and within this document the outline scope of its associated S278 agreement) is understood.

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

**Since 'Project Proposal' (G2) report:**

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

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

n/a

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

n/a

**Timetable and Milestones:**

**Expected timeframe for the project delivery:** Area 1 implementation to start by end 2026; Area 2 implementation to be complete by 2030's to align with the Meat Market programme.

**Milestones:**

- 1) Governance set up and agreed (May 2019)
- 2) Project objectives and scope agreed through initial stakeholder engagement (May 2019)
- 3) Relevant surveys undertaken to inform setting KPIs (September 2019)
- 4) Research and Baseline report completed, including traffic surveys (September 2019)
- 5) Procurement of consultants for concept design and developed design stages for the public realm (June – December 2019)
- 6) Procurement of consultants/ services for transportation surveys to support the Healthy Streets (HSP) work (June – July 2019)
- 7) Completion of the concept design (October 2020)
- 8) Gateway 3 report and stakeholder engagement (December 2020)
- 9) Developed design for the public realm for Area 1 and subsequent Gateway 4 approval (Summer 2023)
- 10) Technical Design (construction package) for Area 1 and Gateway 5 approval (2026)
- 11) Construction begins (2026/2027)
- 12) Post construction, Gateway 6 report, and monitoring (through 2030's)

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



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

### **Risks and Issues**

#### **Top 3 risks:**

<i>Risk 1: Funding</i>	<i>Description</i>	<i>The sources of project funding and the release of funds is not agreed in time to progress the project</i>
	<i>Mitigation</i>	<i>Project funding confirmed via committee reports in good time.</i>
<i>Risk 2: Partnership/ Timing</i>	<i>Description</i>	<i>There are many different project dependencies and elements to be phased. There is a risk that these elements may not be complete in a time that is appropriate for the dependencies e.g. the Museum of London opening. There is a risk that the public realm project may have to be updated if the dependency projects are cancelled</i>
	<i>Mitigation</i>	<i>Commission key work, e.g. transportation studies and concept design, in a timely manner Close working with dependency project teams to understand programmes and risks relating to their work</i>
<i>Risk 3: Complexity/ Partnerships</i>	<i>Description</i>	<i>Decision-making processes delayed due to the complexity of the project</i>
	<i>Mitigation</i>	<i>Set up robust governance for the project and a clear communications strategy</i>
<i>Risk 4: Reputation/ Objections</i>	<i>Description</i>	<i>The project may recommend changes which may create some opposition from groups (i.e. measures to reduce traffic that include road closures).</i>
	<i>Mitigation</i>	<i>Stakeholder engagement will be thorough to understand where this risk may occur and plan accordingly; and key messages setting out the rationale for change will be drafted.</i>
<i>Risk 5: Scope (Environmental)</i>	<i>Description</i>	<i>The scope of the project is scaled back, which would mean that the project does not deliver the impact required to meet the goals in the Transport Strategy and the Climate Action Strategy, nor the ambitions of Culture Mile.</i>
	<i>Mitigation</i>	<i>Public Realm consultants are preparing design options that meet the ambitious scope of the project</i>

See 'risk register template' for full explanation.

#### **Top 3 issues realised**

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


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

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

Table 1: Spend to Date -			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	£ 49,500.00	£ 22,107.52	£ 27,392.48
Legal Staff Costs	£ 20,020.00	£ 0.20	£ 20,019.80
Open Spaces Staff Costs	£ 18,600.00	£ 8,039.05	£ 10,560.95
P&T Staff Costs	£ 340,761.83	£ 340,334.57	£ 427.26
P&T Fees	£ 991,597.00	£ 806,090.00	£ 185,507.00
Env Servs Works	£ 60,000.00		£ 60,000.00
<b>TOTAL</b>	<b>£ 1,480,478.83</b>	<b>£ 1,176,571.34</b>	<b>£ 303,907.49</b>
Table 2: Resources Required to reach the next Gateway			
Description	Approved Budget (£)	Adjustment Required (£)	Revised Budget (£)
Env Servs Staff Costs	£ 49,500.00	£ 50,000.00	£ 99,500.00
Legal Staff Costs	£ 20,020.00	£ -	£ 20,020.00
Open Spaces Staff Costs	£ 18,600.00	£ -	£ 18,600.00
P&T Staff Costs	£ 340,761.83	£ 50,000.00	£ 390,761.83
P&T Fees	£ 991,597.00	£ 225,000.00	£ 1,216,597.00
Works	£ 60,000.00	£ -	£ 60,000.00
Costed Risk Provision	£ 35,000.00	£ -	£ 35,000.00
<b>TOTAL</b>	<b>£ 1,515,478.83</b>	<b>£ 325,000.00</b>	<b>£ 1,840,478.83</b>

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**City of London: Projects Procedure Corporate Risks Register**

Project name: Smithfield Public Realm

Unique project identifier: 11956

Total est cost (exc risk) £12000000

Corporate Risk Matrix score table

PM's overall risk rating	Medium		Minor impact	Serious impact	Major impact	Extreme impact
Avg risk pre-mitigation	9.3	Likely	4	8	16	32
Avg risk post-mitigation	5.1	Possible	3	6	12	24
Red risks (open)	2	Unlikely	2	4	8	16
Amber risks (open)	12	Rare	1	2	4	8
Green risks (open)	2					

Costed risks identified (All)

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

Costed risk pre-mitigation (open)

£0.00	0%
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" "

Costed risk post-mitigation (open)

£0.00	0%
-------	----

" "

Costed Risk Provision requested

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

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

Number of Open Risks	Avg Score	Costed impact	Red	Amber	Green
0	0.0	£0.00	0	0	0
3	9.3	£0.00	0	3	0
5	6.4	£0.00	0	3	2
6	11.7	£0.00	2	4	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
2	9.0	£0.00	0	2	0
0	0.0	£0.00	0	0	0

Issues (open)	0
All Issues	0

Open Issues

All Issues

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

Cost to resolve all issues (on completion)

£0.00

Total CRP used to date

£0.00

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<b>Committees:</b> Streets & Walkways Sub-committee (For Decision) Planning & Transportation Committee (For Information) Projects & Procurement Sub-Committee (For Information)	<b>Dates:</b> 16 September 2025 21 October 2025 14 October 2025
<b>Subject:</b> Aldgate to Blackfriars Cycleway  <b>Unique Project Identifier:</b> 699	<b>Gateway 3/4</b> Regular <b>Progress Report</b>
<b>Report of:</b> Executive Director Environment  <b>Report Author:</b> Albert Cheung, Street Space Planning	<b>For Information</b>
<h1>PUBLIC</h1>	

<b>1. Status update</b>	<b>Project Description:</b> <p>1.1 The Transport Strategy identifies a core network of cycling routes in the City. To be delivered in phases, it aims to make the Square Mile a safe, attractive, and accessible place for people to cycle by applying a minimum standard for cycling provision.</p> <p>1.2 In October 2024, the Streets &amp; Walkways Sub-committee approved the Aldgate to Blackfriars Cycleway Gateway 3/4 report. This included proposals for two-way protected cycle lanes on Queen Victoria Street along the northern kerbside between Puddle Dock and Friday Street, with people cycling separated from traffic by central islands.</p> <p>1.3 This side of Queen Victoria Street was selected because it has the least number of side streets and vehicle accesses and was therefore considered the most optimal for safety and quality. Parking for disabled and coach users has been retained but the bays on the northern kerbside are displaced to the southern side of Queen Victoria Street and Friday Street.</p> <p>1.4 Bus stop bypasses, also known as a floating bus stop,</p>
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	<p>have been incorporated into design. This is where a protected cycle lane runs between the pavement and the bus stop. The primary purpose of a bus stop bypass is to continue the protection for people cycling from motorised vehicles by maintaining the cycle track through the bus stop area. People boarding or alighting from the bus do so using an island which is accessed by crossing the cycle lane/s.</p> <p>1.5 Along all other sections of the Aldgate to Blackfriars Cycleway, conventional single direction protected cycle lanes on each side of the road are provided. Where traffic volumes are low enough and considered safe, people cycling will mix with motorised vehicles.</p> <p>1.6 The whole route has been assessed and designs developed to meet current design guidance and standards, which aim to ensure that no one feels excluded from cycling due to safety concerns. The cycleway scheme layout plan is shown in Appendix 1.</p> <p>1.7 Transport for London (TfL) cycleway funding is available to schemes which meet TfL's new cycle route quality criteria. To date, TfL has fully funded the evaluation and design development through grants provided to the City Corporation. The current design, which includes fully protected cycle lanes, meets TfL's requirements.</p> <p>1.8 TfL confirms and releases cycleway funding in stages. Future funding for detailed design and traffic modelling will depend on the outcomes and approvals of this report (in terms of whether the cycleway design continues to meet TfL's quality criteria). Currently, the exclusion of bus stop bypasses would fall short of providing fully protected cycle lanes where they are needed to meet TfL's requirements and therefore would not be successful in obtaining future TfL cycleway funding.</p> <p>1.9 While TfL have indicated that they will continue to fund the project, subject to it meeting their design standards, the City Corporation is expected to match fund the cycleway's construction. This contribution is likely to come from OSPR or CIL funding. This funding strategy remains subject to a future bid and approval through the Priorities Board / RASC. As the OSPR and CIL funds are currently fully committed, future funding will only be possible as and when opportunities and circumstances allow. An extension to the project programme is expected to enhance the likelihood of a successful funding bid, as it would allow time for the OSPR and CIL funds to build up.</p>
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	<p><b>RAG Status:</b> Green at last report to Committee</p> <p><b>Risk Status:</b> Medium at last report to committee</p> <p><b>Total Estimated Cost of Project (excluding risk):</b> £4.0-£4.5M</p> <p><b>Spend to Date:</b> £323,188 (fully funded by TfL)</p> <p><b>Costed Risk Provision Utilised:</b> None</p>
<b>2. Key points to note</b>	<p><b>Next Gateway:</b> Gateway 5 - Authority to Start Work (Regular)</p> <p><b>Key Points:</b></p> <ul style="list-style-type: none"> <li>• Following Gateway 3/4 approval, a public consultation on the cycleway scheme was carried out. Overall, the public consultation results show 79% of participants (466 respondents) expressed a positive view on the proposed changes to deliver the cycleway, whilst 18% of consultation participants (106 respondents) expressed a negative view and 3% of consultation participants were neutral.</li> <li>• A bus stop bypass is an essential facility for delivering continuous protected cycle lanes, which are critical to creating a safe, attractive and inclusive cycle route. They enable more people, including women, children, and some disabled people to cycle. However, bus stop bypasses do cause difficulties for other groups, particularly visually impaired people, who may feel excluded from safely accessing the bus stop.</li> <li>• The focus group of disabled people was overall supportive of the cycleway proposals, however, there was concern that bus stop bypasses do cause difficulty for visually impaired people. Concerns about the impact of the bus stop bypasses, particularly on people who are blind and visually impaired were also raised by the Royal National Institute of Blind People (RNIB) and the National Federation of Blind People UK (NFBUK).</li> <li>• The analysis of the latest collision data available showed that there was not a significant collision issue along the proposed cycle route. In 2024, traffic counts on Queen Victoria Street recorded two-way motorised vehicle volumes of over 600 vehicles per hour during both the morning and evening peak periods. These volumes exceed the design guidance threshold for which protected space for cycling is required.</li> <li>• In June 2025, a Members' briefing was held at which representatives from a range of stakeholder groups</li> </ul>

	<p>discussed the implications of bus stop bypasses. Organisations representing blind people called for the delivery of bus stop bypasses to be stopped or deferred until new guidance is published and a fully inclusive solution identified. In contrast, other groups, including those representing disabled people who use a cycle as a mobility aid, expressed support for progressing with the delivery of the cycleway without delay.</p> <ul style="list-style-type: none"> <li>• The Aldgate to Blackfriars Cycleway equalities impact assessment has been updated following extensive stakeholder engagement. The outcome has indicated that, while there are negative impacts, these do not constitute unlawful discrimination, and the cycleway proposal is considered to be objectively justified.</li> <li>• Five options have been considered for taking the Cycleway project forward. These range from proceeding as proposed to cancelling the project due to the implications of bus stop by passes.</li> <li>• London and national guidance on bus stop bypasses is currently being updated, with publication expected in early 2026. A short pause to the project to allow for the release and review of this updated guidance, ensures the cycleway scheme is aligned, is considered reasonable and responsible.</li> </ul> <p><b>Requested Decisions:</b></p> <p>Members of the Streets and Walkways Sub-committee are asked to:</p> <ol style="list-style-type: none"> <li>1. Agree to defer the project (Option 2) until updated guidance on bus stop bypasses is published, as detailed in Section 6.</li> </ol>
<b>3. Reporting period</b>	Between November 2024 and September 2025
<b>4. Progress to date</b>	<p><u>Public Consultation</u></p> <p>4.1 A public consultation on the proposals for the Aldgate to Blackfriars Cycleway opened on 9 December 2024 and ran for nine weeks, with the online survey closing on Sunday 9 February 2025. Commonplace, a specialist consultant was commissioned to host the public consultation. The online consultation survey page was viewed over 6,500 times and resulted in over 1,200 survey contributions, made by over 560 people.</p>

#### 4.2 Engagement prior and during the consultation included:

- Pre-engagement meetings with key stakeholders, including affected local occupiers, London Cycling Campaign and Transport for London.
- Promotion via Business Improvement Districts.
- Email communication to stakeholders and interest groups.
- 2,100 leaflets distributed to building occupiers along the proposed cycle route.
- 30 large on-street publicity posters.
- Drop-in sessions where the public could discuss the proposals with the project team.

4.3 The public consultation received a high proportion of responses from people who cycle as well as a significant proportion of respondents that did not specify what mode(s) of transport they use. Responses have been separated in the summary below.

4.4 The online consultation split the proposed cycleway into four sections.

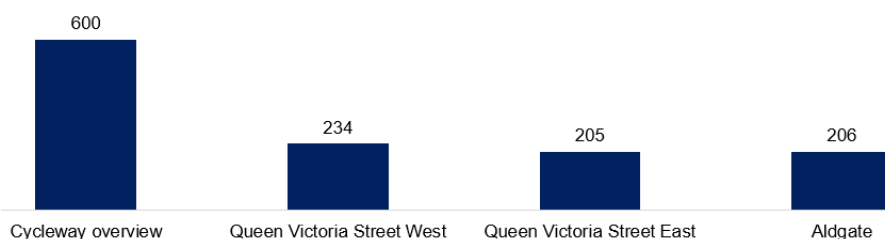
- Queen Victoria Street - west (western section)
- Queen Victoria Street - east (eastern section)
- Aldgate
- Whole route overview

4.5 This enabled people to provide feedback on a specific area of interest, different areas or to comment on the whole cycle route.

4.6 A breakdown of the 1,245 survey contributions by area, made by over 560 people (some people made more than one contribution) is shown in Chart 1 below.

**Chart 1: Public Consultation Survey Contributions (1,245 contributions)**

n=1,245



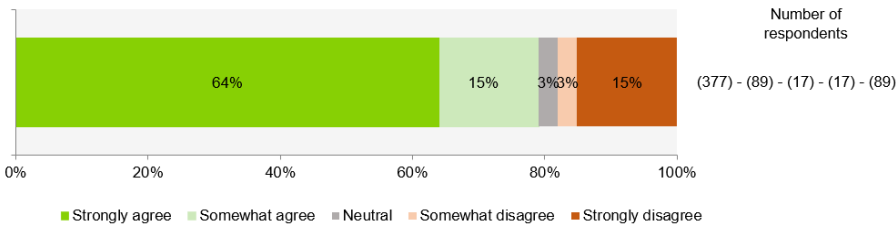
4.7 In addition to the questions on the four sections of the cycle route, each respondent was also asked a series of optional demographic and travel questions.

4.8 The consultation responses for the three sections (Queen Victoria Street west, Queen Victoria Street east and Aldgate) were consistent with responses on the cycleway overview which are discussed in paragraphs 4.19 to 4.30. The results for each of the three sections can be found in Appendix 2.

Cycleway Overview – consultation findings

4.9 This referred to the whole cycleway between Aldgate and Blackfriars.

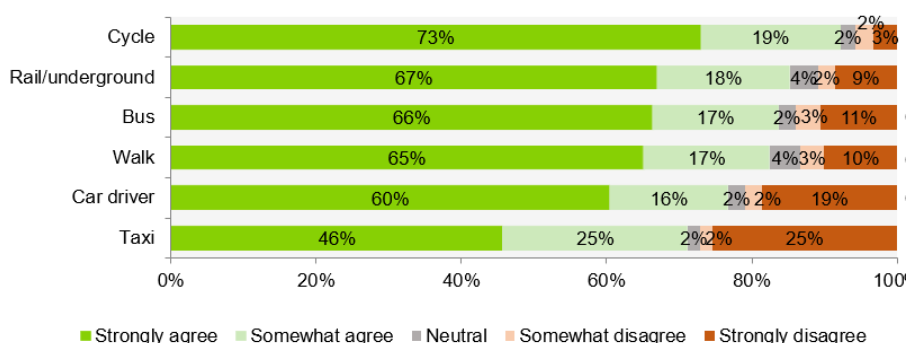
**Chart 2: Levels of agreement with the proposed changes (589 respondents)**



4.10 The results show 79% of consultation participants (466 respondents) expressed a positive view of the proposed changes to deliver the cycleway, whilst 18% of consultation participants (106 respondents) expressed a negative view and 3% of consultation participants were neutral.

4.11 Analysis has been carried out to examine how agreement with the proposed changes varied based on respondents' reported modes of travel. Respondents were able to select multiple modes of transport. However, certain travel modes, such as private hire vehicle drivers and passengers, motorcyclists, and van or lorry drivers, had too few responses to support meaningful analysis.

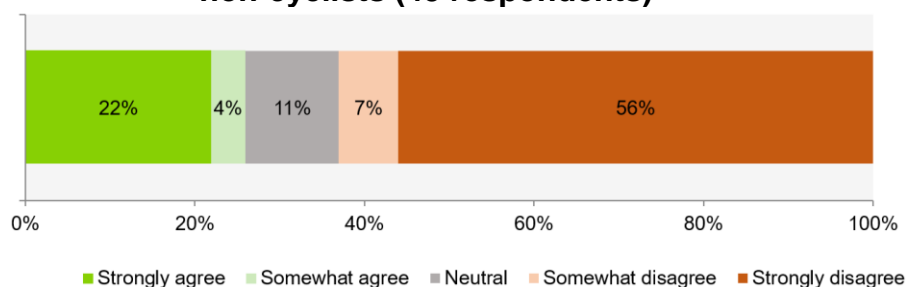
**Chart 3: Agreement with the proposed changes by travel mode (326 respondents)**



4.12 Noting that people could select multiple answers, Chart 3 shows there was agreement for the proposed changes across all modes of travel. Support was highest among those who cycle (92% or 259 respondents), followed by users of rail/underground (85% or 219 respondents), bus users (84% or 174 respondents), and people who walk (82% or 222 respondents). In contrast, opposition was limited. While still supportive overall, 21% of those identifying as car drivers (9 respondents) and 27% of taxi users (16 respondents) expressed disagreement with the proposed changes.

4.13 Further analysis considered responses from those who did not select cycling as a mode of travel. The number of people who answered the mode of travel question and do not cycle is comparatively low with 45 respondents. Chart 4 below shows their level of agreement.

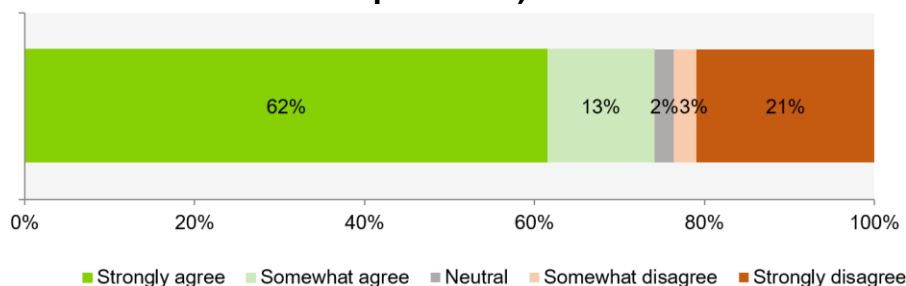
**Chart 4: Agreement with the proposed changes from non-cyclists (45 respondents)**



4.14 Over 60% (28 respondents) disagreed with the proposed changes. For many, this disagreement was strong. In contrast, just 26% (12 respondents) agreed, while 11% expressed a neutral opinion.

4.15 263 respondents did not provide an answer for how they travelled through the area. This is a significant proportion, 45% of the total number of consultation participants. Chart 5 below shows the levels of agreement with the proposed changes for respondents with an unspecified travel mode.

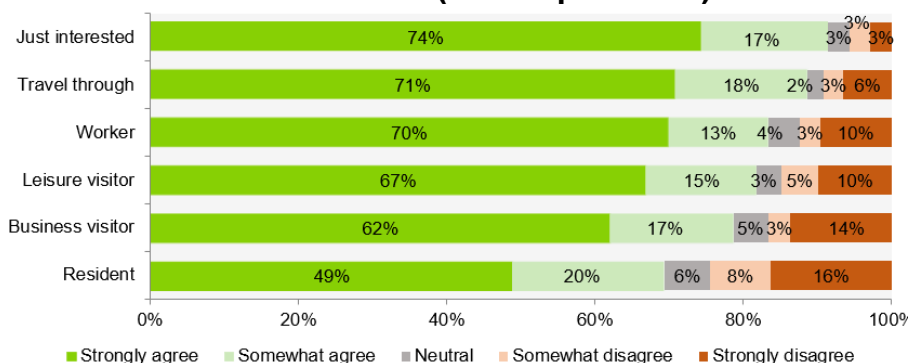
**Chart 5: Agreement with the proposed changes for those not answering the travel mode question (263 respondents)**



4.16 75% of consultation participants (197 respondents) who did not specify a travel mode, agreed with the proposed changes. For many, this agreement was strong. 24% (63 respondents) disagreed, while 3 respondents expressed a neutral opinion.

4.17 Analysis has also been carried out to examine how agreement with the proposed changes varied based on respondents' relationship to the area. Respondents were able to select multiple relation types, where applicable. However, certain types, such as business owners, drivers/riders, and students, had too few responses to support meaningful analysis.

**Chart 6: Agreement with the proposed changes by relation to the area (358 respondents)**

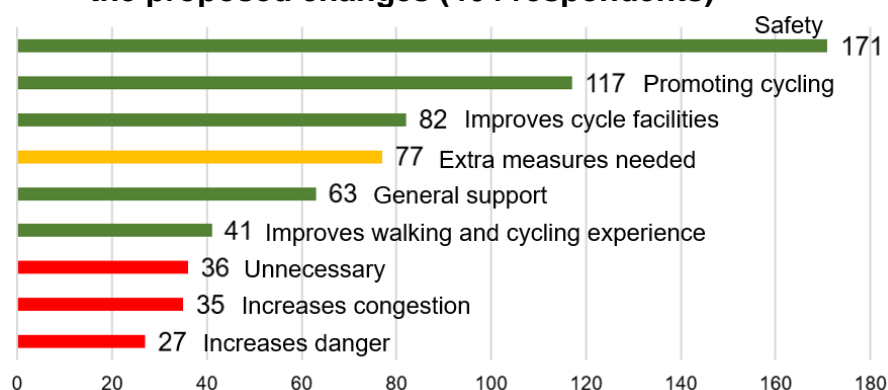


4.18 Chart 6 shows agreement for the scheme consistently above 65%. The highest level of

disagreement was from local residents with 24% disagreeing with the proposed changes.

4.19 464 respondents provided additional comments. Some respondents made more than one comment. The key themes emerging from these comments and the number of comments made are shown in Chart 7 below. Those responses in green, amber and red represents favorable, neutral or negative views of the proposals respectively.

**Chart 7: Reason for supporting or not supporting the proposed changes (464 respondents)**



4.20 Among the 77 respondents who mentioned that extra measures were needed, 14 responses called for an alternative to the proposed bus stop bypasses, due to safety concerns for people walking or wheeling who would need to cross the cycle track to access the bus stop. Similar concerns were also received in a letter from the Royal National Institute of Blind People (RNIB). The National Federation of the Blind UK (NFBUK) did not respond directly to the consultation but contacted Members to highlight their concerns about bus stop bypasses.

4.21 In addition to the consultation survey, a letter was received from the City of London School, which raised concerns regarding changes to the coach parking. These concerns were subsequently resolved following a meeting with the school. The College of Arms also raised concerns about the potential impact of the cycle track on their access and property. However, officers consider that these matters can be addressed during the detailed design stage of the scheme.

## Accessibility Review

4.22 Transport for All, a pan-disability disabled-led organisation supporting inclusive transport, were commissioned to undertake an accessibility review of the Aldgate to Blackfriars Cycleway. The review included focus group engagement with disabled people and local stakeholders, and an independent accessibility design review. The findings are summarised below.

4.23 The focus group with disabled people was attended by 10 people (both online and in person), who reviewed the cycleway proposals from a variety of perspectives, taking a pan-disability approach. Reviewing the proposal plans and cycleway visualisations, the focus group discussed current and potential barriers, with their lived experience at the centre of the conversations. A summary of the focus group feedback is provided in Table 4.1 below. Full details are included in Appendix 3

**Table 4.1 – Lived Experience Focus Group - Feedback**

Topic	Description
Navigation and Wayfinding	<p>Accessible wayfinding for neurodivergent and blind people. Signage should be consistent and at an accessible height</p> <p>Use materials and infrastructure with high colour contrast and tactile wayfinding features.</p>
Physical Design and Infrastructure	<p>Shared walking and cycling areas are problematic particularly for disabled people.</p> <p>Support for dedicated protected cycle lanes which allow adapted cycles and mobility scooters.</p> <p>Preference varies between bollards, kerbs, and concrete separators but agreement on physical separation reduces risk and improves clarity.</p>
Safety and Risk Mitigation	<p>Speed and quiet operation of cycles and scooters were major safety risks, especially for blind/visually impaired people.</p>



			<p>Poorly designed junctions and bus stop bypasses increase safety risk, particularly in shared areas.</p> <p>Suggested mitigations included: audible crossings, tactile paving, speed limits, visual cues for safe crossing, countdown timers, good lighting, and safe refuge zones at crossings.</p>
	Public Education and Behaviour		<p>Support for education campaigns, especially around bus stop bypasses, cycleway rules, and use of mobility devices in cycle lanes.</p> <p>Need for considerate cycling.</p> <p>Better understanding / signage on who (mobility scooters) can use cycleways.</p> <p>Regulation of rental e-bike parking and speed enforcement</p>
	Environment and Accessibility Barriers		<p>Pavements and drop kerbs blocked with parked rental e-bikes</p> <p>Inadequate lighting, poor maintenance of tactile paving, and improperly placed greenery were flagged as hazards</p> <p>Planters, trees, and soft landscaping are welcome but must not compromise accessibility</p>
<p>4.24 Only two organisations responded to the invitation to the focus group with external stakeholders – the City River Partnership and local representatives from the London Cycling Campaign. Their main recommendations were to prioritise physically separated, inclusive, and accessible cycleways with clear wayfinding, safe junctions, and measures to reduce speed in shared areas.</p>			
<p>4.25 Emphasis was placed on delivering high quality infrastructure along the full route to serve a diverse range of users including women, children, disabled people using adapted cycles, and cargo bike riders. This should be supported by enforcement against misuse of cycle infrastructure by powered two-wheelers and better management of rental e-bike parking. They also highlighted the need for careful construction planning to minimise disruption and</p>			

maintain safe cycling conditions during construction. Full details are included in Appendix 3.

4.26 An accessibility design review was also carried out by Transport for All to ensure that the proposed design is as inclusive as possible. A summary of the recommendations is provided in Table 4.2 and in full in Appendix 3.

**Table 4.2 – Accessibility Design Review Summary**

Topic	Description
Pavement	Ensure a minimum 2.0 metre unobstructed pavement width. Standard reference in: - Inclusive Mobility, BS 8300
Signal Crossings	Crossings should include tactile paving, audible signals, adequate crossings times for slow moving people. Standard reference in: - Inclusive Mobility, BS 8300, Highway Code
Clearly separated cycling and walking areas	At the bus stop by passes ensure that tactile delineators and surface contrast are used. Standard reference in: - Inclusive Mobility, BS 8300, LTN 1/20
Accessible wayfinding and rest areas	Along the cycle route tactile or audio signage and maps should be installed.  Seating ideally with cover/ shade should be provided at regular intervals for rest stops. Standard reference in: - Inclusive Mobility, BS 8300, LTN 1/20
Parking	Ensure that relocated disabled and coach parking does not obstruct any walking routes or reduce visibility at crossings. Standard reference in: - Inclusive Mobility, BS 8300, LTN 1/20
Mobility scooter	The cycleway should be appropriately designed to accommodate mobility scooters in terms of width, quality, step free access, safe transitions, and gradients. Standard reference in: - Inclusive Mobility, BS 8300, LTN 1/20

	<table border="1" data-bbox="577 197 1444 504"> <tr> <td data-bbox="577 197 885 504">General best practices</td><td data-bbox="885 197 1444 504"> <p>The cycleway should be designed to include accessibility features such as:</p> <ul style="list-style-type: none"> <li>- High contrast markings and non-slip surfaces</li> <li>- Shadow free lighting</li> <li>- Consistent design along the route</li> <li>- Visual enhancements on street furniture</li> </ul> </td></tr> </table> <p>4.27 The outcomes of all the accessibility review, including the focus group feedback, has informed the Aldgate to Blackfriars Cycleway equalities impact assessment which is discussed later in this report. In addition, the accessibility review will support the detailed design of the cycleway scheme subject to approval to progress the project.</p> <p><u>Collision Data Review</u></p> <p>4.28 A collision analysis update has been carried out for the cycle route using five-year data up to March 2025. All collision data post December 2023 is provisional and may change.</p> <p>4.29 Along Queen Victoria Street (between Blackfriars Court and Queen Street), which includes four signalised junctions and a standalone signalised pedestrian crossing, 13 collisions were recorded, an average of 2.6 collisions per year. This average equates to one collision every two years at each set of traffic signals. This is considered relatively low and does not indicate a significant road safety issue.</p> <p>4.30 In the Aldgate area, which comprises two signalised junctions and a standalone signalised pedestrian crossing, 11 collisions were recorded over five years, an average of 2.2 collisions per year, equating to fewer than one collision per year at each set of traffic signals. This also does not indicate a significant road safety issue.</p> <p>4.31 Although the data does not indicate a current road safety issue, the proposed cycleway is expected to improve safety and perceptions of safety for people walking, wheeling, and cycling. It is therefore still expected to reduce road collisions and encourage more people to cycle. As noted below, traffic volumes on Queen Victoria Street exceed the design guidance threshold (500 vehicles per hour), after which protected space for cycling is required.</p>	General best practices	<p>The cycleway should be designed to include accessibility features such as:</p> <ul style="list-style-type: none"> <li>- High contrast markings and non-slip surfaces</li> <li>- Shadow free lighting</li> <li>- Consistent design along the route</li> <li>- Visual enhancements on street furniture</li> </ul>
General best practices	<p>The cycleway should be designed to include accessibility features such as:</p> <ul style="list-style-type: none"> <li>- High contrast markings and non-slip surfaces</li> <li>- Shadow free lighting</li> <li>- Consistent design along the route</li> <li>- Visual enhancements on street furniture</li> </ul>		

4.32 In addition, as the number of people cycling is expected to steadily increase, the absence of protected space for cycling may result in a corresponding rise in collisions involving people cycling. The delivery of the cycleway is expected to mitigate this risk and further encourage growth of people cycling in the City.

4.33 Tables 4.3 and 4.4 show a summary of the collisions between March 2020 and February 2025 along the proposed cycleway.

**Table 4.3 – Collisions on Queen Victoria Street (5 years)**

Location on Queen Victoria St	Collision Type	Severity
Blackfriars Ct	Pedestrian & Cycle	Serious
St Andrews Hill	Cycle & Taxi	Slight
St Andrews Hill	Motorcycle & LGV	Slight
White Lion Hill	Motorcycle	Serious
White Lion Hill	Pedestrian & Car	Slight
White Lion Hill	Pedestrian & Bus	Slight
White Lion Hill	Pedestrian & Motorcycle	Serious
Godliman St	Motorcycle & LGV	Slight
St Peter's Hill	Pedestrian & Cycle	Serious
Cannon Street	Cycle & Car	Slight
Cannon Street	Pedestrian & Car	Slight
Queen Street	Cycle & Taxi	Slight
Queen Street	Motorcycle & Taxi	Slight

4.34 Along Queen Victoria Street between Blackfriars Court and Queen Street, five of 13 collisions involved a person cycling, of the five collisions: three collisions involved a motorised vehicle and two collisions were with a person walking.

**Table 4.4 – Collisions around Aldgate (5 years)**

Location around Aldgate	Collision Type	Severity
Fenchurch St	Cycle & Car	Slight
Fenchurch St	Cycle & Motorcycle	Slight
Leadenhall St	Taxi & Cycle	Serious
Jewry St	Motorcycle & Motorcycle	Slight
Minories	Motorcycle & Taxi	Slight
Minories	Cycle & HGV	Slight
Duke's Place / St Botolph	Motorcycle & Car	Slight

St Botolph Crossing	Pedestrian & Cycle	Slight
St Botolph Crossing	Pedestrian & Car	Slight
St Botolph Crossing	Pedestrian & Car	Serious
St Botolph Crossing	Pedestrian & Car	Slight

- 4.35 Around Aldgate along the proposed cycle route, five of 11 collisions involved a person cycling. Of these, four collisions involved a motorised vehicle, and one collision was with a person walking.

#### Traffic volumes

- 4.36 The Department for Transport's (DfT) design guidance states that in order to make a street fully accessible and comfortable for most people to cycle protected space for people cycling (which may include bus stop bypasses) is necessary on streets where motor traffic exceeds lightly trafficked conditions during peak times. This typically means streets carrying more than 2,000 motor vehicles per day (two-way) or over 500 motor vehicles per hour during the peak (two-way).
- 4.37 The DfT's motorised vehicle volume threshold and its application on when to provide protected cycle lanes is reflected in the Transport Strategy and in Transport for London's (TfL) New Cycle Route Quality Criteria. Meeting the Route Quality Criteria is a condition of TfL's funding to deliver cycleway projects such as the proposed Aldgate to Blackfriars Cycleway.
- 4.38 On Queen Victoria Street, the peak hour motorised vehicle volumes are over 600 vehicles per hour which is above the 500 vehicle per hour threshold indicating protected space for cycling is needed. As a comparison, traffic volumes on Leadenhall Street are 446 motor per hour during the peak hour, which does not require protected cycle lanes.

#### Equalities Impact Assessment (EQIA)

- 4.39 The equalities impact assessment of the Aldgate to Blackfriars Cycleway has been updated with Census 2021 data, Square Mile's workforce data 2023, Office National Statistics Data 2024, feedback from the public

	<p>consultation, accessibility design review and Member briefing. The updated EQIA is in Appendix 4.</p> <p>4.40 The outcome of the EQIA indicates that, while there are negative impacts, these do not constitute unlawful discrimination, and the Aldgate to Blackfriars cycleway proposal is considered to be objectively justified.</p> <p>4.41 It is acknowledged that certain groups may experience exclusion. However, the scheme is expected to improve inclusivity for other groups who currently feel excluded from cycling due to existing road conditions. As part of the scheme design, mitigation measures will be investigated and delivered where possible to remove or minimise potential negative impacts on affected groups. Post delivery monitoring will continue and where appropriate and possible, further measures could be considered.</p> <p>4.42 The EQIA will be reviewed and updated as the cycleway design progresses, where considered appropriate, to take account of any new data or emerging information. This will include, for example, significant changes arising from the publication of updated guidance on bus stop bypasses.</p> <p><u>Bus Stop Bypasses Members' Briefing</u></p> <p>4.43 On 18 June, a Members' briefing was held in the form of a round table discussion with representatives of different organisations. The purpose of the briefing was to allow Members to participate in a broad discussion on the implications of bus stop bypasses.</p> <p>4.44 The organisations which attended were:</p> <ul style="list-style-type: none"> <li>• London Cycling Campaign (LCC)</li> <li>• Living Streets</li> <li>• National Federation of the Blind UK (NFBUK)</li> <li>• Royal National Institute of Blind People (RNIB)</li> <li>• Wheels for Wellbeing (WfW)</li> </ul> <p>4.45 All the attendees were invited to submit a short briefing paper which was circulated in advance of the briefing. All organisations except for NFBUK provided a paper. Guide Dogs for the Blind were unable to attend but also provided briefing paper. A summary of the key points made by each organisation is below and the briefing papers are included in Appendix 5.</p>
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	<p>4.46 Guide Dogs key points:</p> <ul style="list-style-type: none"> <li>• Their research study found that blind and visually impaired people have real difficulty detecting people cycling at bus stop bypasses.</li> <li>• The higher the speed at which people cycle also increases the fear of a collision.</li> <li>• Investigate ways to make the size of the island at bus stops safer and to slow the speed of people cycling.</li> <li>• Ensure audible announcements are in place to inform passengers of a bus stop bypass.</li> <li>• Requests the delivery of bus stop bypasses to be paused until further research is completed.</li> </ul> <p>4.47 London Cycling Campaign key points:</p> <ul style="list-style-type: none"> <li>• Strongly supported the Transport Strategy with particular emphasis on reducing road danger and inclusive cycling.</li> <li>• Bus stop bypasses are a necessary feature for cycle safety that are essential to reduce conflict with motor vehicles.</li> <li>• Delivery of bus stop bypasses should not be deferred as delay could result in a serious or fatal collision and have an adverse impact on the delivery of the Transport Strategy.</li> <li>• Evidence that a protected cycle route increases diversity in cycling and that safety concerns are a significant barrier to people taking up cycling</li> <li>• Acknowledge that City streets are complex which need to be designed carefully and sensitively with an evidence-based approach.</li> <li>• Continue collaborative design so that the cycleway is as safe as possible.</li> </ul> <p>4.48 Living Streets key points:</p> <ul style="list-style-type: none"> <li>• Acknowledged that bus stop bypasses are not perfect but are necessary for cycle safety.</li> <li>• Visually impaired people can have difficulty when crossing the cycle track at bus stop bypasses.</li> <li>• There is no adequate design alternative.</li> <li>• Encouraged the City to lead on design mitigations measures rather than omitting bus stop bypasses.</li> <li>• Signalised crossings to be considered for busiest bus stops.</li> </ul>
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	<p>4.49 NFBUK key points:</p> <ul style="list-style-type: none"> <li>• Strongly opposed to bus stop bypasses as they impede independent travel for blind people.</li> <li>• Current design guidance has ignored and excluded blind people.</li> <li>• Safety concerns as moving micromobility vehicles can be difficult to hear with background noise.</li> <li>• Cycle routes should avoid busy bus corridors.</li> <li>• Current cycle infrastructure design guidance should be reviewed.</li> <li>• Cycleway design should be reviewed with extensive engagement with disabled groups.</li> <li>• Do not believe it is possible to make bus stop bypasses safe and accessible for blind people and that alternative designs that do not provide a continuous cycle lane should be developed.</li> </ul> <p>4.50 RNIB key points:</p> <ul style="list-style-type: none"> <li>• Research findings showed that 87% of respondents find bypasses harder to use; 13% avoid travel altogether.</li> <li>• In some cases, people encountered psychological stress and reduced travel freedom.</li> <li>• Requested the delivery of bus stop bypasses to be paused until an inclusive design solution is found.</li> <li>• Referenced the Equalities Act 2010 and Public Sector Equality Duty</li> </ul> <p>4.51 WfW key points:</p> <ul style="list-style-type: none"> <li>• Buses and cycles as mobility aids are both vital for different disabled users.</li> <li>• Some disabled people rely on cycles and adapted cycles to travel. Noted that people travelling by mobility scooter can also use cycle tracks, and that bi-directional tracks allow overtaking of people using adapted bikes or mobility scooters who may travel more slowly.</li> <li>• Opposed to pausing the delivery of bus stop bypasses as a delay would endanger disabled people cycling.</li> <li>• Supports innovative and inclusive design at bus stop bypasses.</li> </ul> <p>4.52 The conclusions from the round table discussion were that both the NFBUK and RNIB requested a deferral of the cycleway's delivery until updated</p>
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	<p>guidance was published and a fully inclusive design solution for bus stops was identified. In contrast, LCC, Living Streets, and WfW supported proceeding with the delivery of the cycleway, including bus stop bypasses, while continuing collaborative engagement with user groups to develop suitable mitigation measures addressing the concerns of people with visual impairments.</p> <p><u>Bus Stop Bypass Policy Position</u></p> <p>4.53 The Transport Strategy includes proposals for a network of cycle routes made up of streets with lower traffic volumes or, where traffic volumes are higher, protected space for cycling in line with national and London guidance.</p> <p>4.54 While the Transport Strategy does not explicitly refer to bus stop bypasses current guidance is that they are included where protected cycle lanes are installed on bus routes.</p> <p>4.55 There are currently seven bus stop bypasses in the City, all of them on the TfL Road Network. TfL's bus stop bypass review in 2024 identified that there were no collisions recorded at bus stop bypasses in the City. See Appendix 6 for full details and bus stop locations.</p> <p>4.56 One bus stop bypass will be installed as part of the St Paul's Gyratory Transformation. This is part of a short stretch of bi-directional cycle track on St Martin Le Grand that allows people cycling to safely navigate the Newgate Street / St Martin Le Grand / Cheapside junction. This has been designed in accordance with current guidance.</p> <p>4.57 Other than those proposed as part of the Aldgate – Blackfriars Cycleway there are no other current proposals to install bus stop bypasses in the City. Bus stop bypasses may be considered as part of future cycleways, but these are unlikely to be delivered within the next five years.</p> <p>4.58 At the July meeting of the Planning &amp; Transportation Committee there was a request to consider the need to adopt a general policy position on bus stop bypasses.</p>
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	<p>4.59 Guidance on the design of bus stop bypasses (and cycle infrastructure more generally) has been produced by both TfL and Department for Transport (DfT) / Active Travel England (ATE). Both organisations are currently reviewing guidance, with updates expected in early 2026.</p> <p>4.60 While there are benefits and disbenefits associated with the use of bus stop bypasses (summarised in Appendix 6) it is expected that they will remain part of the design toolkit for cycle infrastructure.</p> <p>4.61 Any future proposals for use of bus stop bypasses will continue to be considered on a case-by-case basis reflecting context and project objectives and informed by an assessment of equalities impacts. This will ensure we retain the flexibility to incorporate appropriate infrastructure.</p> <p>4.62 Given this, and the broader commitment in the Transport Strategy to create a safe cycling network that enables more people to choose to cycle, it is not considered necessary at this time to develop a separate policy position on bus stop bypasses. This report recommends pausing the cycleway scheme until the updated guidance is published and has been reviewed, to ensure the scheme remains aligned to guidance. The review will also determine whether the guidance substantiates the position of not adopting a fixed policy on bus stop bypasses.</p>				
<p><b>5. Next steps</b></p>	<p>5.1 Officers have carefully reviewed the extensive feedback received on the proposed cycleway, including detailed engagement on the issue of bus stop bypasses. As a result, five options have been considered for taking the Aldgate to Blackfriars Cycleway project forward. A summary of these options is provided in Table 5.1 below.</p> <p><b>Table 5.1 – Summary of Project Options</b></p> <table border="1"> <thead> <tr> <th>Project Options</th><th>Description</th></tr> </thead> <tbody> <tr> <td>Option 1 – Proceed as proposed</td><td>Proceed to detailed design for construction but with further engagement, particularly with disabled people and representative groups, to explore how to mitigate the impacts of bus stop bypasses.</td></tr> </tbody> </table>	Project Options	Description	Option 1 – Proceed as proposed	Proceed to detailed design for construction but with further engagement, particularly with disabled people and representative groups, to explore how to mitigate the impacts of bus stop bypasses.
Project Options	Description				
Option 1 – Proceed as proposed	Proceed to detailed design for construction but with further engagement, particularly with disabled people and representative groups, to explore how to mitigate the impacts of bus stop bypasses.				

	Option 2 – Pause (Recommended)	DfT and TfL are reviewing and updating their guidance on bus stop bypasses. This option would pause the project until the guidance is published which is expected to be in early 2026. The cycleway project will then proceed in line with guidance.
	Option 3 – Part proceed and part pause	This option is a combination of Options 1 and 2. Sections of the cycle route that do not require bus stop bypasses would proceed as proposed while sections involving bus stop bypasses are paused pending the publication of the updated bus stop bypass guidance, expected to be in early 2026.
	Option 4 – Explore alternative options	This option would revisit previously ruled out options to explore alternative designs to bus stop bypasses such as conventional with-flow cycle lanes which end at bus stops and therefore people cycling are unprotected through bus stop areas.
	Option 5 – Cancel project	This option ends the project which could be restarted in the future when opportunities and circumstances allow.
<p>5.2 The advantages and disadvantages of each of the five project options are outlined in the following paragraphs. Options 1, 2, and 3 are considered the most practical for advancing the project based on the previously agreed approach, reflecting the support expressed through public consultation and aligning with the Transport Strategy. Option 2 is recommended.</p> <p>Option 1 – Proceed as Proposed</p> <p>5.3 Option 1 enables the project to proceed without further delay and offers the greatest opportunity to secure future TfL cycleway funding. However, delivery will remain subject to a successful future OSPR / CIL bid, enabling the City Corporation to provide match funding for the scheme's construction.</p>		

	<p>5.4 Further engagement during the detailed design phase is included with the aim of mitigating the impacts of the bus stop bypasses.</p> <p>5.5 Option 1 has been designed in accordance with current guidance. However, as new guidance is currently in development, any changes to these standards may result in elements of the scheme no longer aligning with best practice.</p> <p>Option 2 – Pause (Recommended)</p> <p>5.6 Option 2 ensures the design aligns with the updated guidance from the DfT and TfL. As the project will comply with the updated guidance, potential negative impacts should be mitigated and risks, such as legal challenges, are significantly reduced. As this option reflects national and local guidance, it is likely that TfL will continue to provide funding contributions. This option is also dependent on a successful future OSPR / CIL bid to part fund the scheme's construction.</p> <p>5.7 However, Option 2 would delay both project delivery and the realisation of its benefits. Updated DfT and TfL guidance is not expected until early 2026, after which the project would resume. However, the new guidance could be delayed, and this timeline is beyond the City's control. Choosing this option would also incur additional costs for reviewing the new guidance and potentially redesigning sections. This short pause to the project would not present a major safety concern.</p> <p>Option 3 – Part proceed and part pause</p> <p>5.8 Option 3 enables parts of the project to be delivered without delay, including key improvements at the Cannon Street junction. The sections that can proceed would still offer meaningful improvements.</p> <p>5.9 If the updated DfT and TfL guidance recommend a different design for sections involving bus stop bypasses, it is highly likely that the designs can be adapted to integrate with the already designed or delivered sections without incurring significant abortive costs.</p> <p>5.10 By pausing the sections involving bus stop bypasses, this option ensures alignment with forthcoming guidance, while allowing some sections of the project to proceed without delay.</p>
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	<p>5.11 However, this option delays the delivery of a complete route. The updated guidance from DfT and TfL is expected to be published in early 2026 but could be delayed, and this timeline is beyond the City's control. There would also be additional costs associated with reviewing the new guidance and potentially redesigning sections. Furthermore, the potential for future funding from TfL may be at risk, as this option does not deliver, or guarantee the delivery of, a continuous route with protected cycle lanes where they are needed. Therefore, this option may require the City Corporation to fully fund both the detailed design and construction of the scheme. As OSPR / CIL funds are already fully committed to other projects, it is likely that insufficient CoL funding will be available to complete the scheme's detailed design in the short term. This option will therefore be subject to an enforced delay due to funding constraints.</p> <p>Option 4 – Explore alternative options</p> <p>5.12 Option 4 addresses the concerns with bus stop bypasses. This option would provide some improvements for people cycling, walking, and wheeling. The overall cost of delivering the revised scheme may be lower, as it would likely require fewer traffic signals and less complex infrastructure.</p> <p>5.13 However, this option represents a sub-optimal solution based on previously ruled out designs, offering reduced benefits for people cycling, walking, and wheeling. Most of the evaluation and design work carried out to date would be abortive. Furthermore, the scheme is unlikely to qualify for future TfL cycleway funding unless an alternative proposal delivers fully protected cycle lanes where they are needed.</p> <p>Option 5 – Cancel Project</p> <p>5.14 Option 5 addresses the concerns with bus stop bypasses but would not deliver improvements for people walking, wheeling or cycling. There is a risk of reputational damage from cancelling the project and not supporting cycling in the City as this is contrary to the Transport Strategy. Proceeding with this option may also undermine the City's credibility with key stakeholders and could negatively impact the likelihood of securing future funding from TfL for other cycling infrastructure projects.</p>
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<b>6. Recommendation</b>	<p>6.1 Option 2 to defer the project until updated guidance is published is recommended.</p> <p>6.2 Although Option 2 requires delaying the delivery of the cycleway, an expected six to nine month delay is not considered too significant or unreasonable to wait for DfT's and TfL's emerging guidance.</p> <p>6.3 This approach presents a responsible, inclusive, and future-proofed solution. It balances the ambition to deliver a high-quality cycle route with the need to reflect updated guidance, address equalities issues, and maintain public and institutional confidence.</p> <p>6.4 For these reasons, Option 2 is considered the most appropriate and sustainable approach for progressing with the Aldgate to Blackfriars Cycleway project.</p>
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### **Appendices**

<b>Appendix 1</b>	Cycleway Scheme Layout Plan
<b>Appendix 2</b>	Public Consultation Outcomes Report (Upon request due to size)
<b>Appendix 3</b>	Accessibility Review Report
<b>Appendix 4</b>	Equalities Impact Assessment (Upon request due to size)
<b>Appendix 5</b>	Members' Briefing Paper Submissions
<b>Appendix 6</b>	Bus Stop Bypass Supplementary Information
<b>Appendix 7</b>	Project Coversheet

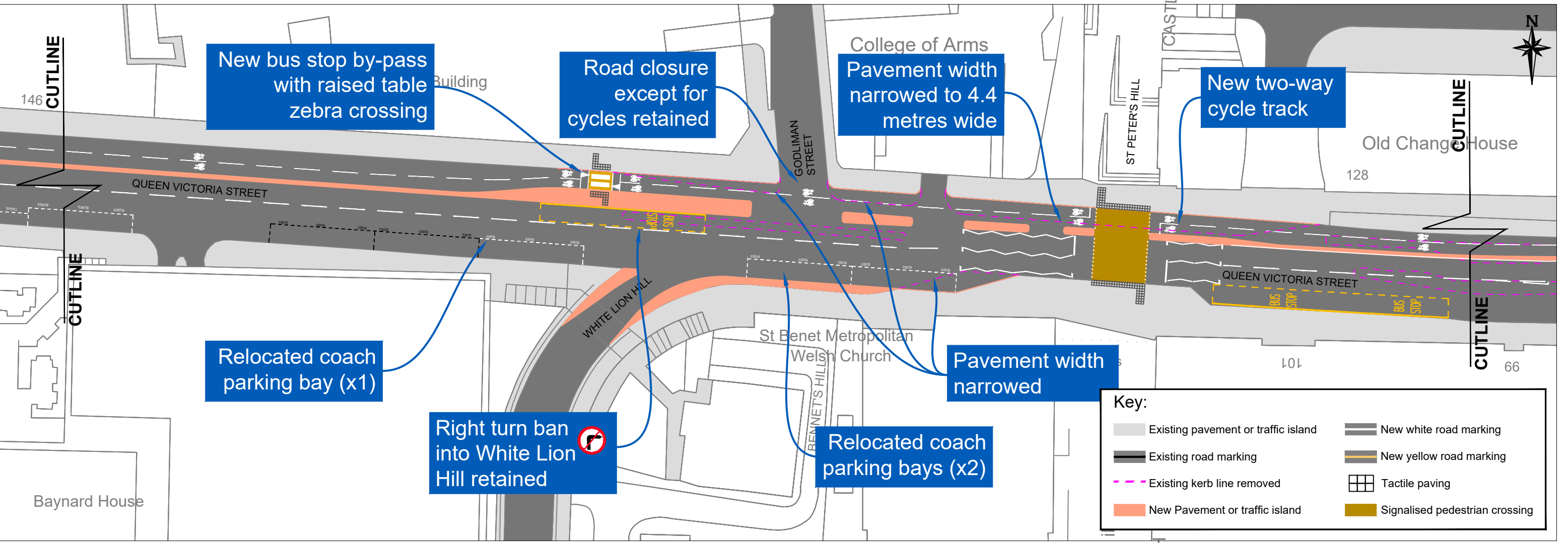
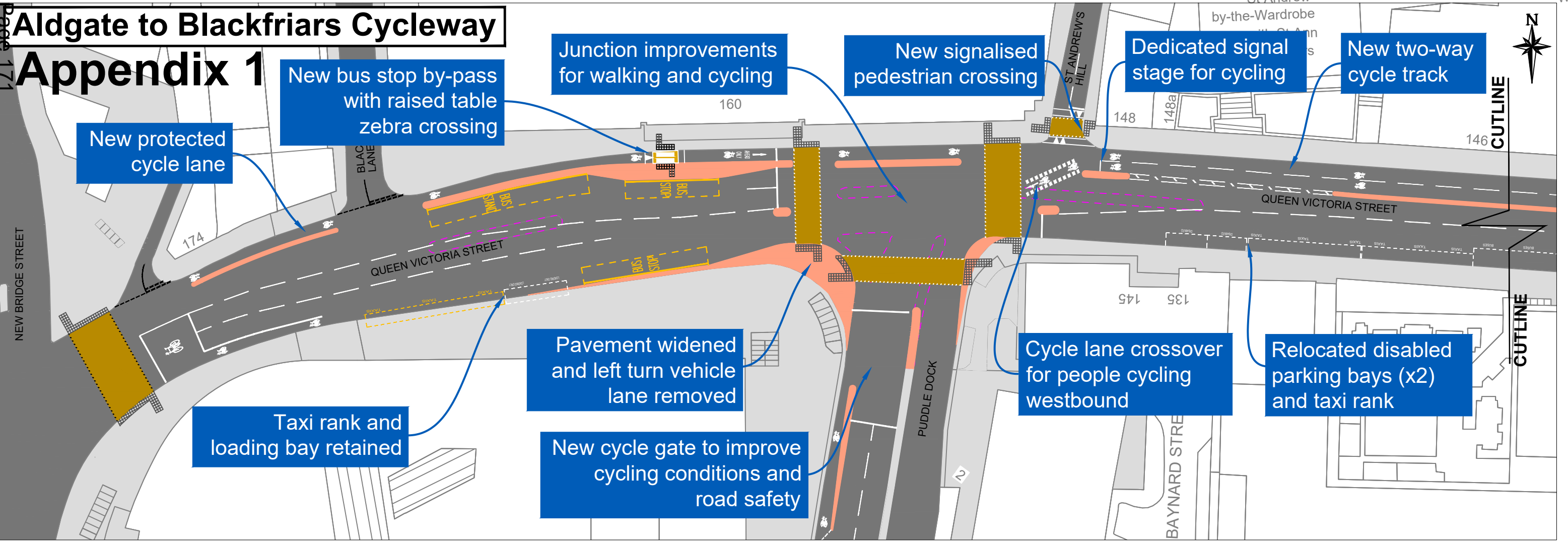
### **Contact**

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# Aldgate to Blackfriars Cycleway

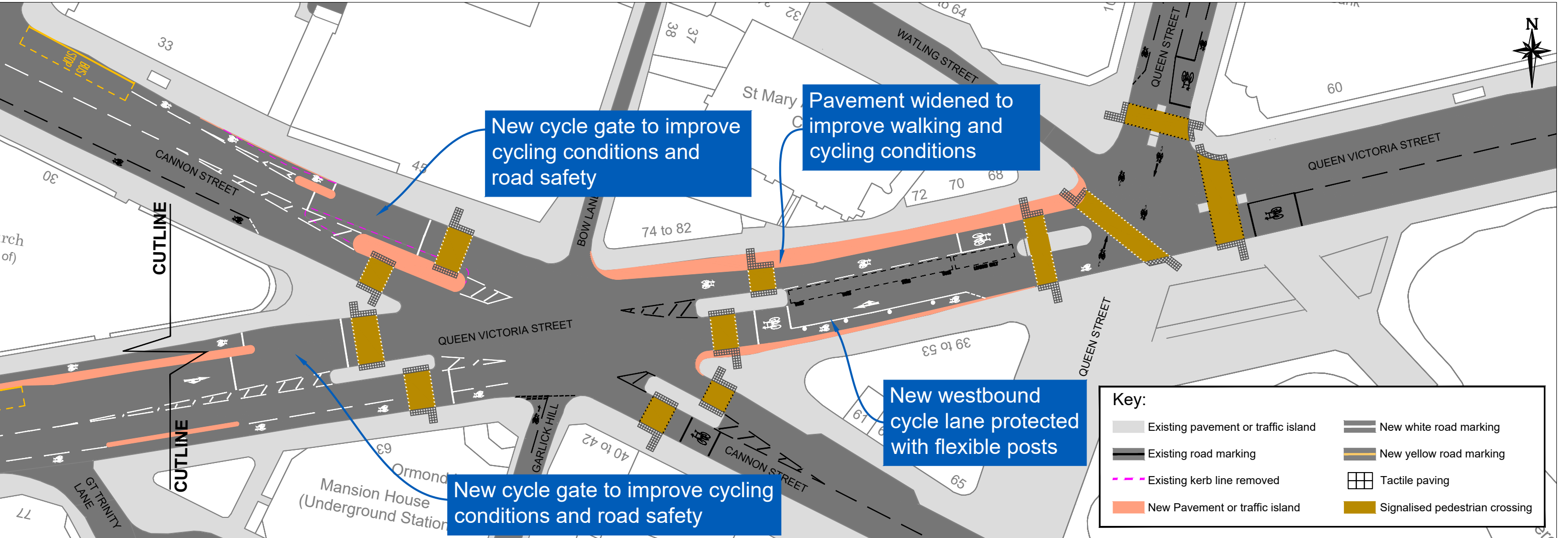
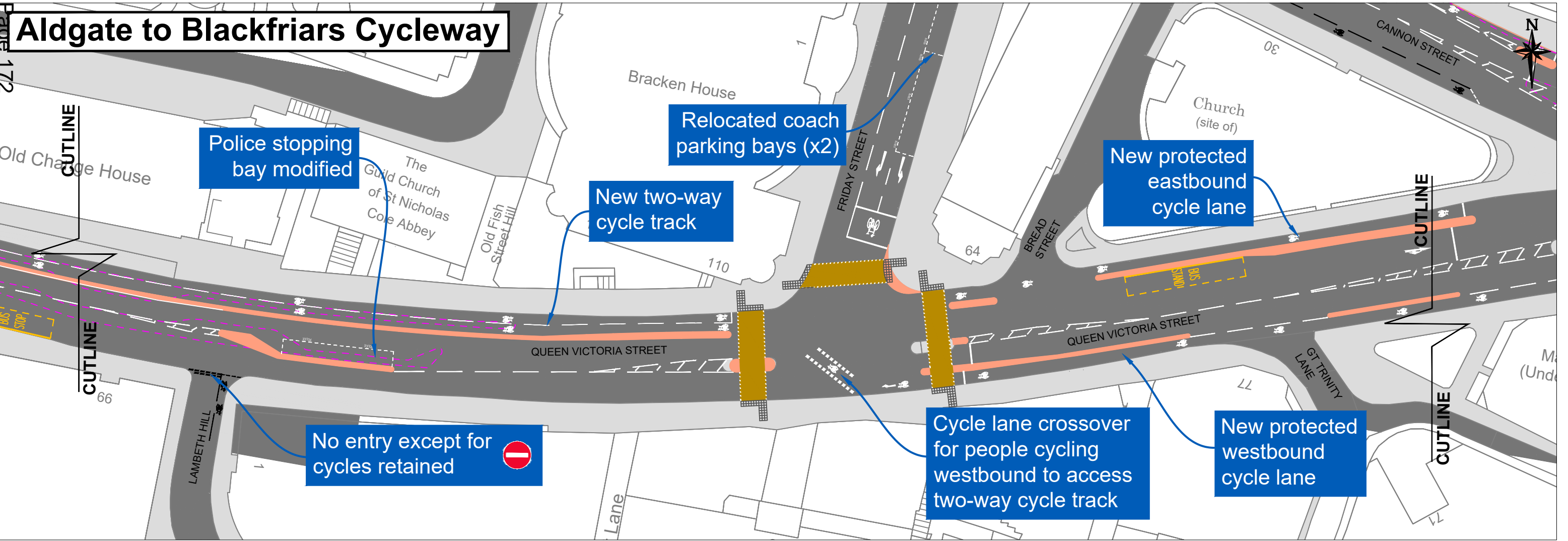
## Appendix 1





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# Aldgate to Blackfriars Cycleway

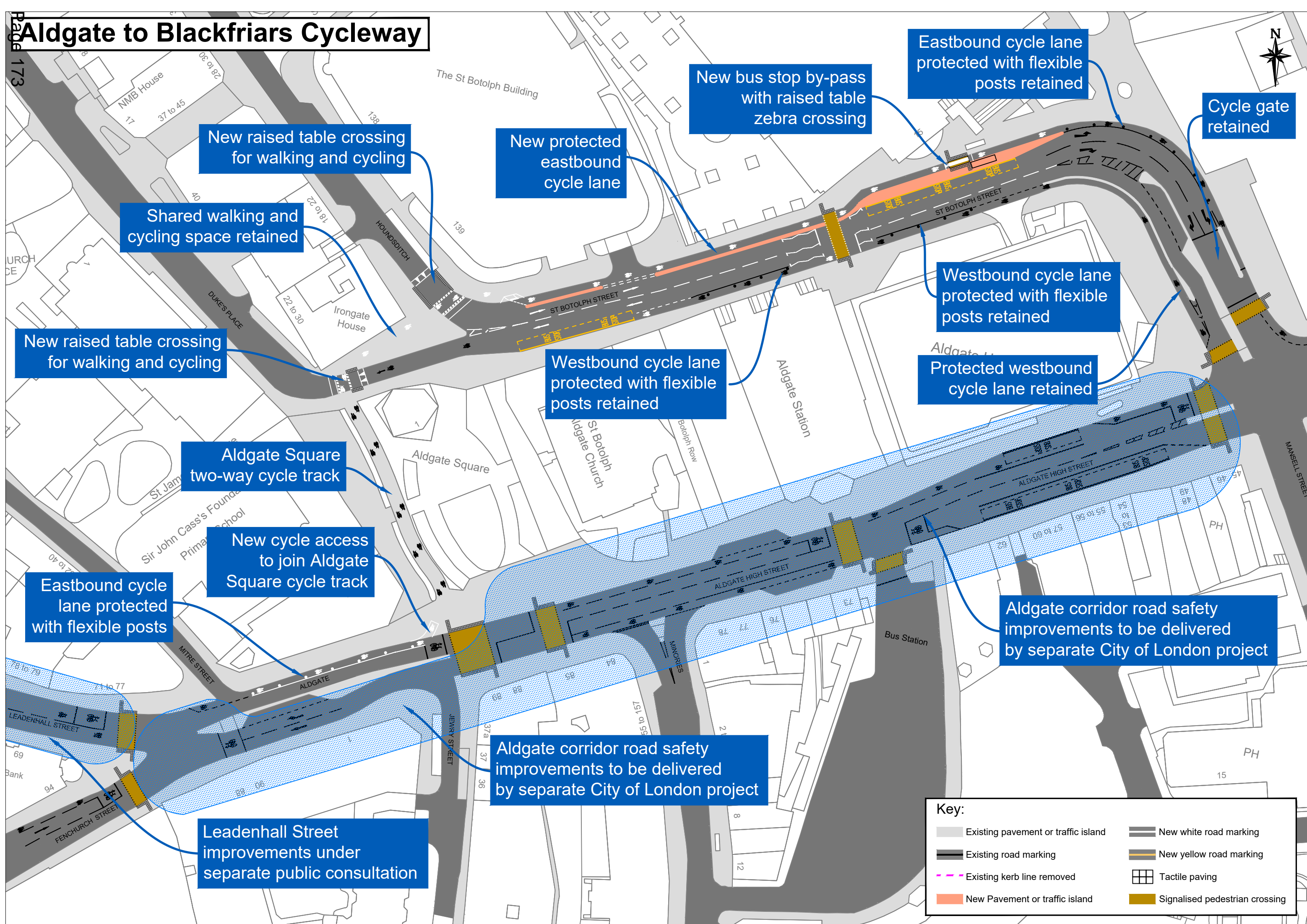


Key:

Existing pavement or traffic island	New white road marking
Existing road marking	New yellow road marking
Existing kerb line removed	Tactile paving
New Pavement or traffic island	Signalised pedestrian crossing



# Aldgate to Blackfriars Cycleway



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# Focus Groups Consultation Review

By Transport for All for City of London

May - June 2025

**Disclaimer:** The views expressed in this report are based on the participants with lived experience of disability, and local stakeholders. The recommendations listed are also based on their lived experience.

Dates of focus groups:

- Tuesday 20<sup>th</sup> May 2025
- Thursday 22<sup>nd</sup> May 2025
- Wednesday 4<sup>th</sup> June 2025
- Friday 6<sup>th</sup> June 2025

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## Introduction

This report summarises the input from disabled people and external stakeholders; by going over the key themes and points raised in each group to help the City of London understand participants' perspectives. This report will also evaluate the impact of the participants' input and feedback, review the diversity of the participants involved to ensure that they are representative of different experiences, and outline the recommendations that have come from these consultations.

This project with City of London comprised of three different elements to review and evaluate the accessibility of the proposed plans for the cycleway between Aldgate to Blackfriars. This includes:

1. **Focus Groups with Disabled People**, gaining perspective from their lived experience
2. **Focus Groups with External Stakeholders**, engagement with key stakeholders in the local area
3. **Reports**
  - a. Focus Groups Consultation Review
  - b. Accessibility Design Review (see other report)

Transport for All's work is rooted in the Social Model of Disability, understanding that the design of the environment can create barriers that prevent Disabled people to fully access and participate in society. By involving Transport for All to facilitate focus groups during the planning and development, the City of London can understand disabled people's perspectives through their lived experience; ensuring that the city is designed to achieve maximum possible access.

Our vast membership database enables pan-disability research to be undertaken, ensuring that the following eight categories can contribute to the development of accessible transport:

1. Blind or partially sighted
2. Deaf or hard of hearing
3. Dexterity impairment
4. Learning disability
5. Long term health condition / chronic illness
6. Mental health conditions
7. Mobility impairment
8. Neurodivergent

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## Method

This project has been designed to maximise the impact of the lived experience to improve the accessibility of the cycleway from Aldgate to Blackfriars.

### Focus Groups with Disabled People

We consulted with 10 people with lived experience of disability, who reviewed the cycleway from a variety of perspectives, taking a pan-disability approach, to understand the intersectional and diverse impacts. Looking through the plans and illustrations, they discussed current and potential barriers in relation to the proposed cycleway between Aldgate and Blackfriars, with their lived experience at the centre of the conversations.

### Focus Group with Stakeholders

Transport for All liaised with key contacts at external stakeholder organisations, to facilitate a focus group and receive additional feedback on the consultation for the cycleway from Aldgate to Blackfriars, ensuring that different perspectives are considered.

## Lived Experience: Focus Group Feedback

The focus groups were conducted to enable perspectives from lived experience to be taken into account and considered. With 1 in 4 people in the UK being disabled, it's essential that accessibility is integrated throughout plans, such as the proposed cycleway from Aldgate to Blackfriars. These were conducted both online and in person, at Guildhall in London.

Participants explored various aspects of cycling infrastructure, including safety concerns, physical barriers, and design preferences for cycleways and pedestrian paths. The participants shared ideas for specific improvements needed for London's cycling infrastructure, such as better signage, clearer lane markings, and more accessible features, while also addressing challenges related to electric bikes (e-bikes) and shared spaces.

## Lived Experience: Key Themes

### Navigation and Wayfinding

- Frequent concern about inconsistent design across different areas.

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- Neurodivergent participants, especially autistic users, find sudden changes in layout distressing and disorienting.
- Strong colour contrast, clear signage, and floor markings were recommended to improve navigation.
- Road and street names need to be implemented at an accessible height.
- Legible London totems are underused due to lack of audio accessibility.

## Physical Design and Infrastructure

- Widespread support for segregated cycleways to separate cyclists from pedestrians and cars.
- Preference varies between bollards, curbs, and concrete separators, but agreement on the need for physical separation to reduce risk and improve clarity.
- Shared spaces were consistently described as unsafe and exclusionary, especially for disabled, blind, or neurodivergent users.
- Strong emphasis on mobility aid users, long-term health conditions, and disabled cyclists needing better infrastructure support.
- Support for adapted cycles and trikes that require wider lanes and level, protected routes.
- Described as particularly unsafe and confusing, especially for those with vision impairment or cognitive disabilities.

## Safety and Risk Mitigation

- Speed and silent operation of e-bikes and scooters were major safety risks, especially for blind/visually impaired individuals.
- Poorly designed junctions and bus stop bypasses increase risk, particularly in shared areas.
- Suggested mitigations included: audible crossings, tactile paving, speed limits, and visual cues for safe crossing.
- Participants want features like countdown timers, better lighting, and safe refuge zones at crossings.
- Requests for:
  - Tactile paving
  - Audible signals
  - Dropped kerbs
  - Consistent layouts
  - Pedestrian priority enforcement

## Public Education and Behaviour

- Multiple references to the lack of public understanding around how to navigate shared spaces safely.
- Participants support education campaigns, especially around bus stop bypasses, cycleway rules, and use of mobility devices in cycle lanes.
- Better signage about who can use cycle lanes (e.g., powered wheelchairs, mobility scooters) was recommended.
- Complaints about cyclists treating cycleways as “racetracks” and not being considerate of pedestrians.
- Participants suggested bike regulation, speed enforcement, and clear user markings.

## Environment and Accessibility Barriers

- Issues with cycle parking, kerbside access, dropped kerbs, and blocked pavements highlighted as recurring barriers.
- Calls for uncluttered pavements, non-slip surfaces, and matte finishes to support safety in varied weather and lighting.
- Inadequate lighting, poor maintenance of tactile paving, and improperly placed greenery were flagged as hazards.
- Concerns about bike parking, especially e-bike rentals, cluttering pavements and obstructing access.
- Participants wanted greener, more pleasant environments, but without compromising clear routes and accessibility.
- Planters, trees, and soft landscaping are welcome if they don’t reduce usable pedestrian space.

## Lived Experience: Recommendations

Overall, the participants frequently call for:

- Consistency across all infrastructure
- Physical separation between different modes of transport
- Clear and accessible signage
- Awareness on shared use etiquette for the public
- Enforcement of accessibility design standards
- Improved safety features at crossings and junctions

## Inclusive and Accessible Infrastructure

Make cycleways usable and accessible for everyone:

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- Segregated cycleways and space allocation
- Accessibility for disabled users (e.g. adapted bikes, kerbside access)
- Dropped kerbs, tactile paving, and non-slip, glare-free surfaces
- Consistency in design (important for neurodivergent users)
- Adequate space for wider or adapted mobility aids

## Navigation, Wayfinding and Design Consistency

Ensure people can confidently and independently navigate the area, using their chosen mode of transport:

- Clear, consistent wayfinding and signage
- Strong colour contrast and tactile markings
- Countdown timers and audible crossings (including maintenance)
- Improved lighting and readable, accessible maps (e.g. Legible London totems with audio)
- Consistent layout and markings across the network

## Safety and Separation of Modes

Reduce conflict and improve safety between pedestrians, cyclists, and vehicles:

- Physical separation (bollards and raised islands / kerbs)
- Managing cyclist speed (especially e-bikes and scooters)
- Avoiding shared paths where possible
- Prioritising pedestrian safety at crossings and junctions
- Creating buffer zones between cycle lanes and motor traffic

## Behaviour, Awareness and Education

Promote respectful, informed use of these areas through public engagement and regulation:

- Public education campaigns (e.g. cyclist behaviour, shared space etiquettes)
- Awareness of rights for mobility scooters and adapted cycles
- Improved cyclist awareness of vulnerable users
- Clarification of permitted uses in cycleways
- Maintain and encourage cycle parking

## Environment, Comfort and Maintenance

Create welcoming, functional spaces that are clean, safe, and pleasant to use:

- Uncluttered, well-maintained pavements

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- Accessible, well-contrasted bike parking
- Avoid obstructions (rental bikes, bins, signage)
- Strategic use of greenery without causing barriers
- Ongoing maintenance of tactile features and colour contrasts

## Stakeholders: Focus Group Feedback

This section outlines key recommendations arising from stakeholder engagement on the proposed City of London cycleway project, specifically focused on Queen Victoria Street, Aldgate, Cheapside, and surrounding areas. These recommendations aim to improve infrastructure design, enhance safety and inclusivity, address area-specific challenges, and support the long-term vision of a safer, more accessible and multimodal transport network.

### Stakeholders: Key Themes

#### Cycleway Design and Safety

- Strong emphasis on segregation of cycleways from traffic to improve safety, particularly for disabled cyclists and pedestrians.
- Preference for single-direction cycleways for clarity, though two-way designs are considered necessary in space-constrained areas.
- Concerns over intersection safety, including the importance of yellow box junctions to prevent traffic blockage.

#### Inclusive Infrastructure

- Broad support for bus stop bypasses, which are seen as essential to avoid cyclists mixing with heavy traffic.
- Infrastructure improvements are linked to increased cycling uptake, especially among women, children, and disabled people.
- Discussion of adapted bikes and cargo bikes, highlighting the need for inclusive design and designated parking for rental bikes.

#### Behaviour, Enforcement and Education

- Concerns raised about electric motorbikes using cycleways.
- Support for campaigns promoting responsible road use and enforcement to reduce conflict between road users.

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- Mention of a delivery rider conduct charter from Manchester as a model for London.

### Wayfinding and Accessibility

- Support for direct pedestrian crossings and contrasting colours / signage to improve navigation.
- Stakeholders suggest coloured lanes could help deter illegal parking by motor vehicles.

### Area-Specific Issues

- Congestion in Cheapside, Queen Victoria Street, and Aldgate, linked to traffic, deliveries, tourists, and tuk-tuks.
- Concerns about ‘junctions under multiple jurisdictions’, which complicate accessibility challenges.
- Specific challenges in Aldgate, including:
  - Removal of cycle lanes on Landfall Street.
  - Reopening of Bank junction to black cabs.
  - Narrow roads and construction disruption.
  - Poorly designed turns and mixing with large vehicles.

### Urban Environment and Shared Use

- Calls for more greenery and dedicated running lanes.
- Need to balance infrastructure for cyclists, pedestrians, and runners, while accommodating underground utilities and maintaining accessibility.

## Stakeholders: Recommendations

### Cycleway Design and Safety

- Prioritise physical separation between cyclists, pedestrians, and motor traffic to improve safety.
- Implement single-direction cycleways on each side of the road where feasible for improved navigability and predictability.
- Install yellow box junctions at key crossover points to prevent traffic from blocking cycleways (despite current TfL reluctance).
- Use raised surfaces and directional shifts to slow cyclists in shared spaces and improve safety.
- Address safety at route endpoints and jurisdictional boundaries, particularly where accessibility is reduced.

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## Inclusive and Functional Infrastructure

- Extend high-quality, inclusive infrastructure along the full route, benefiting a wide range of users including schoolchildren, women, disabled people, and tourists.
- Support and expand bus stop bypasses, which reduce cyclist exposure to motor traffic and improve safety and comfort for all.
- Ensure infrastructure accommodates adapted and cargo bikes, including designated cargo/rental bike parking to reduce pavement obstruction.
- Balance the needs of all users, including pedestrians and runners, especially where pavement width allows multi-use (minimum 4.4m noted).
- Coordinate infrastructure rollout with local business needs to avoid disruption during implementation.

## Enforcement and Behaviour Management

- Strengthen enforcement against misuse of cycleways, particularly by electric motorbikes and improperly parked rental bikes.
- Collaborate with bike-share companies to manage parking and ensure safe pedestrian access (e.g. clear fire exits, avoid pavement blockages).
- Promote respectful road user behaviour via public education campaigns.
- Explore codes of conduct for delivery riders, similar to Manchester's charter, to address issues like congestion and safety.

## Wayfinding and Accessibility

- Use coloured surfacing and strong contrast to improve wayfinding, visibility, and help deter illegal parking.
- Simplify crossings with direct routes (avoiding two-phase crossings where possible) for improved pedestrian and cyclist flow.
- Improve signage and visual aids to clarify where cycleway layouts change (e.g. two-way to single-lane transitions).
- Incorporate accessible signage and visual cues to better support disabled and neurodivergent users.

## Area-Specific Adjustments

- Manage congestion in high-traffic zones (e.g. Cheapside, St. Paul's, Queen Victoria Street), especially where deliveries, coaches, and tuk-tuks are common.
- Consider regulation or licensing for non-traditional vehicles like tuk-tuks, particularly during peak visitor periods.
- Introduce traffic-free phases at junctions like Canon Street to reduce cyclist-vehicle conflict when cycle signals are active.

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- Address safety in Aldgate by revising plans to avoid sharp turns and lane removals that force cyclists into conflict with large vehicles.
- Plan construction timelines carefully to minimise disruption to surrounding businesses and maintain safe cycling conditions during works.

## Comparisons

### Shared Feedback

#### 1. Wayfinding and Visual Design

Participants across both groups identified consistent and accessible wayfinding as a priority. This includes the use of high colour contrast, uniform signage, and visual cues to help all users, particularly those with visual impairments or cognitive processing differences, to navigate safely. Both groups stressed that sudden layout changes or poorly marked transitions within the cycling infrastructure can be disorienting or dangerous.

#### 2. Shared Space and Safety Concerns

There was a strong consensus that shared ‘pedestrian–cyclist’ areas are problematic. Both sets of contributors described these spaces as unsafe, particularly for disabled users who may need more space, time, or clearer boundaries to move safely. Due to this, all participants strongly agreed with the need to install physical barriers to segregate the cycleway from the pathway. The speed of cyclists, lack of awareness of disabled people crossing, and general unpredictability in these areas were also common concerns.

#### 3. Support for Bus Stop Bypasses

Both the lived experience participants and stakeholders supported the continued use of bus stop bypasses. These were seen as an effective way to keep cyclists out of direct conflict with buses and heavy traffic while also maintaining a smoother flow of movement for all users. There was agreement that these features encourage broader participation in cycling, particularly among people who might otherwise be deterred by safety concerns. The only difference being the accessibility of safety for disabled pedestrians, when crossing over (this is discussed later).

#### 4. Importance of Public Awareness Campaigns

Each group acknowledged that infrastructure alone cannot ensure safety or accessibility; public behaviour and understanding also play critical roles. Both groups supported the idea of awareness campaigns to educate cyclists, pedestrians, and other road users about respectful and lawful conduct, especially in shared spaces and areas of transition. There was also support for clarifying who is permitted to use cycleways, such as mobility scooters or adapted cycles.

### Differences in Feedback

#### 1. Cycleway Configuration: Single vs. Two-Way Lanes

Stakeholders, particularly the London Cycling Campaign (LCC), express a preference for single-direction cycleways on each side of the road. They argue this improves navigability, predictability, and clarity for cyclists. However, they acknowledge that two-way cycleways may be necessary in space-constrained areas.

In contrast, the Lived Experience section doesn't focus as much on this distinction but raises concerns about layout changes (e.g. switching between one-way and two-way formats) creating confusion, especially for neurodivergent users. Participants called for consistency above all, rather than favouring one configuration over another. This suggests that while both groups are concerned with layout, stakeholders are more focused on efficiency and space constraints, whereas disabled users are concerned with predictability and clarity.

#### 2. Physical Separation Methods

Both groups support segregation between modes of transport, but they differ on how this should be achieved. Stakeholders support a variety of separation methods, including raised surfaces, bus stop bypasses, and barriers. Their emphasis is often on functionality and traffic flow.

The Lived Experience participants show a clear preference for low-level physical separators such as curbs or raised islands, which are seen as more visible and less intimidating. Some participants expressed anxiety around bollards, viewing them as obstructive or visually confusing, especially for those using mobility aids or with visual impairments. In contrast, others saw bollards as helpful if properly spaced.

#### 3. Design Feature Priorities

Lived experience participants emphasised features like tactile paving, audible crossings, dropped kerbs, non-slip surfaces, and the avoidance of clutter on

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pavements. They shared preferences for low-level separation methods such as curbs or raised islands, rather than bollards, which some found anxiety-inducing. Stakeholders, on the other hand, prioritised broader design issues like traffic signal timing, the inclusion of yellow box junctions, and cycleway continuity across borough boundaries.

#### 4. Environmental Considerations

Both groups discussed the role of greenery and environmental features, but with different priorities. The lived experience groups supported the addition of planters and trees, provided they did not obstruct pathways. Their focus remained on how these features affected wellbeing and comfort. Stakeholders suggested a broader design of urban space, including dedicated running lanes and integration of utility access, reflecting a more holistic urban planning approach.

#### 5. Geographic and Implementation Focus

The lived experience discussions evaluated the full route from Aldgate to Blackfriars, highlighting challenges that could affect anyone navigating that corridor. In contrast, stakeholders focused more heavily on location-specific concerns such as congestion at Canon Street, safety around St. Paul's Cathedral, and construction-related disruption in Aldgate. They also addressed the complexity of managing areas under multiple jurisdictions, which was not a theme in the lived experience feedback.

#### 6. Nature of Disruption

When it came to the impact of proposed changes, the lived experience section focused on how poorly designed infrastructure could undermine independence, increase travel times, or create safety risks for disabled individuals. Stakeholders were more concerned with how the rollout of infrastructure might disrupt business operations, deliveries, or general traffic flow, especially during construction phases.

### Joint Recommendations

From this, several clear priorities emerge. Both groups advocate for segregated cycleways with physical separation from pedestrians and traffic to reduce risk and confusion. They support the use of strong colour contrast, tactile wayfinding features, and consistent signage across the route. Both groups call for improved safety features at junctions and crossings, including dropped kerbs, countdown timers, and audible signals.

There is also mutual support for enforcing responsible behaviour among road users, particularly regarding e-bike use and obstructive cycle parking. Importantly, both lived

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experience participants and stakeholders agree that truly inclusive design must consider not just infrastructure, but also public education, maintenance, and long-term policy coordination. These aligned goals provide a robust foundation for moving forward with the cycleway in a way that works for all.

## Summary

This report, commissioned for the City of London and delivered by Transport for All, reviews the proposed cycleway plans between Aldgate and Blackfriars through extensive consultation with disabled people and external stakeholders. It draws on lived experiences from individuals with a range of impairments as well as organisational insights. The objective was to assess the accessibility, usability, and safety of the proposed cycleways and provide actionable recommendations.

Disabled participants contributed feedback based on real-world experiences of navigating London, offering critical insights into barriers posed by shared spaces, inconsistent design, unclear wayfinding and the fast, silent movement of e-bikes. Stakeholders, including the London Cycling Campaign and City River, focused on policy alignment, traffic safety, urban planning, and implementation challenges. Despite differing areas of focus, both groups expressed a shared vision for an inclusive, safe, and accessible transport network.

The consultations underscored that cycleway design must actively account for the diverse needs of disabled people. While stakeholders offered perspectives on traffic management and cycling, the lived experience feedback brought attention to the day-to-day barriers, leading to disabled people to experience exclusion.

## Key Takeaways

- **Consistency is critical.** Neurodivergent and visually impaired users especially emphasized the need for consistent design layouts, wayfinding aids, and tactile and visual cues to reduce disorientation.
- **Segregation of transport modes is essential.** Both groups strongly advocated for physical separation between cyclists, pedestrians, and motor traffic to minimise risk. Preferences differed, with lived experience participants favouring curbs and low-level separators, and stakeholders more open to various methods, including bollards.
- **Shared spaces are a major accessibility risk.** All participants agreed that pedestrian–cyclist shared zones are unsafe, particularly for disabled individuals.

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There was strong agreement with the plans to avoid shared paths, by segregating cycleways, and to prioritise pedestrian safety at crossing points.

- **E-bikes and scooters pose unique dangers.** Their speed and silence create significant hazards for blind and visually impaired people. Participants called for speed regulation, audible cues, and clearer lane usage rules.
- **Crossings are often inaccessible.** Many crossings lack tactile paving, audible signals, dropped kerbs, or sufficient crossing time. These features are essential for equitable access and must be standardised.
- **Cycle parking creates access barriers.** Improperly parked rental bikes often block pavements, kerbs, and crossings, disproportionately affecting disabled people. Stakeholders and participants supported better parking management and coordination with rental providers.
- **Public behaviour matters.** Education campaigns were strongly supported to improve awareness around shared use etiquette, safe cycling speeds, and the rights of disabled road users.
- **Urban greening is welcomed (with caution).** Both groups supported the inclusion of trees and planters to improve environmental aesthetics and mental wellbeing but emphasised that these must not obstruct paths or create hazards.
- **Stakeholder concerns differ in focus.** Stakeholders focused on implementation logistics, jurisdictional challenges, business impacts, and modal integration. Disabled participants focused on usability, independence, psychological safety, and practical barriers.

## Prioritised Recommendations

These recommendations are based on the feedback received during this consultation process. For our specific recommendations, based on the proposed plans, please see the Accessibility Design Review.

1. **Implement fully segregated cycleways** that clearly separate pedestrians, cyclists, and motor vehicles using physical infrastructure such as raised curbs or protective islands.
2. **Standardise wayfinding and visual design** through high-contrast surfacing, consistent lane configurations, readable signage, and tactile markers, especially at transitions and junctions.
3. **Improve crossing accessibility** by adding tactile paving, audible signals, dropped kerbs, countdown timers, and refuge zones across the entire route.
4. **Regulate e-bike and scooter use**, introducing speed limits, clearer lane usage rules, and public education around the safety needs of disabled users.

5. **Ensure the safety and accessibility of bus stop bypasses**, ensuring they are well-marked and designed with disabled pedestrian safety in mind when crossing over them.
6. **Manage cycle parking** by collaborating with bike-share providers to designate parking areas and prevent obstruction of pavements and access points.
7. **Launch public education campaign** that promote awareness around shared space etiquette, cyclist behaviour, and inclusive use of public transport infrastructure.
8. **Coordinate construction plans** with businesses and community groups to minimise disruption during implementation and avoid reducing accessibility during works.
9. **Incorporate inclusive design principles** across the full route, including adequate space for adapted bikes, accessible map signage (e.g. audio-supported Legible London totems), and clutter-free environments.
10. **Incorporate greenery**, in the form of trees and plants, to create a more welcoming environment for all users to explore; ensure these don't clutter or obstruct pathways.

This report highlights the necessity of including disabled people's voices at every stage of planning. By including lived experience, the City of London has an opportunity to set a national standard for inclusive, equitable active transport infrastructure.

## Focus Group: Content

This section contains the specific comments from the participants, as well as diversity and inclusion monitoring for equity. Please note that throughout this part of the report, individual participants will be anonymised to reduce any bias. For example, participant one will be referred to as P1, and participant two will be referred to as P2, etc.

### Lived Experience

During the focus groups, each participant introduced themselves and said how they typically navigate around London, along with their disability, impairment-type and barriers. The City of London then presented the proposed plans, which include segregated cycle lanes and bus stop bypasses. It's important to highlight that the online focus group raised the need for better visual representations and street view mock-ups to help people understand the changes, particularly for those who are neurodivergent. This was taken on board for the in-person focus group, as illustrations and CGI images were shared with participants and helped facilitate further discussion.

### Diversity and Inclusion of Participants

#### Age Distribution:

- 18–34: 3 participants
- 35–49: 3 participants
- 50–65: 4 participants

#### Ethnicity:

Diverse backgrounds including:

- Asian (incl. Mixed): 4 participants
- Black (incl. Mixed): 3 participants
- BAME (not specified): 1 participant
- White British: 2 participants

#### Gender:

- Female: 4 participants
- Male: 6 participants

#### Sexual Orientation:

- Bisexual: 1
- Heterosexual: 7
- Prefer not to say: 2

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**Disability type (including carer responsibilities - multiple selections possible):**

- Blind or partially sighted: 2 participants
- Long-term health condition or chronic illness: 5 participants
- Mental health condition(s): 7 participants
- Mobility-related impairments: 4 participants
- Neurodivergent: 5 participants
- Parent/carer for a disabled person: 2 participants

**Mobility Aids Used (multiple selections possible):**

- Long cane: 1 participant
- Mobility scooter: 1 participant
- Orthotics: 2 participants
- Walking stick or crutches: 3 participants
- Wheelchair: 1 participant
- No mobility aid use: 4 participants

**Pregnancy or Recent Birth:**

- No: 8 participants
- Prefer not to say: 2 participants

## General thoughts and awareness

In terms of general thoughts around cycleways in London, participants had mixed views on their impact and accessibility, with some stating the benefits and advantages around having a cycleway to encourage lower carbon emissions when travelling around London, as well as assisting with the flow of traffic. P10 expressed strong support for them as both a cyclist and pedestrian, particularly in London's busy traffic. However, there were also comments from other participants, expressing their concerns around the addition of more cycleways throughout the City of London. Many of these were based on traffic concerns, attitudinal barriers (including cyclists being unaware of the safety of those walking and wheeling on the pavements) as well as a lack of awareness around disability. This will be explored further throughout this report.

Across the focus groups, participants reported a wide range of travel methods. Some cycled occasionally, while others used wheelchairs, mobility scooters, or walked. Several relied heavily on public transport, particularly buses, due to the physical and infrastructural barriers they faced in navigating the area.

The discussion covered various challenges and potential solutions, including the need for better infrastructure, increased awareness, and improved legal frameworks to

enhance safety and navigation for all users. These will be detailed and summarised below.

## Accessibility and Mobility

This section summarises key discussions from participants regarding the accessibility and mobility of London's cycleway infrastructure. Drawing from lived experiences, participants identified both barriers and opportunities for improving how these spaces serve disabled and neurodivergent users, people with long-term health conditions, and those who use mobility aids.

The overarching themes include consistency in design, inclusive infrastructure, signage, physical space allocation, and the interplay between safety and usability in the area.

### Segregated Cycleways and Inclusive Design

Participants across the group agreed that well-designed segregated cycleways can reduce bike riding on pavements, which helps keep pedestrian spaces safer and more accessible, especially for wheelchair users, and blind or partially sighted individuals.

P1 also stressed the value of segregated cycleways and visual aids, highlighting the importance of making public spaces accessible to all, not just cyclists. P2 supported this, noting that cycleways should “not feel like racetracks,” but instead prioritise safety and inclusivity through design. Both participants emphasised that thoughtful design influences whether people feel welcome and safe using a space.

The conversation also addressed bus stop bypasses and the need for better public communication and education around how to safely share space (see [Safety Concerns](#) for more).

### Separation Methods: Bollards vs. Curbs

On the topic of separated cycleways, participants generally supported physical separation from pedestrian areas, provided this was implemented carefully. Many expressed a preference for bollard posts, as they are more forgiving if accidentally contacted by a mobility device.

However, P10 voiced a different view. They stated that bollards caused anxiety due to their height and appearance. Instead, they preferred solid, low-level separation features such as raised curbs or islands, which offer both psychological reassurance and clearer boundaries.

### Consistency and Wayfinding

P1 shared their experience navigating both central and outer London and highlighted a lack of accessible signage and placemaking to support wayfinding. They emphasised

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the need for greater consistency in the design and layout of cycling infrastructure. This was reiterated by P10, who, as an autistic person, stated that consistency is vital for navigating spaces confidently. They noted that sudden changes in layout, such as switching from two-way to one-way cycle lanes, can be confusing and hard to remember, especially for neurodivergent individuals.

All participants agreed that this challenge could be mitigated through accessible visual design features, such as strong colour contrast. For example, colouring the cycleways in a solid, distinctive tone could help clearly differentiate them from adjacent pedestrian and road areas.

### **Street Clutter and Pavement Design**

Participants highlighted the importance of streamlining pavements to reduce street clutter and improve accessibility. This included reducing obstructions like bins, signage, cycle parking (including rental bikes) and excessive greenery, which can impede movement and create hazards, especially for people with visual impairments or mobility aids (see Design Considerations for further detail).

### **Crossings, Junctions, and Kerbside Access**

P3 also raised concerns about poorly designed junctions and shared pedestrian–cyclist areas. In cases where crossings lack tactile paving or dropped kerbs, blind and visually impaired people are at increased risk. Accessibility is limited when infrastructure fails to provide clear and safe ways to cross cycle lanes. They also flagged that disabled drivers or those using taxis often rely on kerbside access. When cycleways occupy former loading zones or accessible parking spaces, this can severely restrict access for those users.

P10 shared that they would like to see more zebra crossings in the proposed plans and stressed the value of countdown timers at traffic lights, describing them as significantly more accessible and beneficial to safety.

### **Modes of Cycling**

Electric bikes were frequently mentioned, with participants raising concerns about the lack of audible cues, which can create a barrier to crossing safely, as well as inadequate cycle parking available. As mentioned above, these bikes are often left in the pathways, create barriers for disabled users trying to navigate the space. It was also noted that some of these bikes are parked too closely in busy areas; creating a lack of space for some disabled people to access them, particularly in peak time when the area is busier.

P3 discussed how inclusive cycling infrastructure broadens access to active transport for people with long-term health conditions or limited mobility. For many disabled users, adapted cycles, handcycles, and mobility scooters offer a safer alternative to

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walking or driving, particularly when supported by protected cycle lanes. Tricycles and recumbent bikes, which require more space, also benefit from wide, segregated lanes.

### **Construction, Bus Stops, and Travel Times**

P7 shared their personal cycling experience, noting that while the route was generally straightforward, factors like construction and poorly placed bus stops posed challenges. The conversation touched on how visually impaired and disabled users are often impacted by environmental disruptions, and how proposed changes may increase travel time or reduce safety (see [Safety Concerns](#) for more).

### **Importance of Colour Contrast**

Finally, multiple participants emphasised the critical importance of strong colour contrast between pedestrian and cycling zones. This was seen as especially helpful for people with visual impairments and was regarded as a simple, effective measure for improving spatial awareness, safety, and wayfinding across shared urban spaces. It was also suggested that this might improve safety concerns with cyclists, ensuring that they don't move onto the paving.

## **Safety Concerns**

Participants raised several challenges and safety concerns related to both cycling and pedestrian navigation in the area. These discussions highlighted the need for improved infrastructure, greater awareness, and stronger legal frameworks to support safety and accessibility.

### **Cyclist Speed and Lack of Awareness**

P4, P8, and P9 highlighted several key issues affecting safety in the area. These included the high speed at which some cyclists travel, a general lack of awareness among cyclists of pedestrians and other vulnerable users, and the absence of clearly designated spaces for different modes of transport such as rental bikes, scooters, and private bicycles. Speed limits for bikes, including e-bikes, were mentioned as a necessary intervention to prevent accidents and maintain safe flow; alongside the need for increased enforcement around the high speeds of some cyclists.

### **Crossing Safety and Invisibility of Bikes**

P3 raised specific concerns about the safety of pedestrian crossings, particularly for blind and visually impaired individuals. They noted that fast, and often silent, bikes (especially electric bikes) can be very difficult to detect and therefore pose a significant hazard. These risks are increased further in areas without tactile paving, audible crossing signals, or dedicated pedestrian crossings.

Additional conflict points were identified where cycle lanes intersect pedestrian routes without sufficient markings or signage, such as at bus stops bypasses. In these areas, users with visual or hearing impairments may have little or no warning before a cyclist approaches, leaving them with minimal time to react. These risks are particularly high at crossings which are not signalised. Both P4 and P9, who are registered blind, strongly agreed with this based on their personal experiences navigating these environments.

The group expressed openness to a variety of potential improvements. These included installing clearer signage across key parts of the route and introducing audible signals at pedestrian crossings to support blind and visually impaired users. They also supported exploring the use of smart technologies to enhance safety and navigation. Examples suggested included motion detection systems, cyclist-specific traffic lights, speed limit enforcement, designated pedestrian crossings, and a public awareness campaign focusing on pedestrian safety in the local area, potentially led by the City of London. It's important to highlight that the need for consistency with traffic lights is needed; ensuring that audible signals are heard when it's safe to cross, including the maintenance of this.

### **Value of Segregation and Inclusive Design**

Participants expressed appreciation for the cycleway segregation measures that have already been introduced in this area. They noted that shared paths can be particularly unsafe for certain groups. Deaf or hard of hearing individuals may not hear bicycles approaching from behind. People with autism or cognitive impairments may find unpredictable interactions in shared spaces disorienting or distressing. Wheelchair users and those using mobility aids often require clear, unobstructed walking routes and can find shared paths difficult to navigate safely.

The group discussed wider safety issues concerning shared use paths, where both pedestrians and cyclists are expected to navigate the same space. P1 and P2 shared personal experiences relating to the high speeds of cyclists in these areas, which can compromise safety and increase the risk of collisions. Both participants emphasised the need for more visible signage and the installation of tactile paving to support safe and accessible navigation.

In response to these issues, they discussed possible solutions, including the use of physical infrastructure such as concrete cycle segregation units to create clear divisions between spaces designated for pedestrians and those for cyclists. P1 mentioned that they feel significantly safer when cars are slowed or traffic is reduced. P2 highlighted the importance of increased awareness among pedestrians as well and concluded that physical separation using concrete units would help prevent accidents by keeping cyclists and motorists apart.

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### **Cycle Lane Configuration and Communication**

P10 raised concerns about the overall design and use of cycle lanes. Their comments focused on the importance of physical safety measures, the regulation of cyclist speed, and the need for improved communication and information for all users.

Participants expressed a preference for physical barriers such as raised curbs or concrete separators rather than relying solely on painted lines to mark out cycle lanes. Additionally, they stated a slight preference for one-way cycle lanes positioned on opposite sides of the road, rather than a two-way cycle lane, which can be more difficult to navigate and predict.

P10 also addressed issues relating to the growing mix of users within cycle lanes, including pedestrians, cyclists, and motorised scooters. They suggested that there needs to be greater clarity and awareness regarding how these lanes are intended to be used, whilst P6 strongly stated their right to use the cycleways with their powerchair or motor scooter. Generally, depending on the features of the powerchair or scooter, the Highway Code currently states the following (this is explored further in the Accessibility Design Review):

“Cycle tracks are separated from the road by barriers or distance. Mobility scooters and powered wheelchairs in class 2 and 3 can be driven on cycle tracks.”

P3 identified road junctions, particularly those where cycleways intersect, as one of the most problematic and dangerous areas for disabled people. They explained that when these junctions are not carefully or thoughtfully designed, they become not only confusing but also inaccessible and unsafe for many users.

The group agreed that providing cyclists with better route planning tools would also help improve safety, by reducing unnecessary confusion and ensuring that cyclists remain on appropriate, designated paths.

### **Accessibility and Traffic Separation**

The discussion also addressed important considerations around physical accessibility, highlighting the critical role of dropped kerbs in supporting access for wheelchair users and others with mobility needs.

P10 stressed the need for a minimum distance, ideally at least half a metre, between cycle lanes and moving traffic, to maintain a safe buffer zone. Additionally, they expressed a preference for cycle lanes to be separated from moving vehicles by parked cars, rather than being positioned directly alongside traffic. This configuration was described as creating a more secure and less intimidating environment for cyclists, while still maintaining flow for all road users.

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## Design Considerations

Regarding specific design features, participants had a range of ideas to improve the accessibility, and usability, of this area for all users. These have been broken down below:

### Crossings and Wayfinding

#### Audio Cues

Participants agreed that consistent audio cues at traffic lights are vital for the safety of blind and partially sighted individuals. These cues should be regularly maintained to ensure that crossings always remain accessible.

#### Tactile Paving

P4 emphasised that tactile paving is essential in shared spaces, as it offers clear cues to help visually impaired users navigate safely by identifying hazards such as crossings and changes in level. However, they also noted that tactile paving placed around trees or greenery can cause confusion, particularly for long cane users. To be effective, tactile paving must be correctly installed, clearly contrasted and well maintained (there are accessibility guidelines and standards to support with this).

#### Missing Crossing Features

Participants noted that many crossings currently lack vital features, including:

- Tactile paving
- Audible signals
- Dropped kerbs
- Sufficient crossing time
- Safe refuge areas between wide cycle lanes and motor traffic

### Environment Design

#### Adequate Lighting

Ensuring the area is sufficiently lit was a key concern, especially during early mornings and evenings in winter, when many people are commuting. Participants shared that good lighting improves safety and visibility for all users, particularly at crossings and areas with multiple transport modes.

#### Cycle Parking Racks

P9 pointed out that cycle parking racks should be clearly visible to people with low vision. Drawing from an example of their local area, they explained that silver finishes can create glare for them, whilst black finishes may become indistinguishable in low-light conditions. They suggested for racks to be matte and a high-contrast colour, to ensure that they stand out and improve visibility and safety.

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### Well-Maintained Pavements

Participants emphasised the need for non-slip pavements, particularly in wet weather. Surfaces should also have a matte finish to reduce glare and visual discomfort, supporting safe and comfortable movement for all users.

### Greenery

As mentioned earlier in this report, participants expressed that having additional greenery in place, such as planters and trees, would create a more welcoming feel and less like a “racetrack”. This was well supported, provided there is enough space for pedestrians to use the paving without access barriers (i.e. the greenery doesn’t cause any obstructions). The benefits of this would create a welcoming feel into travelling through the area, particularly as more people are starting to walk, wheel and cycle for their mental health and wellbeing.

### Maps and Wayfinding

#### Legible London Totems

P9 and P4, both who are registered as blind, highlighted that Legible London totems are not currently accessible for individuals with visual impairments. An audio option would make these tools more inclusive. In addition, placement of totems should be carefully considered to avoid creating street clutter or barriers on pavements.

P10, on the other hand, praised the usefulness of these maps and recommended that cycleways be included wherever possible.

#### General Signage and Shared Space Improvements

The group discussed overall design features for cycling infrastructure, particularly in shared spaces and at crossing points. They agreed that features such as raised paving, tactile surfaces, and clear markings are important for ensuring safety, especially for disabled pedestrians and cyclists.

P1 specifically suggested that the shared space near Aldgate could be improved with better contrast and signage to make the cycling route more visible. Participants also stressed the need for smooth, even pavements to prevent tripping hazards. They concluded that strong colour contrast and clear, consistent markings would help make all pathways easier to navigate.

#### Floor Markings

Participants suggested using colour-contrasted floor markings to support wayfinding and improve clarity in shared spaces. They also mentioned:

- The potential for solar lighting to enhance visibility

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- Surface signage to indicate permitted users, such as wheelchair-friendly cycleways, as Abdul pointed out that their mobility scooter is permitted in cycleways if the speed is over 8mph; however, there is little awareness of this in the public

## Junction Design and Prioritisation

### Complex Junctions

P3 raised concerns about complex junctions with multiple traffic and cycle lanes, which can overwhelm or disorient individuals with cognitive impairments or vision loss. Without tactile paving or consistent signage, these users struggle to identify where it is safe to cross.

### Pedestrian Priority and Awareness

Participants observed that pedestrians often lack clear priority, especially when crossing cycle lanes. Cyclists may not always yield, particularly if the design does not visually or legally prioritise pedestrian movement. This further emphasises the need for an awareness campaign to promote safer behaviours among all road users, including cyclists, pedestrians, and motorists, and how to use these spaces.

## Cycle Path Features and Separation Methods

### Cycleway Improvements

P10 discussed improvements to cycle paths and shared spaces, suggesting the inclusion of dedicated cycleways on nearby bridges. They stressed the importance of consistency across London's cycle infrastructure.

### Bus Stop Bypasses and Cyclist Behaviour

Participants also flagged potential issues with crowding at bus stop bypasses and expressed concern about cyclist behaviour when pedestrians are attempting to cross.

## Stakeholders

Two representatives from the London Cycling Campaign (LCC) and the Partnership Director for City River met to discuss and give feedback on the proposed plans for a new cycleway in the City of London. Illustrations, CGI images, and proposed plans were presented. Stakeholders agreed that the plans will play a vital role in improving the infrastructure needed for safe travel through the area. The discussion focused primarily on proposed cycleway designs for Queen Victoria Street and surrounding locations.

## Accessibility and Mobility

### Wayfinding, Accessibility, and Visual Aids

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When an illustration of St Botolph Street (looking west) was reviewed, showing a crossing that spans from the pedestrian area through the cycle lane and onto the road, stakeholders noted that direct crossings are preferable to designs requiring two sets of lights.

There was further discussion on wayfinding features, such as colour contrast and signage, particularly where the cycleway transitions from two-way to one-way. Transport for All asked whether coloured cycle lanes could aid navigation and deter motor vehicles from parking in them, which received broad agreement.

## Safety Concerns

### Overall Safety Considerations

Safety features in the proposed designs, such as raised surfaces and directional changes, were seen as positive steps to slow cyclists in shared spaces to ensure everyone's safety.

There was discussion around the need for yellow box junctions at crossover points to prevent traffic from obstructing cyclists. LCC noted Transport for London's (TfL) reluctance to implement these for non-motorised traffic. Stakeholders also highlighted challenges at the route's endpoints, especially at junctions under different jurisdictions, which may be less accessible for some users.

### Enforcement and Public Awareness

Concerns were raised about electric motorbikes using cycleways, and stakeholders agreed on the need for stronger enforcement. They supported a public campaign to encourage respectful behaviour by all road users, aiming to reduce conflicts and improve safety.

### Specific Concerns: Aldgate and Canon Street

City River expressed concerns about potential congestion at the Canon Street junction and suggested traffic-free periods when the cycle light turns green. LCC observed that east of Coin Street, traffic levels drop, creating a safer environment for cycling even without dedicated lanes.

Regarding the Aldgate area, LCC raised concerns about the removal of cycle lanes on Landfall Street and the potential rise in traffic following the reopening of Bank junction to black cabs. They criticised the current cycleway plans in the Aldgate corridor as potentially unsafe for new cyclists, particularly due to a proposed sudden left-hand turn and the requirement to briefly cycle alongside large vehicles, including buses and lorries.

Additional concerns about Aldgate Square included narrow road widths, traffic congestion, and ongoing construction works, all of which pose safety risks to cyclists. Stakeholders noted that timelines for implementing infrastructure changes must be carefully coordinated with local businesses to minimise disruption, particularly for customers and deliveries.

## Design Considerations

### Overall Cycleway Design

Participants raised general safety concerns, particularly regarding how cycleways are segregated. There was a focus on the need to ensure accessibility for disabled pedestrians and cyclists, and on maintaining proper separation from motor traffic. LCC expressed a preference for single cycleways on each side of the road for improved directness and navigability. However, they acknowledged the rationale behind two-way cycleway designs in areas where space is limited.

### Infrastructure Features and Inclusive Design

The conversation also addressed the importance of bus stop bypasses and barriers separating cycle lanes from the road. LCC expressed strong support for bus stop bypasses, noting that without them, cyclists are often forced into heavy traffic, discouraging usage among various groups. They emphasised that improved infrastructure, including bus stop bypasses, has boosted the popularity and inclusivity of cycling; especially among women, children and disabled people.

There was a desire for more greenery along routes, and suggestions to incorporate dedicated running lanes. They felt that there was a need to balance infrastructure for cyclists, pedestrians, and runners while addressing utilities and accessibility for all. Due to the pavements being a minimum of 4.4 metres wide, this felt like a possibility.

Inclusive cycling infrastructure, such as support for adapted bikes and cargo bikes for business use, was also discussed. City River noted the challenges of accommodating cargo bikes in tight spaces and the need for designated parking for rental bikes. LCC referenced a recent charter in Manchester for delivery rider conduct, suggesting it could be adapted for London. The group agreed on the importance of working with bike-sharing companies to ensure proper parking and prevent obstruction of pavements and fire exits.

### Area-Specific Issues

City River highlighted congestion issues in Cheapside and Queen Victoria Street, especially around St. Paul's Cathedral. They raised concerns about managing interactions between traffic, cyclists, pedestrians, and deliveries, including those from evening food services and tourist coaches. The increasing presence of tuk-tuks in the

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City of London, especially on weekends, was also mentioned. Stakeholders briefly discussed the potential for future licensing regulations for these vehicles, and whether this could be a possibility.

# Accessibility Design Review

By Transport for All for City of London

June 2025



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## Introduction

This report summarises our feedback of the proposed plans for the cycleway between Aldgate and Blackfriars, as part of the consultancy project commissioned by the City of London. The project comprised of three different elements to review and evaluate the accessibility of the proposed plans for the cycleway between Aldgate to Blackfriars. This includes:

1. **Focus Groups with Disabled People**
2. **Focus Groups with External Stakeholders**
3. **Reports**
  - a. Focus Groups Consultation Review (see other report)
  - b. Accessibility Design Review

Transport for All's work is rooted in the Social Model of Disability, understanding that the design of the environment can create barriers that prevent Disabled people to fully access and participate in society. By involving Transport for All in this project, the City of London can understand disabled people's perspectives through their lived experience; ensuring that the city is designed to achieve maximum possible access.

## Overview

This report, the **Accessibility Design Review**, assesses the proposed plans of the cycleway and comment on design considerations, from a pan-disability and accessibility point of view, alongside making recommendations for the City of London.

Focusing on accessibility, safety, and inclusivity, this review follows relevant UK legislation and best-practice guidance, including the Equality Act 2010, Local Transport Note (LTN) 1/20, Inclusive Mobility (Department for Transport), the Highway Code and BS 8300. These frameworks ensure that infrastructure is inclusive and accessible to all, including disabled people and older adults.

Overall, the plans introduce:

- New two-way and protected cycle lanes
- Improved pedestrian crossings
- Changes to pavements and vehicle lanes
- Relocations of parking / loading bays and bus stops
- Traffic calming and safety features like raised tables and cycle gates

# Aldgate to Blackfriars Cycleway 01

## Queen Victoria Street West

Cycleway Plan 01 covers the area along Queen Victoria Street, near Blackfriars. It includes new two-way cycle tracks, protected lanes, bus stop bypasses with raised tables, relocated disabled parking, new pedestrian crossings and improved junctions.

## Areas of Good Practice

- **Protected Cycle Lanes**
  - Segregated cycle infrastructure supports the needs of various cyclists, including those using adapted cycles. This aligns with the modal separation principles set out in LTN 1/20 and accessibility requirements in BS 8300.
- **Bus Stop Bypasses**
  - Raised tables at bypasses slow cycle traffic and facilitate safer pedestrian access to buses. This feature is consistent with Inclusive Mobility (DfT, 2021) guidance on pedestrian-level continuity and LTN 1/20 guidance on bus stop interactions.
- **Tactile Paving**
  - Present at key crossing points, aiding visually impaired users. This follows recommendations from Inclusive Mobility and BS 8300 for tactile indicators at crossings.
- **Relocated Disabled Bays**
  - Ensures continued access for people with mobility impairments. This is in line with the Equality Act 2010 and BS 8300 standards for accessible parking proximity and gradient.
- **Cycle Gates and Junction Improvements**
  - Improve clarity and safety at intersections. These features are encouraged in LTN 1/20 to enhance cyclist priority and reduce conflict.

## Areas for Improvement

- **Bus Stop Bypasses**
  - Lack of clear separation between pedestrian waiting zones and cycle paths could pose hazards to visually impaired people. BS 8300 and Inclusive Mobility recommend distinct surfaces and tactile paving.
- **Crossing Detail Omitted**
  - Plans do not specify whether new crossings will include audible signals, sufficient crossing times, or dropped kerbs with appropriate tactile

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paving. These are required features under Inclusive Mobility and the Highway Code for pedestrian crossings.

- **Coach Parking Bays**
  - Relocated bays should not obstruct pedestrian sight lines or pathways. This aligns with BS 8300 recommendations to avoid street furniture blocking accessible routes.

## Recommendations and Actions

1. Provide tactile paving and signage at bus stop bypasses.
2. Include audible signals, dropped kerbs and tactile paving at crossings.
3. Assess relocated coach parking for obstruction risks.

## Aldgate to Blackfriars Cycleway 02

### Queen Victoria Street East

Cycleway Plan 02 continues the route toward Mansion House, including protected eastbound and westbound lanes, widened pavements, cycle gates, coach parking adjustments and improvements to pedestrian infrastructure.

### Areas of Good Practice

- **Protected Eastbound and Westbound Cycle Lanes**
  - Aligns with LTN 1/20 recommendations for modal separation and accessibility to ensure safe use by a range of cyclists, including disabled cyclists.
- **Widened Pavements**
  - Provide more space for pedestrians, improving accessibility for wheelchair users and those using mobility aids. This meets the minimum footway recommendations in Inclusive Mobility.
- **Cycle Gates**
  - Improve safety and reduce conflict at key junctions. These features are encouraged in LTN 1/20 to support safer cycling infrastructure design.
- **Cycle Lane Crossover Access**
  - Facilitates easier transition for westbound cyclists. This feature supports connectivity and consistency in design as recommended by LTN 1/20.

### Areas for Improvement

- **Wayfinding and Seating**

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- The plans do not include accessible signage or rest areas, which are essential for older users and those with fatigue.
- These are highlighted as critical under Inclusive Mobility and BS 8300 for accessible street environments.
- **Crossing Infrastructure Details**
  - Like Plan 1, lacks clarity regarding tactile paving, audible cues, or signal timing adjustments for accessibility.
  - These elements are necessary under Inclusive Mobility and the Highway Code.
- **Coach Parking Relocation**
  - Like Plan 1, this requires assessment for impacts on pedestrian movement and visual lines.
  - This is consistent with BS 8300 requirements for unobstructed pedestrian environments.

## Recommendations and Actions

1. Add accessible wayfinding signage and provide seating at regular intervals.
2. Ensure new crossings meet Inclusive Mobility standards (tactile, audible, timed).
3. Audit coach bay locations for pedestrian impact and visibility.

# Aldgate to Blackfriars Cycleway 03

## Aldgate Area to Aldgate High Street

Cycleway Plan 03 focuses on the Aldgate area and includes new and retained protected cycle lanes (both eastbound and westbound), cycle gates, raised table crossings, a shared walking and cycling space, and improved access to Aldgate Square's two-way cycle track. Key features include protected lanes using flexible posts, new zebra crossings and multiple raised table crossings designed to slow traffic and enhance safety.

## Areas of Good Practice

- **Protected Cycle Lanes**
  - The continued use of protected lanes with flexible posts supports safe travel for all cyclists, including those using adapted or non-standard cycles. This complies with LTN 1/20 and the inclusive design objectives outlined in BS 8300.
- **Raised Table Crossings**

- These improve safety for all users by slowing motor traffic and providing level surfaces, enhancing comfort and accessibility. This aligns with guidance from Inclusive Mobility and BS 8300.
- **Cycle Access to Aldgate Square**
  - Provides dedicated access to the two-way cycle track, promoting route continuity and user safety. This supports LTN 1/20 guidance on continuous and connected cycle networks.
- **Cycle Gate Retention**
  - Helps manage interactions between cyclists and vehicles at junctions, supporting safer navigation. These design features are recommended by LTN 1/20 for safer crossings and junction transitions.

## Areas for Improvement

- **Shared Walking and Cycling Space**
  - Shared surfaces can create conflict, particularly for visually impaired users. Separation or clearer delineation would improve accessibility. This recommendation follows the standards set in BS 8300 and Inclusive Mobility, which discourage shared space without clear tactile and visual separation.
- **Signage and Wayfinding**
  - No mention of directional signage or wayfinding tools, which are crucial for inclusive navigation. This omission highlights the need to align with Inclusive Mobility and BS 8300 standards on accessible information systems.
- **Lighting and Contrast**
  - The plan does not reference lighting enhancements or high-contrast surfacing, both essential for safety, especially in poor visibility conditions. Both BS 8300 and Inclusive Mobility recommend these measures for user confidence and navigation.

## Recommendations and Actions

1. Clearly specify shared walking and cycling spaces with tactile indicators and visual contrasts.
2. Introduce accessible signage and wayfinding at all key decision points.
3. Ensure surface materials are high contrast and slip-resistant, particularly at crossings and transitions.
4. Provide consistent lighting to improve safety and visibility along all cycle routes.

## Best Practice Considerations

To ensure the proposed plans are accessible and inclusive for all users, the following best practice design considerations should be incorporated. These align with national standards and guidance:

- **Wayfinding and Signage**
  - Incorporate clear, legible and ideally tactile or audio-enabled signage to aid navigation (Inclusive Mobility, BS 8300)
- **Street Names and Directional Markers at Accessible Heights**
  - Ensure these are visible from both seated and standing positions (BS 8300)
- **Consistent Infrastructure Design**
  - Uniform use of tactile paving, signage and materials throughout the route reduces user confusion (Inclusive Mobility)
- **Cycleway Maps and Orientation Aids**
  - Include local cycle network maps at key junctions and entrances (LTN 1/20, BS 8300)
- **Cycleway Separation**
  - Use of kerbs or flexible posts to physically separate cycleways from pedestrian areas (LTN 1/20)
- **Contrasting Surface Materials**
  - Ensure cycleways, footways, and crossings use visually contrasting materials with non-slip properties (BS 8300, Inclusive Mobility)
- **Access Features and Entry Gates**
  - Install gates near crossings that do not obstruct wheelchair or scooter access and are aligned with tactile paving (Inclusive Mobility)
- **Lighting**
  - Provide consistent, shadow-free lighting for all travel paths (BS 8300)
- **Tactile Maps and Audio Information Points**
  - Support those with visual impairments or cognitive disabilities (Inclusive Mobility)
- **Crossing Infrastructure**
  - All crossings should include tactile paving, dropped kerbs, audible signals and clear visual indicators (Inclusive Mobility, Highway Code)
- **Floor Markings**
  - Use floor guides or painted lines for navigation in shared or complex areas (Inclusive Mobility)
- **Cycle Racks and Bollards**

- Use high-contrast colours and avoid black or silver finishes to improve visibility (BS 8300)
- **Tactile Considerations for Mobility Aids**
  - Ensure continuous, stable surfaces that support the use of walking sticks, canes and mobility scooters (Inclusive Mobility)
- **Pavement Condition**
  - Maintain surfaces to be free of trip hazards and slip-resistant in wet conditions (BS 8300)
- **Cycleway Safety Measures**
  - Design for speed moderation through layout and geometry and consider visibility enhancements such as cat's eyes or surface markings (LTN 1/20)
- **Awareness and Education**
  - Complement cycleway plans with public campaigns to encourage considerate behaviour (LTN 1/20)
- **E-Bike and E-Scooter Visibility**
  - Investigate enhancements such as sound systems or visibility aids for any electric-based vehicles (Highway Code)

## Summary

The Aldgate to Blackfriars cycleway proposals demonstrate a clear intention to promote active travel through the introduction of protected cycle lanes, improved junction design and redesigned street spaces. However, to ensure that these designs are not only sustainable but also equitable, it is essential that accessibility and inclusivity are embedded consistently across all stages of planning, design and delivery.

This review has identified both strengths and areas needing improvements, particularly concerning crossing accessibility, wayfinding, surfaces and the clarity of separation between pedestrian and cyclist movements. While the proposals incorporate several good practices aligned with national guidance such as LTN 1/20, Inclusive Mobility and BS 8300, further changes are required to meet the needs of disabled people and ensure inclusive design.

By implementing the prioritised recommendations and best practice considerations outlined in this report, the City of London can ensure that the cycleway is usable, safe and welcoming for all. This will uphold the legal duties under the Equality Act 2010 and serve as an example of accessible environments to support independent mobility, sustainable transport and social inclusion across the city.



## Prioritised Recommendations

To align the cycleway infrastructure with inclusive design standards and best practice, the following prioritised recommendations are proposed:

1. **Maintain a minimum 2m unobstructed footway** on all pavements.
  - i. Inclusive Mobility, BS 8300
2. **Ensure all pedestrian crossings include:**
  - a. Tactile paving
  - b. Dropped kerbs
  - c. Audible signals
  - d. Adequate crossing times for slow-moving pedestrians
    - i. Inclusive Mobility, Highway Code, BS 8300
3. **Clearly separate cycle and pedestrian areas** at bus stop bypasses using tactile delineators and surface contrast.
  - i. BS 8300, Inclusive Mobility, LTN 1/20
4. **Introduce accessible wayfinding and rest features**, including:
  - a. Tactile or audio signage
  - b. Regular seating
  - c. Tactile maps and / or floor guides
    - i. Inclusive Mobility, BS 8300
5. **Audit relocated coach bays** to ensure they do not obstruct pedestrian routes or reduce visibility at crossings.
  - i. BS 8300
6. **Ensure cycleways accommodate Class 2 and Class 3 mobility scooters and wheelchairs**, including:
  - a. Appropriate surface width and quality
  - b. Step-free access
  - c. Safe transitions and gradients
    - i. Highway Code, Inclusive Mobility
7. **Implement additional best practice accessibility features:**
  - a. High-contrast markings and non-slip surfaces
  - b. Shadow-free lighting
  - c. Consistent design elements across the route
  - d. Visibility enhancements (e.g. colour-contrasted cycle racks and bollards)
    - i. BS 8300, LTN 1/20, Inclusive Mobility

These recommendations are important to ensure the proposed plans meet the accessibility, safety, and inclusivity standards in the UK and best practice guidance. These will also promote inclusive, sustainable and active transport, upholding equity and safety for all.

Transport for All | [transportforall.org.uk](https://transportforall.org.uk)

Charity #1063733 (Registered in England and Wales) | Company #03337948 Cooper House, Lower Charlton Estate, Shepton Mallet, Somerset BA4 5QE

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# Members' Briefing Papers

London Cycling Campaign  
Living Streets  
Royal National Institute of Blind People  
Wheels for Wellbeing  
Guide Dogs

## London Cycling Campaign briefing on “bus stop bypasses” for City of London

June 2025

### What is a floating bus stop? And why are they needed?

Floating bus stops such as Bus Stop Bypasses (BSBs) are what happens broadly where a cycle track goes past a bus stop. Without some form of floating bus stop, cyclists are expected to rejoin the road through the bus area. There are no alternative designs that cities have found yet for cycle tracks that pass bus stops that aren't some form of floating stop – so the main alternative done in some areas is to just end the track, forcing cyclists to rejoin the carriage through the bus ‘cage’ where the bus stops.

Just like with poor junction designs, we know the end result of doing that is road danger for those who currently cycle *and* a hostile barrier to cycling for those who would cycle if a continuous cycle track was available. Research including [‘The Near Miss Project’](#) shows women, children, the elderly and Disabled people are impacted more by gaps in provision. Absence of floating bus stops also means two-way cycle tracks along bus routes cease to be deliverable.

Active Travel England (ATE) has produced [guidance on bus stops](#) (TfL also, as below). It says: “Cyclists should be protected from buses, with interactions between pedestrians and cyclists being low-level. Well-designed bus stop bypasses help to reduce conflicts between cyclists, buses and moving traffic... Bus stop bypasses... [have] the potential to introduce conflicts between pedestrians and cyclists.... To minimise potential conflicts, the layout of a bus stop bypass must [consider] design details.” In other words, there is good guidance already on how to design floating bus stops to minimise risks to any pedestrians, conflict etc. and conflict levels are low.

### Could the City reduce motor traffic enough to avoid cycle tracks on bus routes?

No. The main alternative for the City to avoid the necessity for cycle tracks and therefore bus stop provision would *theoretically* be to reduce private motor traffic to such an extent the City could deliver a coherent cycle network entirely on streets with very low motor traffic volumes. Most guidance (such as DfT's [LTN 1/20](#) Fig 4.1, p33) suggests above 2-3,000 PCUs\* daily on a street, most people will not cycle when mixing with motor traffic. (\* PCUs or ‘Passenger Car Units’ are a measure of motor traffic volumes taking into account sizes of vehicle. A cycle is generally 0.2 PCUs, a car 1, a bus or coach 2, an HGV lorry 2.3.)

Every main road in the City [far exceeds such PCU levels](#). A no cycle tracks approach in the City would therefore require removal of the vast majority of motor traffic on most roads and still likely wouldn't enable children, the elderly etc. to cycle comfortably there – as we know these groups will only cycle on roads with coherent cycle tracks or on roads with far lower levels of traffic still: hundreds not thousands of PCUs daily. This would mean traffic reductions far in excess of [current strategy](#) and seems unlikely to be (politically or logistically) deliverable.

Assuming the City is not realistically about to become a giant Low Traffic Neighbourhood (LTN) with little in the way of buses, construction lorries or taxis then for the City's stated transport targets cycle tracks will be needed on some ‘main’ roads, including ones with bus stops – both to increase cycling rates and to increase safety, but also to increase cycling diversity.

### TfL's Bus Stop Bypass Safety Review 2024

TfL and others internationally have [studied](#) floating bus stops. TfL analysis suggests the risk of a pedestrian being injured at a BSB is “very low” particularly when “compared to... the wider [road] network.” TfL's evidence also shows “slightly more disabled or older boarders at bus stops with bypasses, compared to bus stops without bypasses... and bus boarding patterns for older and disabled people found... a bus stop bypass did not subsequently affect overall numbers using that same bus stop.” In other words, Disabled or elderly people are not changing travel patterns to avoid BSBs. This is echoed by other data, for instance from Brighton where use of routes by Visually Impaired people with “bus stop boarders”, a type of floating bus stop, has risen.

TfL also mention the 2020 University of Westminster study that found “protected cycle infrastructure reduces risk of injury by 40-65 per cent for people cycling”. Floating bus stops are necessary for cycling safety and diversity, are uncontroversial across most of Europe and are not dangerous or causing significant barriers to mobility, based on TfL and other evidence.

### **Can't we just wait until better designs emerge?**

Again, no. Significantly delaying rollout of BSBs means risks for the City achieving its transport strategy targets and delivering appropriate levels of mode shift to cycling etc. And there is no clear, rapid path to improvements that hasn't been considered or isn't being rolled out already (via TfL's design guidance, for instance).

LCC is very much in favour of improving design guidance as these designs progress. But delays cost lives and will impact your delivery of your transport strategy. And TfL has [already produced extensive design guidance](#) that highlighted that most 'issues' with current floating stops are on those not yet brought up to the latest standards.

Good design guidance for floating bus stops must at heart be evidence-led and also flexible enough to continue rollout – without so heavily adding to cost or reducing feasibility of delivery – so the City can realistically hit its targets and fulfil its strategy.

### **Vision Zero and the 'safe systems' approach**

Central to the City transport strategy, as well as TfL transport strategy is a 'Vision Zero' approach to safe streets. This utilises a 'safe systems' approach to tackling the biggest issues as a priority. *All* street designs and associated design decisions in the City – from junctions, to speed limits and speed results, pedestrian guardrailling, bollards, kerbs, side roads, narrow pavements, paving slabs etc. - need carefully prioritising by the size of risk and size of barrier to mobility they pose, particularly for those who already face the largest barriers to safe and comfortable movement.

If the City of London wants to keep momentum in improving safety outcomes, rising cycling rates and safety for pedestrians too, cycle tracks are a priority and must provide constant protection from other traffic. We also need to ensure the best possible design guidance is developed that takes into account everyone's needs to ensure streets are more inclusive, as new street layouts rollout and the City changes. Design inevitably does mean some level of compromise, conflict even between road users, but the evidence says floating bus stops broadly work and are needed.

## **Inclusive Design at bus stops and continuous footways**

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**Living Streets is the UK charity for everyday walking. We ran a major research study, looking at bus stops where there is also a cycle track, over three years (ending 2024).**

We wanted to understand whether bus stop bypasses/floating bus stops were necessary, were effective, and whether they make streets more or less inclusive.

One of our ten 'detailed study sites' was on New Bridge Street, Blackfriars (City of London).

**Our conclusions point to a complex and nuanced situation.**

We are clear that further work is needed to ensure all those concerned are involved in evaluating whether our conclusions are correct, and in testing and/or refining the proposed design enhancements. A starting point is a series of pilots, and disabled people should be at the heart of this work.

**What follows is an informal and greatly simplified summary to accompany an in-person briefing. This document's content should not be reproduced separately.**

**More formal information can be found at:**  
[www.livingstreets.org.uk/inclusivedesign](http://www.livingstreets.org.uk/inclusivedesign).

### **Purpose**

- There has been confusion over the purpose of bus stop bypasses
- The purpose of bus stop bypasses is not primarily about separating cyclists from buses, nor the convenience of cycling, but because continuing a cycle track at a bus stop provides overall protection from traffic.

### **Evidence of exclusion/disadvantage**

- There is inconsistency in current design approaches.
- Existing British bus stop bypasses do not reliably allow a blind or partially sighted pedestrian to stop cyclists.
- The level of cycling, along with the complexity of the environment, dictate the overall level of impact.
- The level of discomfort or difficulty most people experience in using these bus stops, when well designed, is very low.

### **Current attempts to mitigate issues**

- Zebra crossings don't work reliably, but for complex reasons that are rarely understood/discussed
- Some of the features that have been used to try to slow cyclists may be having effects that are the opposite of those desired

### **Avoiding the use of bus stop bypasses**

- Entirely ruling out the use of bus stop bypasses is not a viable option.
- It is preferable to avoid the need for bus stop bypasses in as many locations as is practical.

## Minimum design quality

- Any design enhancements will only be effective if the basic design follows some key principles, which we outline.
- In absolutely all cases there must be sufficient space for accessible design, including sufficient footway width and a bus stop island/platform which can be easily negotiated using a wheelchair or other mobility aid.
- Many existing bus stop bypass designs do not meet the standard and principles we outline.

## Three characters of site

The problems that bus stop bypasses create, and the enhancements needed, vary greatly according to the environment. We identified three broad site characters

- very quiet-simple,
- moderately busy-complex, and
- very busy-complex.

## Possible design enhancements

For the most busy-complex sites traffic lights are needed to create safe crossing opportunities. These should **not** be used at the other sites.

For moderately-busy moderately-complex sites we propose the testing of three new approaches to provide pedestrians who need it with extra support to cross.

These enhancements should be designed on the basis that they will only be used rarely and by very few pedestrians, using a push-button system. They are:

- A detection system producing a sound/tactile signal as cyclists approach
- An AI based system, informing pedestrians about cyclists
- A highly-visible flashing lighting system, activated by pedestrians who want cyclists to know they are crossing.

It may be valuable to combine these approaches.

# Cycle Tracks at Bus Stops

June 2025

**R N I B**

See differently

**About Sight Loss in the UK (table has 1 row, 4 columns)**

Every day 250 people start to lose their sight	More than two million people have sight loss	320,000 registered blind or partially sighted	Age-related macular degeneration is the leading cause of blindness in adults.
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## Summary

- Currently, there are no designs of cycle lanes at bus stops that enable blind and partially sighted people to safely cross the cycle lane to access buses. Whilst this remains the case, we should halt the building of bus stops with cycle lanes.
- Bus stops should be designed such that all passengers can continue their journey without crossing a live cycle lane.

## Opportunity to make bus travel more inclusive

RNIB supports the Government's ambition to promote walking and cycling, but this must be underpinned by inclusive infrastructure. Getting the design right from the outset is essential. Retrofitting for accessibility is more expensive and leaves blind and partially sighted people excluded until changes are made.

## Bus travel is a lifeline for people with sight loss

Blind and partially sighted people, who are excluded from driving, rely heavily on public transport, especially buses, as their main way of getting around. 83 per cent of respondents to a recent RNIB survey said it was "very important" for them to have the option to travel by bus and 95 per cent use buses at least monthly. If buses aren't accessible, it can leave them further isolated with few or no alternatives.

Accessible bus travel is even more vital because street design is often so poor—cluttered pavements, inaccessible crossings, and pavement parking mean that walking can be difficult or impossible. Many blind and



partially sighted people report using buses for even short trips just to avoid dangerous or inaccessible routes.

## **Cycle lanes at bus stops aren't safe for blind and partially sighted people**

Floating bus stops pose significant challenges for blind and partially sighted passengers. They must first locate the often hard-to-detect cycle track, judge whether it's safe to cross, and then navigate to the bus shelter on the island. These difficulties come on top of the many barriers they already face when accessing public transport.

A recent RNIB study into bus travel found that, of the approximately 400 survey respondents who have encountered this kind of bus stop:

- 87 per cent report that bus stop bypasses make it harder for them to reach the bus stop.
- 59 per cent are prevented from using buses at bus stop bypasses.
- 55 per cent have changed their routes to avoid bus stop bypasses.
- 49 per cent make fewer journeys to avoid bus stop bypasses.
- 14 per cent no longer go out because of a bus stop bypass.

Blind and partially sighted survey respondents told us:

*"I have been knocked down when crossing over the cycle path to get on a bus."*

*"Floating bus stops are a complete nightmare, and I will use a different stop if at all possible. They simply are not safe for me to navigate, and I put myself and my guide dog at risk when I am forced to use them. The design is not consistent; it is potluck whether I will find the crossing or not (or if it has one!). There is no mechanism for me to stop cyclists or e-scooters so that I can cross in safety. In a busy and chaotic place such as London this is a recipe for disaster."*

Research by Guide Dogs has found higher physiological stress levels in blind and partially sighted people at bus stops with cycle lanes. Physical effects of increased stress can be severe and long-lasting with repeated exposure.

Despite their well-known risks, these bus stop designs are being rolled out in growing numbers by local authorities across the UK. With no standardised approach, they continue to put blind and partially sighted people in harm's way.

## **About RNIB**

The Royal National Institute of Blind People (RNIB) is one of the UK's leading sight loss charities and the largest community of blind and partially sighted people. Every day 250 people begin to lose their sight. We want society, communities and individuals to see differently about sight loss.

## Bus Stop Bypasses

– Wheels for Wellbeing briefing for City of London event 18<sup>th</sup> June 2025

### 1 Principles for accessible journey-making

**Key principle: Everyone should have safe, accessible transport options that they can use to make the local journeys they want and need to make.**

- (i) The [Equality Act \(2010\)](#) requires service providers to make anticipatory reasonable adjustments for Disabled people “to approximate the access enjoyed by disabled people to that enjoyed by the rest of the public.”
- (ii) Some Disabled people need to use [walking/wheeling](#) and buses/public transport to make essential journeys, and cannot make these journeys other ways.
- (iii) Some Disabled people need to use cycling, mobility scooters and other above-walking-speed mobility options ([amplified mobility](#)) to make essential journeys, and cannot make these journeys other ways.
- (iv) Some Disabled people need to use private motor vehicles (including taxis and private hire vehicles) to make journeys, and cannot make these journeys other ways.
- (v) Presently, poor accessibility of all travel modes in the UK [unfairly disadvantages many Disabled people](#). Poor safety and accessibility of infrastructure and vehicles, poor access to mobility aids (including cycles) and vehicles, and disabling societal attitudes are all factors worsening Disabled people’s access to journey-making.
- (vi) Both measures taken and not taken to improve accessibility for some groups of Disabled people using some travel modes can worsen access for others. For example, a decision not to install [modal filters](#) on one entrance to a street because some Disabled people using motor vehicles may be excluded from making trips by longer driving routes, will exclude some Disabled people walking/wheeling, cycling and using amplified mobility due to the risk of being injured or killed in collisions with motor vehicles. Collaborative working with pan-impairment Disabled experts is needed to negotiate best practice solutions to [access frictions](#).
- (vii) Reducing private motor vehicle use by non-disabled people is necessary to achieve mobility justice within an equitably accessible and safe transport system. This applies whether the vehicles are combustion engine driven, electric, owner-driven, private hire, human-controlled or autonomous: All contribute to [excessive hazard to Disabled people](#), inaccessibility of public spaces and environmental harm including climate damage, which [disproportionately affects Disabled people](#).
- (viii) Systems including legislation, funding, guidance, enforcement and infrastructure must facilitate and prioritise journey-making using travel modes that cause the least harm and most benefit to individuals, wider society and the environment, **that are also accessible for the person [or people](#) making the journey.**

We consider that dangerous and illegal e-cycle and e-motorcycle use by gig economy riders needs to be urgently but separately addressed by measures to make the companies commissioning the services of these riders responsible for their riders’ devices and behaviour.

## 2 Bus, cycle and pedestrian infrastructure for best practice pan-impairment, pan-modal accessibility

Improved funding for and levels of access/orientation training and support for Disabled people using all modes is needed, especially where changes are made to infrastructure. This applies to all schemes, whether or not the infrastructure includes bus routes or protected cycle tracks.

### 2.1 Hierarchy of design option accessibility for all Disabled people on bus routes

Bus stop bypasses are presently an essential part of [inclusive active travel](#) networks that enable pan-impairment Disabled people to make journeys. Formal, informal or de facto bans on bus stop bypasses prevent the development of safe, accessible active travel networks, resulting in ongoing exclusion of Disabled people including from bus use and additional deaths/injuries in collisions.

- (i) **On-carriageway cycling/amplified mobility:** Motor vehicle movements must be minimised to maximise accessibility for walking/wheeling, cycling and amplified mobility use. On bus routes, max <2000 PCU/day **and** <200 PCU/peak hour **and** vehicle speeds <20mph can enable relatively inclusive carriageway use to usually avoid the need for bus stop bypasses.
- (ii) **Separate routes:** Where motor vehicle volumes and speeds cannot be sufficiently reduced, protected cycle routes are required. In some locations, it is possible to provide [socially safe](#), prioritised and direct routes for cycling on parallel roads or paths to bus routes. Walking-speed cycling on footways must be permitted for Disabled cyclists to reach destinations.
- (iii) **Bus stops on opposite side of road from cycle tracks:** On streets with bus stops on one side only, two-way cycle tracks can be placed on the opposite side of the road from the bus stops, avoiding the need for bypasses. Controlled pedestrian crossings will need to cross the cycle tracks and carriageway. Controlled cycle/mobility crossings will be needed.
- (iv) **(Bus moves over cycle track to stop at pavement kerb:** At low bus frequency and low cycle track use locations, this could be investigated as a way to avoid installing bus stop bypasses. Will cause unacceptable risk to cycle track users and [bus passengers](#) at higher-use locations. Unlikely to be safe or accessible in any City of London locations.)
- (v) **[Bus stop bypass](#):** Where other solutions are not possible, we believe best practice bus stop bypasses are the most accessible available option for pan-impairment, pan-modal Disabled users. Bypasses are always less accessible for bus users than moving directly from bus to pavement, due to the extra crossings needed. May reduce [injury risk for bus passengers](#).

We do not consider [bus stop boarders](#) to be accessible **unless** there is an effective way to stop all cycle track movement while buses are present. This is due to lack of inter-visibility between users.

### 2.2 Maximising accessibility for all users where bus stop bypasses are needed

- (i) **For non-bus-using walking/wheeling**, continuous footway meeting [TfL Pedestrian Comfort Guidance](#) will be the most accessible option.
- (ii) **For bus-using walking/wheeling**, consistent bypass and island design with [accessible swept paths](#) such that Disabled bus users can move safely onto and around the island at busy times, on-bus announcements that the stop has a bypass, designated tactile crossings on desire lines with raised tables to emphasise pedestrian priority, measures to ensure Blind/VI and other Disabled pedestrians can identify that crossings lead to a bypass and use them safely, clear colour contrast between footway and cycle track, audio and visual bus arrival information, bus shelters with seating and for busy bypasses, crossing controls.
- (iii) **For cycle/amplified mobility users**, safe distance from side street crossings, clear sight lines, no objects near cycle track edges, [forgiving kerbs](#), full [accessible surface widths](#), clear colour contrast and minimised clutter will improve accessibility and help ensure cycle track users are aware of pedestrians. Measures such as high kerbs, speed bumps and “chicane” turns make spaces inaccessible to many Disabled users, are unlikely to slow fast cyclists, and will require attention to navigate, potentially increasing risk of collisions.

## Designing for Inclusion

### Briefing for City of London elected members

Following concerns raised to us by vision impaired people and our expert trainers, we commissioned University College London (UCL) to research the accessibility of four different types of infrastructure design in the built environment. These forms of cycle infrastructure are currently implemented across many UK local authority areas.

#### Summary:

- There is a need for safe, segregated cycle paths to protect cyclists.
- However, our research found four designs currently in use that incorporate cycle paths can cause fear and anxiety for disabled people, especially people with sight loss, which make them unsafe.
- This is particularly the case when disabled people need to cross a cycle path to get on or off a bus or to cross a road.
- Guide Dogs is calling on the Department for Transport to research how these designs and Local Transport Note 1/20 and other relevant guidance might be revised to take account of the technical findings of this research, with the involvement of disabled people and other infrastructure users.

### Impact of incorporating cycle paths at bus stops

The report focused on two types of bus stop:

1. **Floating Island Bus Stops.** Also called Bus Stop By-passes, or just Floating Bus Stops. These are where a cycle path diverts from the kerbside to behind the bus stop, so buses can stop kerbside next to the bus stop. People wishing to catch a bus need to cross the cycle path to reach the bus stop on an island.  
**Example image:** [Lambeth Palace Road, London](#)
2. **Shared Bus Stop Borders.** This is where a cycle path is raised to the level of the pavement and continues next to the kerb. This means the bus stop is next to the cycle path. People wishing to use the bus must step on to the cycle path in order to board or alight from the bus.  
**Example image:** [Hoe Street, Walthamstow. London](#)

Our research found that Floating Island Bus Stops are difficult for people with sight loss to identify and navigate.

Experiments conducted by UCL found detecting a cyclist approaching a bus stop can be a real challenge, especially for blind people and people with vision impairments. The speed at which cyclists travel also increases the fear of a collision. Another concern with this design is the size of the island (platform) the bus stop is situated on, surrounded by a cycle lane and road. Some people need more space, including wheelchair users and people travelling with a companion or assistance dog.

We found Shared Bus Stop Boarders cause even more concern than Floating Island Bus Stops for disabled people, due to the challenge of boarding and leaving a bus directly onto a cycle path. This creates a clear conflict between three users of the same space: pedestrians, cyclists and bus users. This is in addition to the challenge of detecting an oncoming cyclist. Shared Bus Stop Boarders were found to be unsafe by all research participants.

Both bus stop designs were found to be unsafe by blind and vision impaired participants. This leads to a general sense of fear about using them, which causes some disabled people to avoid using bus services altogether.

## **Impact of incorporating cycle paths to footpaths**

We also researched the impact of two different types of footpaths:

3. **Segregated Cycle-footways.** These are where a footpath and a cycle path are next to each other and separated by a delineator of some sort, such as a continuous raised physical delineator. In some instances, a painted white line is used.

**Example image:** [Lea Bridge, London](#)

4. **Continuous Footways.** This is where the road is raised to the level of the footpath to allow level crossing across a junction. This type of design is not exclusively used on routes that include cycle paths.

**Example image:** [Lea Bridge, London](#)

We found painted line delineators in Segregated Cycle-footways are difficult for people with sight loss to identify. Instead, continuous raised delineators were much easier to detect. Participants in the research found it difficult to know when they were moving from a standard pedestrian-only footpath onto a Segregated Cycle-footway, and which side they needed to be on

Our research also found Continuous Footways are dangerous for blind people and people with a vision impairment, as it is difficult to detect when they are

crossing onto a road, especially where tactile paving is not present. This means people with sight loss may not know when they are putting themselves in the way of oncoming cyclists and vehicles.

## **Guide Dogs recommendations**

Based on UCL's findings, Guide Dogs developed fifteen recommendations

to improve these designs for disabled people. These include:

- Investigate how to make Floating Island Bus Stops safer for disabled people, focusing on the size of the island platform and ways to reduce the speed of oncoming cyclists.  
**Until further research is carried out, there should be a pause in the further implementation of Floating Island Bus Stops.**
- Investigate if there are any means by which Shared Bus Stop Boarders can be made safe in practice. **Until there is evidence on whether they can be developed safely, the installation of Shared Bus Stop Boarders should be halted.**
- Segregated Cycle-footways should have a tactile paving delineator at all times rather than a painted white line, and tactile paving should be installed at the start and end, as well as at regular intervals along the route.
- Ensure tactile paving and other signalling are installed and consistent at all Continuous Footways.

By adopting these recommendations, local authorities can work towards delivering active travel networks that are truly inclusive and accessible to all members of the community.

## **How City of London Authority can help**

- Please write to the Secretary of State for Transport to ask that the department commission research to investigate how Local Traffic Notice 1/20 and other relevant guidance might be revised to take account of the technical findings of the research undertaken by UCL for Guide Dogs
- Guide Dogs welcomes the review of the public realm guidance measures City of London Authority is taking on cycle way design
- To conduct an audit of existing street layouts and infrastructure to identify areas for improvement



- To seek reassurances from Transport for London (TfL) that audible announcements are in place to inform passengers where a Floating Island Bus Stop or Shared Bus Stop Boarding is on a particular route
- Make a commitment that any proposals to introduce Floating Island Bus Stops or Shared Bus Stop Boarders are halted Until the outcome of the Bus Services (No 2) Bill. Specifically, clause 22 ‘Safety and accessibility of stopping places’, which enables the Secretary of State for Transport to create guidance on the accessibility of bus stops, specifically to meet the needs of disabled people. The Secretary of State for Transport and Lord Hendy have recently announced that they will be asking local authorities to pause any further plans to introduce this type of bus stop design

To access the full report, summary and all 15 Guide Dogs’ recommendations, please visit Guide Dogs website: <https://www.guidedogs.org.uk/how-you-can-help/campaigning/our-current-campaigns/streets-ahead/>

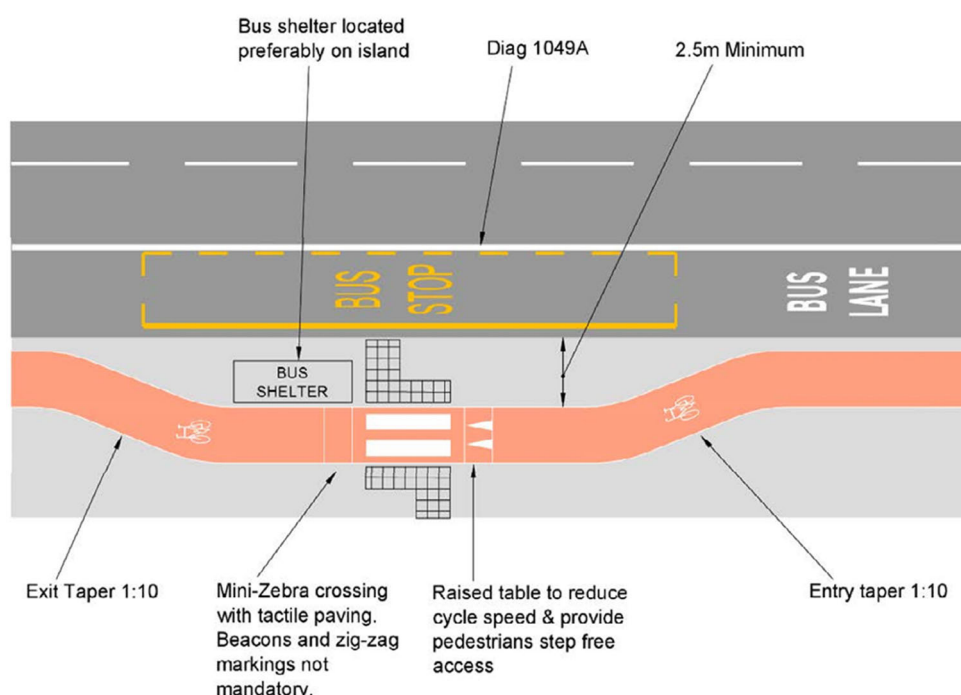


## Bus Stop Bypasses Supplementary Information

- 1.1 Bus stop bypasses is a current UK and London-wide design guidance that enables a continuous and protected cycle route to be provided. They have been successfully used for over 10 years. A standard layout of a bus stop bypass is shown below in Figure A2.1. However, given the accessibility implications, its application should be considered on a case by case basis to ensure the right balance that reflects the specific location can be taken into account.

**Figure A2.1 – Bus Stop Bypass Layout**

Bus Stop Bypass Layout – DfT Cycle Infrastructure Design LTN 1/20



- 1.2 Active Travel England (ATE) guidance on bus stops states: *“Cyclists should be protected from buses, with interactions between pedestrians and cyclists being low-level. Well-designed bus stop bypasses help to reduce conflicts between cyclists, buses and moving traffic.”*

*Bus stop bypasses... [have] “the potential to introduce conflicts between pedestrians and cyclists... To minimise potential conflicts, the layout of a bus stop bypass must [consider] design details.”*

In other words, bus stop bypasses are essential for people cycling to maintain continuous protection from motorised vehicles. Well-designed bus stop bypasses help minimise the risk of conflicts, which is low when effectively designed.

- 1.3 Bus stop bypasses provide benefits to people cycling, walking, wheeling and bus operations. A summary of the benefits of bus stop bypasses are listed in Table A2.1 below.

**Table A2.1 Benefits of bus stop bypasses**

	Key benefits
Cycling	<ul style="list-style-type: none"> <li>• Continues protected cycle lanes through bus stop area</li> <li>• Eliminates conflict with motorised vehicles</li> <li>• Inclusive and attractive cycle facility for all</li> </ul>
Buses	<ul style="list-style-type: none"> <li>• Minimise conflict with people cycling</li> <li>• Minimise delay at bus stop areas</li> <li>• Makes access and egress at bus stops easier for bus drivers</li> </ul>
Walking / Wheeling	<ul style="list-style-type: none"> <li>• Bus stops are more conspicuous</li> <li>• Defined dwelling area for bus passengers</li> <li>• Improves pavement accessibility</li> </ul>
General	<ul style="list-style-type: none"> <li>• Supports delivery of the Transport Strategy</li> <li>• Supports delivery of Vision Zero</li> <li>• Supports Climate Action Strategy</li> </ul>

- 1.4 The main benefit of bus stop bypasses is that the protected cycle lane is continued through the bus stop area without any breaks so that people cycling are removed from conflict with motorised vehicles. This supports the provision of a safe, attractive, and inclusive cycle route so that any person wishing to cycle does not feel excluded due to safety concerns.
- 1.5 Bus stop bypasses provide benefits from a bus operation aspect too, as they minimise the interaction between people cycling and buses and therefore removes the collision risk at bus stops making it safer, bus dwell times may be reduced as there would be no delay to buses waiting for people cycling to clear when buses are accessing and egressing the bus stop area.
- 1.6 The arrangement of a bus stop bypass with the bus stop located on an island makes the bus stop more distinguishable and therefore easier to find for bus passengers. The island also defines the area for bus passengers waiting for the bus and this keeps the pavement clear of people dwelling which improves accessibility for people walking and wheeling on the pavement.
- 1.7 The installation of bus stop bypasses supports the delivery of the Transport Strategy by facilitating the development of a safe, attractive, and inclusive cycle route. These features are key to encouraging a broader and more diverse range of people to take up cycling, including women, children and disabled people who may not cycle without protected infrastructure. By physically separating people cycling from motorised traffic, protected cycle lanes enhance safety and contribute to achieving Vision Zero. Furthermore, encouraging a modal shift from motor vehicles to cycling directly supports the City's Climate Action Strategy and its ambition to achieve net zero for the Square Mile.
- 1.8 While there are benefits to providing a bus stop bypass, there are also some concerns or disbenefits. A summary of the disbenefits of bus stop bypasses are listed in Table A2.2 below.

**Table A2.2 Disbenefits of bus stop bypasses**

	Disbenefits
Walking / Wheeling	<ul style="list-style-type: none"> <li>• People need to cross the cycle track to board or alight from the bus stop</li> <li>• Bus stop layout may be confusing to some people</li> <li>• Can be difficult to judge the speed of people cycling</li> <li>• People with disabilities such as visual impairments may have difficulty crossing the cycle track</li> <li>• Guide dogs may have difficulty and may need training</li> <li>• Older, children and people with disabilities may have difficulty using the bus stop</li> <li>• People cycling do not always give-way to people crossing on the zebra crossing which can lead to conflict or near misses</li> </ul>
Cycling	<ul style="list-style-type: none"> <li>• May need to slow down or stop to allow people walking to cross the cycle track</li> <li>• Can be difficult to predict the behaviour of people walking</li> <li>• braking sharply may cause a person cycling behind to collide into the person in front.</li> </ul>
Buses	<ul style="list-style-type: none"> <li>• May need to provide signage or announcements</li> <li>• May need to provide education to bus passengers</li> <li>• May need to provide training to bus drivers</li> </ul>
General	<ul style="list-style-type: none"> <li>• There is inconsistent design of bus stop bypasses therefore some users are unsure how to behave.</li> </ul>

1.9 The main disbenefits of bus stop bypasses are that people need to cross the cycle track to board or alight at the bus stop. This can be a particular issue for people with visual impairments who may find it difficult to detect where to cross the cycle track and to cross safely. Elderly people, children, people with disabilities and guide dogs may have similar difficulties as they find the layout confusing. Specific training for guide dogs may also be needed to navigate the bus stop. The behavior of people cycling can make it difficult for people walking or wheeling, as people cycling do not always stop to give-way at zebra crossings and it can also be difficult to judge the speed of people cycling.

1.10 The difficulties for people cycling at bus stop bypasses are that it can be hard to predict the behavior of people walking on the pavement as people can be distracted looking at their phone or chatting. People cycling often need to slow down or stop to give way to people crossing the cycle track, which can disrupt the flow of cycling. Additionally, there is a risk that if a person cycling brakes sharply, another person cycling too closely may collide with them from behind.

1.11 To mitigate the risks of bus stop bypasses extra signage or announcements may be needed on buses or bus stops to warn or educate users of bus stop bypasses. Also, bus drivers may require training to better understand how these bus stops affect different users and support mitigating the risks.

1.12 In 2024 TfL undertook a bus stop bypass review and concluded that there is an extremely low risk of a person walking or wheeling being injured by someone cycling at a bus stop bypass in London. TfL assessed casualties that occurred within 50 metres of a bus stop bypass between 2020 and 2022 inclusive and found there were

five pedestrian casualties involving people cycling and one involving an e-scooter rider on bus stop bypasses over a three-year period. This represents 0.8 per cent of a total of 623 pedestrian casualties involving collisions with cyclists during the three-year period, and 0.05 per cent of all 12,069 pedestrian road casualties during this time. None of the casualties identified as part of this analysis occurred in the City where the number of people cycling and using the bus is one of the highest in London during peak times.

1.13 Following the 2024 review, TfL continues to promote, sponsor, and implement bus stop bypasses, even as both TfL and the DfT work to update their bus stop bypass guidance.

1.14 Table A2.3 provides a summary of the seven existing bus stops in the City.

**Table A2.3 Existing bus stop bypasses in the City**

Location	Cycle Route	Facility Type
Farringdon St (Fleet St Stop)	C6	Bi-directional (northbound side)
Blackfriars Bridge (Blackfriars Station South)	C6	Bi-directional (northbound side)
Upper Thame St (Cannon St Station – coach stop)	C3	Bi-directional (eastbound side)
New Bridge Street (Blackfriars Station North Entrance)	C6	Bi-directional (northbound side)
Victoria Embankment (Temple Av – coach stop)	C3	Bi-directional (eastbound side)
Farringdon St (Snow Hill)	C6	With-Flow (northbound side)
Farringdon St (Snow Hill)	C6	With-Flow (southbound side)

1.15 All these bus stop bypasses meet current design guidance except for the New Bridge Street – Blackfriars Station North Entrance. This bus stop is missing a zebra crossing to assist people crossing the cycle track. However, TfL has confirmed they are working to resolve this issue.

# Project Coversheet

## [1] Ownership & Status

### UPI:

**Core Project Name:** City Cycleways Programme

**Programme Affiliation:** Cycling Network Programme

**Project Manager:** Albert Cheung – Street Space Planning, Environment Department

### Definition of need:

- Cycling is an important mode of transport with huge health and social benefits. Despite this, only a third of all vehicles in the City are pedal cycles.
- A City survey also found that only 4% of people currently consider the experience of cycling in the City pleasant and most feel that it is not safe. Data also shows that the number of people cycling involved in collisions are disproportionately high
- Providing a dense network of cycle friendly streets will mean that anyone who wishes to cycle is not prevented from doing so because of safety concerns.
- The transport strategy has set out a range of cycling proposals including the delivery of a cycle network to enable more people to cycle.

### Key measures of success:

- People are safe and feel safe
- People have equal opportunities to enrich their lives and reach their full potential.
- We have clean air, land and water and a thriving and sustainable natural environment
- Our spaces are secure, resilient and well maintained.

### Expected timeframe for the project delivery:

- 2022 – 2023 (originally set out G2)
- March 2028 (G3/4)

### Key Milestones:

- Concept design approval.
- Public consultation.
- Detailed traffic modelling and detailed highway design.

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

No, project delay has been as a result of issues related to the pandemic which has affected external TfL funding for the project.

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

No

## **[2] Finance and Costed Risk**

### **Headline Financial, Scope and Design Changes:**

**'Project Briefing' G1-2 report (as approved by Streets & Walkways Sub-committee, July 2019):**

#### **City Cycleways Programme (Q11 Upgrade, Monument to Sun Street Cycleway and Aldgate to Blackfriars Cycleway)**

- Total Estimated Cost (excluding risk): £3.5M - £4.5M
- Costed Risk Against the Project: None at this stage
- Estimated Programme Dates: see below

#### Q11 Upgrade

- Preliminary design, stakeholder engagement, traffic modelling and detailed design – Nov 2019
- G3/4/5 Dec 2019
- Delivery timeframe Feb - Apr 2020

#### Monument to Sun Street

- Preliminary design, modelling, consultation – Dec 2019
- G3/4 – Jan 2020
- Detailed design & modelling – April 2020
- Gateway 5 – May 2020
- Delivery timeframe 2021 – 2022

#### Aldgate to Blackfriars Cycleway

- Preliminary design, modelling – Feb 2020
- Consultation – May 2020
- G3/4 – Summer 2020
- Detailed design & modelling – Winter 2020
- Gateway 5 – Early 2021
- Delivery timeframe 2022 – 2023

#### Scope/Design Change and Impact:

**'Options Appraisal and Design' G3/4 report (Submitted, for approval October 2024):**

#### Aldgate to Blackfriars Cycleway

- Total Estimated Cost (excluding risk):
- Resources to reach next Gateway (excluding risk):
- Spend to date:
- Costed Risk Against the Project:
- Estimated Programme Dates:

V14 July 2019

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*Scope/Design Change and Impact:*

**'Authority to start Work' G345 report (as approved by Streets & Walkways Sub-committee, October 2019):**

- Q11 Upgrade
- Total Estimated Cost (excluding risk): £680K
- Resources to reach next Gateway (excluding risk)
- Spend to date: £680K
- Costed Risk Against the Project: None
- Estimated Programme Dates: Delivery – March 2020

*Scope/Design Change and Impact:*

**Total anticipated on-going commitment post-delivery [£]:** None.

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<b>Committees:</b>  Streets and Walkways sub <i>[for decision]</i> Projects and Procurement Sub <i>[for information]</i>	<b>Dates:</b>  Click here to enter a date. 16 September 2025 14 October 2025
<b>Subject:</b> Dauntsey House, Frederick's Place - Public Realm Improvements (S278)  <b>Unique Project Identifier: 12411</b>	<b>Gateway 3/4</b> Light <b>Issue Report</b>
<b>Report of: Executive Director of Environment</b>  Choose an item. <b>Report Author:</b> Emmanuel Ojugo	<b>For Information</b>
<h1>PUBLIC</h1>	

<b>1. Status update</b>	<p><b>Project Description:</b> Public realm improvements to Ironmonger Lane, including those related to the redevelopment of Dauntsey House, 4A &amp; 4B Frederick's Place.</p> <p><u>Current Position</u></p> <p>Existing Approvals</p> <p>On 19 March 2024, Streets and Walkways sub-Committee approved the initiation of a traffic experiment to reopen Old Jewry to all traffic in a southbound direction, at all times. The same report noted that, while there was not a need to directly link improvements to Ironmonger Lane with the Old Jewry experiment, there was the potential to improve accessibility and increase pedestrian priority on Ironmonger Lane.</p> <p>A subsequent update report to committee in July 2024 was approved to widen the scope of this project to accommodate the whole of Ironmonger Lane, subject to a successful bid for On-Street Parking Reserve (OSPR) funding. OSPR funding was approved by Policy and Resources Committee (P&amp;R) on 8 July 2025.</p> <p>Proposals were initially restricted to raising the carriageway in Ironmonger Lane to footway level between the new Dauntsey</p>
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	<p>House colonnade and Gresham Street in the north. This was due to potential topographical difficulties associated with raising the section of carriageway south of the colonnade.</p> <p>Subsequent investigations have suggested that, owing to complex drainage requirements with the previous proposals, it may now be more efficient and cost effective to also raise the section of Ironmonger Lane, south of the colonnade. This approach would provide a raised carriageway for the entire length of Ironmonger Lane, providing greater benefits for people walking and wheeling.</p> <p><b>RAG Status:</b> Amber (Green at last report to Committee)</p> <p><b>Risk Status:</b> Low (as at last report to committee)</p> <p><b>Total Estimated Cost of Project (excluding risk):</b> £350K-£600K – The actual costs required to implement this project will be reported at the next stage.</p> <p><b>Change in Total Estimated Cost of Project (excluding risk):</b> The cost range of the project is still expected to fall within £300K-£600K as previously reported. Costs required to implement works will be reported at the next stage.</p> <p><b>Spend to Date:</b> £21,593 (£25,000 previously approved budget). £3,407 remaining of S278 design and Evaluation funding.</p> <p><b>Costed Risk Provision Utilised:</b> X (no CRP was specified in the previous report to Committee);</p> <p><b>Slippage:</b> Changes to the developer's programme, mainly to carry out the fit-out of retail units in Ironmonger Lane, meant the space was occupied intermittently for approximately six months up to the end of June 2025 restricting the City's access to carry out site assessments for the finalisation of the S278 design. Further to this, the OSPR Bid process to fund the remaining length of the Street took longer than expected and was not approved until July 2025.</p> <p>The City are now in a position to carry out further site assessments that will inform the final design for the street. This additional work is deemed necessary by the City highway engineers and will require a draw down from the OSPR allocation to proceed to complete the work required for the whole Street ahead of the Gateway 5. See Section 3: Budget.</p> <p>Subject to the completion of the construction design package and statutory approvals, City Highways Engineers have suggested S278 works could commence in February 2026, the intention is for the whole Street to be delivered as part of these works.</p>
<b>2. Requested decisions</b>	<p><b>Next Gateway:</b> Gateway 5 - Authority to Start Work (Light)</p> <p><b>Requested Decisions:</b></p>

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	<ol style="list-style-type: none"> <li>1. Note the total On-Street Parking Reserve (OSPR) allocation of £450,000 for additional public realm improvements to Ironmonger Lane as approved by Members of the Policy and Resources Committee;</li> <li>2. Approve a drawdown of £50,000 from the OSPR allocation towards further surveys/investigations to finalise the development of public realm proposals for Ironmonger Lane;</li> <li>3. Approve the budget adjustment summarised in table 2 Appendix 4.</li> <li>4. Approve an amendment to the scope of the project to include the delivery of a raised carriageway for the full length of Ironmonger Lane;</li> <li>5. Note the total estimated cost of the project at £350K-600K (excluding risk). The actual resources required to deliver this project will be finalised at the next reporting stage;</li> <li>6. Note that the S278 element of the work is expected to be in the region of £160k subject to the last surveys being completed and will be funded by the S278 of the development.</li> </ol>
<b>3. Budget</b>	<ol style="list-style-type: none"> <li>3.1. As previously stated, further evaluation is required to achieve a viable construction package for implementing public realm improvements in Ironmonger Lane. This will require funding to be drawn down from the OSPR allocation as summarised in the table below. It should be noted that on completion of the evaluation stage, should any funding remain from either the S278 allocation or the OSPR funding, this will be utilised as part of the implementation stage to be reported at Gateway 5: Authority to Start Work.</li> <li>3.2. The total estimated cost of the project is within the range of £350K-600K (excluding risk) as previously reported. The actual resources required to deliver this project will be finalised at the next reporting stage, Gateway 5, and are not expected to exceed the current cost range. No CRP is requested at this stage of the project. Should CRP be deemed necessary subsequent to this report, this will also be reported at the next reporting stage.</li> <li>3.3. The budget source for this project is summarised in the table below and further detail can be seen in Appendix 4, Table 3. In addition to the approved OSPR funding there is also a</li> </ol>

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	<p>Section 106 obligation for the developer of Dauntsey House to enter into a Section 278 with the City to fund improvements in the vicinity of their building. The developer has indicated they would be willing to enter into a Section 278 Agreement to fund the improvements along the frontage of their building on Ironmonger Lane. This will likely reduce the OSPR commitment for this project. Confirmed funding and cost allocations will be reported at the next reporting stage.</p> <table><tr><th>Item</th><th>Reason</th><th>Funding Source</th><th>Cost (£)</th></tr><tr><td>Env Servs Staff Costs</td><td>To make the necessary design changes and accommodate a new drainage plan for construction. Statutory C2,C3,C4 etc.. process for utilities.</td><td>S278/OSPR</td><td>20,000</td></tr><tr><td>P&amp;T Staff Costs</td><td>Manage design changes and communicate these to the stakeholders, finalise the draft S278, initiate statutory traffic order process</td><td>S278/OSPR</td><td>20,000</td></tr><tr><td>Fees</td><td>Further site condition surveys and initiate the notification process with Utilities Services (C2, C3, C4 etc..)</td><td>S278/OSPR</td><td>10,000</td></tr><tr><td>Total</td><td></td><td></td><td>50,000</td></tr></table> <p><b>Costed Risk Provision requested for this Gateway: N/A</b></p>	Item	Reason	Funding Source	Cost (£)	Env Servs Staff Costs	To make the necessary design changes and accommodate a new drainage plan for construction. Statutory C2,C3,C4 etc.. process for utilities.	S278/OSPR	20,000	P&T Staff Costs	Manage design changes and communicate these to the stakeholders, finalise the draft S278, initiate statutory traffic order process	S278/OSPR	20,000	Fees	Further site condition surveys and initiate the notification process with Utilities Services (C2, C3, C4 etc..)	S278/OSPR	10,000	Total			50,000
Item	Reason	Funding Source	Cost (£)																		
Env Servs Staff Costs	To make the necessary design changes and accommodate a new drainage plan for construction. Statutory C2,C3,C4 etc.. process for utilities.	S278/OSPR	20,000																		
P&T Staff Costs	Manage design changes and communicate these to the stakeholders, finalise the draft S278, initiate statutory traffic order process	S278/OSPR	20,000																		
Fees	Further site condition surveys and initiate the notification process with Utilities Services (C2, C3, C4 etc..)	S278/OSPR	10,000																		
Total			50,000																		
4. Issue description	<p>4.1. In the July 2024 report to committee, it was reported that a Gateway 3-5 delegated report was expected to be submitted in November 2024. This did not occur due to an extension in the developer’s programme mainly to fit out retail units in the Ironmonger Lane colonnade and the need to restrict access to the carriageway to facilitate this.</p> <p>4.2. When the City gained access to the southern section of Ironmonger Lane in early June 2025 following completion of the development, it became apparent that the scope of the works needed to be extended for the whole street and it was necessary to increase funding to achieve a viable</p>																				

	<p>construction design. The proposed extension of the project area represents a nominal increase in the scope of works.</p> <p>4.3. Members will be aware the S278 Design and Evaluation allocation for this project was £25,000. £21,593 has been spent to date with £3,407 remaining. Having discussed the need to carry out further survey and design with the City Highways engineers, the remaining funds are clearly insufficient. Therefore, it is necessary to draw down on a proportion of the OSPR allocation to design the full extent of Ironmonger Lane and finalise the cost of implementation.</p> <p>4.4. However, following further design development, officers believe that, by raising the full length of the carriageway, the drainage issues can be overcome whilst also delivering an improved overall design.</p>
<p><b>5. Options</b></p>	<p>5.1. Ironmonger Lane has characteristically narrow pavements and does not meet minimum requirements for accessibility, therefore, a single option is being proposed to raise the carriageway to footway level. This involves raising the entire Ironmonger Lane carriageway to footway level and adjusting the drainage to improve accessibility for people walking and wheeling the whole length of the street.</p> <p>5.2. This approach, although slightly revised from the previously reported scope, is in keeping with the existing Section 106 agreement for Dauntsey House and the wider Transport Strategy objectives.</p> <p>5.3. Drawing down of some of the OSPR funding to complete the design and evaluation for the whole street will ensure that we can deliver an integrated approach with the development work.</p> <p>5.4. It is anticipated that subject to the release of the OSPR funds, that a gateway 5 report would be considered under delegation by the Executive Director Environment as per the current procedure, the programme for implementation will be reported at that stage.</p> <p>5.5. NB: It should be noted the delivery and servicing plan for the development particular to Ironmonger Lane, agreed in accordance with loading restrictions on-site, will be restricted to between 12 midnight and 7am. Discussions are currently underway to explore whether a timed access closure could improve pedestrian movement without impacting local</p>

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	servicing delivery.
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### **Appendices**

<b>Appendix 1</b>	Project Coversheet
<b>Appendix 2</b>	Risk Register
<b>Appendix 3</b>	Site Location Plan, General Arrangement Plan, Images
<b>Appendix 4</b>	Finance

### **Contact**

<b>Report Author</b>	Emmanuel Ojugo
<b>Email Address</b>	emmanuel.ojugo@cityoflondon.gov.uk
<b>Telephone Number</b>	07597 425 829

# Project Coversheet

## [1] Ownership & Status

**UPI: 12411**

**Core Project Name:** Frederick's Place S278

**Programme Affiliation** (if applicable): N/A

**Project Manager:** Emmanuel Ojugo

**Definition of need:** The project seeks to deliver changes to areas of public highway in the vicinity of the development at Dauntsey House, 4A & 4B Frederick's Place. The project is to be funded through a combination of the developer through a Section 278 agreement and an approved bid for OSPR funding .

Ironmonger Lane is a street with low volumes of traffic and it is typified by narrow footways that are not accessible as a result. The street was identified in the Cheapside and Guildhall Area Enhancement Strategy (2015), as a location that would benefit from the carriageway being raised to footway level.

The indicative scope of the project is referred to in schedule 9 of the associated Section 106 agreement, and is as follows:

### INDICATIVE DESCRIPTION OF THE SECTION 278 WORKS

The Section 278 Works may include but will not be limited to:

1. Works to Ironmonger Lane in accordance with the approved Cheapside & Guildhall Area Strategy, including new paving and a raised section of carriageway or a raised table, to cater for new and existing pedestrian movement between Frederick's Place, St Clave's Court and Prudent Passage;
2. New lighting around the development;
3. Any works necessary to accommodate pedestrian movement immediately south of the Development around the private loading area;
4. Works to accommodate waiting and loading restrictions; and
5. Any other works that the City Corporation considers necessary to make the Development acceptable in planning terms.

### Other Considerations

It should be noted that proposals must consider planned improvements to Old Jewry as part of the ongoing Healthy Streets programme and other areas of highway activity in the wider Guildhall/Bank area.

### **Key measures of success:**

- 1) Improvements to walking and cycling conditions to streets and spaces in the vicinity of the development.
- 2) Integration of new pedestrian routes with the surrounding public highway
- 3) Improved greening, and opportunities to increase local biodiversity in keeping with City's policies to respond to Climate Change.

**Expected timeframe for the project delivery:** Quarter 1 2026 and Quarter 3 2026

V14 July 2019

**Key Milestones:** Section 278 Agreements – Quarter 4 2025 Quarter 1, 2026 (possible engrossment).

Completion of the design Quarter 3-4, 2025

**Are we on track for completing the project against the expected timeframe for project delivery?** Y, However, this is dependent upon the developer's programme, namely confirming occupation, fitting out of units, obtaining the necessary approvals and completing legal agreements. Officers have tried to facilitate by meeting with the developer to ascertain details of their programme.

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

## **[2] Finance and Costed Risk**

**Headline Financial, Scope and Design Changes:** The previous report to Committee in November 2023 suggested the expected cost range to implement the project was between £350K-£600K. The final figure for implementing the project will be confirmed prior to the next reporting stage.

### **'Project Briefing' G1 report (as approved by Chief Officer 07/11/23):**

- Total Estimated Cost (excluding risk): £350K-£600K.
- Costed Risk Against the Project: N/A
- Estimated Programme Dates:
  - Carry out site surveys - Q2 2024
  - Outline design for local consultation - Q3 2024
  - Gateway 3/4 – Q4 2024

*Scope/Design Change and Impact:* It was suggested that the scope of the project would be increased to take in the rest of Ironmonger Lane. However, this is subject to securing an additional funding bid.

### **'Project Proposal' G2 report (as approved by PSC xx/yy/zz):**

- Total Estimated Cost (excluding risk): £350K-£600K
- Resources to reach next Gateway (excluding risk) £25K
- Spend to date: £5,938 of £25K for Evaluation and Design
- Costed Risk Against the Project: N/A
- CRP Requested: £0
- CRP Drawn Down: £0
- Estimated Programme Dates:
  - Carry out site surveys - Q2 2024
  - Outline design for local consultation - Q3 2024
  - Gateway 3/4 – Q4 2024

*Scope/Design Change and Impact:* It was suggested that the scope of the project would be increased to take in the rest of Ironmonger Lane. However, this is subject to securing an additional funding bid.

### **'Options Appraisal and Design' G3-4 report (as approved by PSC xx/yy/zz):** tbc

- Total Estimated Cost (excluding risk): N/A
- Resources to reach next Gateway (excluding risk) N/A



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- Spend to date: N/A
- Costed Risk Against the Project: N/A
- CRP Requested: N/A
- CRP Drawn Down: N/A
- Estimated Programme Dates: N/A

*Scope/Design Change and Impact:*

**'Authority to start Work' G5 report (as approved by PSC xx/yy/zz): tbc**

- Total Estimated Cost (excluding risk): N/A
- Resources to reach next Gateway (excluding risk) N/A
- Spend to date: N/A
- Costed Risk Against the Project: N/A
- CRP Requested: N/A
- CRP Drawn Down: N/A
- Estimated Programme Dates: N/A

*Scope/Design Change and Impact: N/A*

**Total anticipated on-going commitment post-delivery [£]:** It is expected that there will be a small uplift in the ongoing post delivery costs given the simplicity of the project against additional retail vendors in the area. Maintenance costs are expected to compare favourably with the existing maintenance regime in the area.

**Programme Affiliation [£]:** Pedestrian Priority Streets Programme – Old Jewry, Streets & Walkways Sub Committee, 30/01/2024

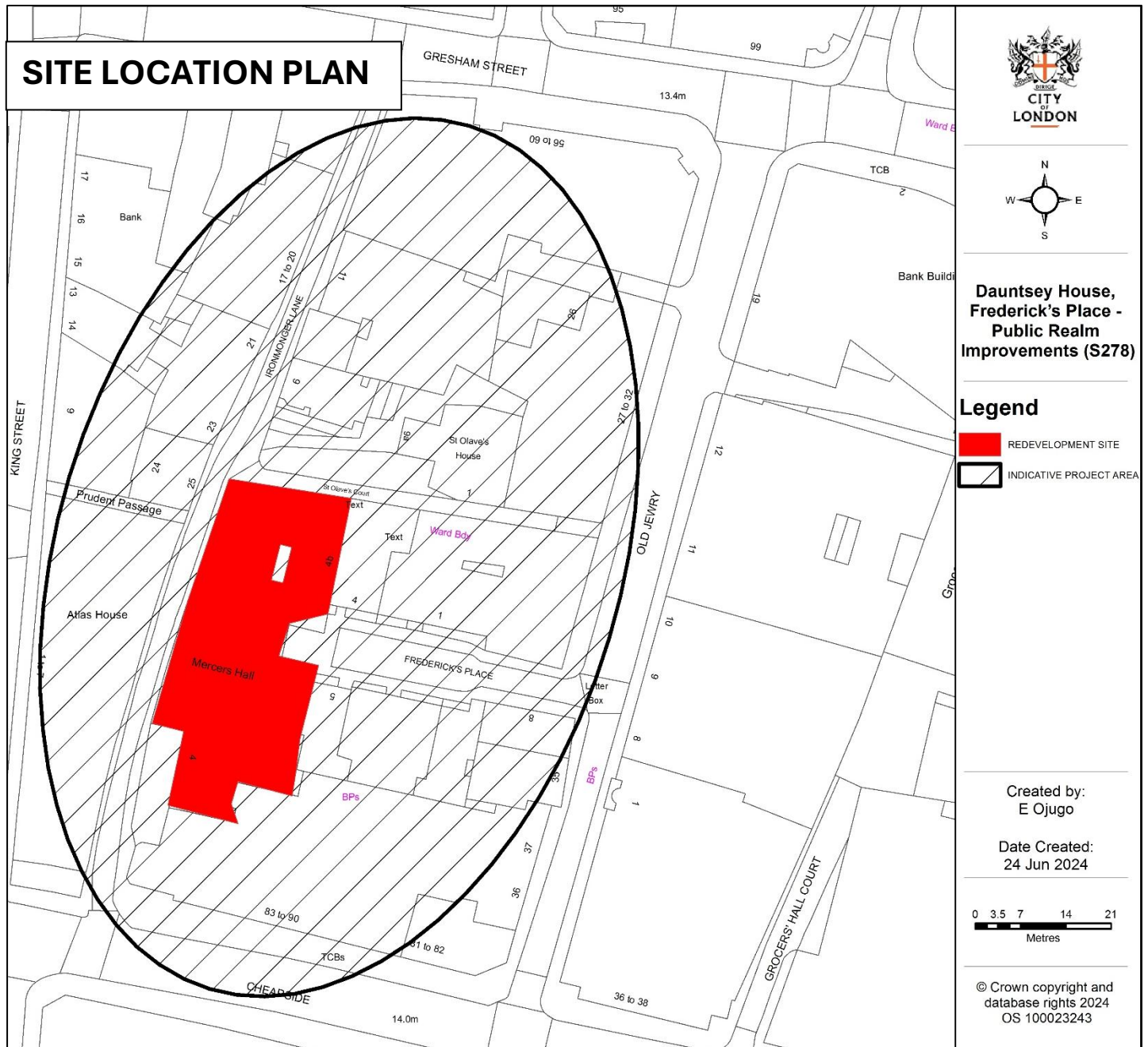
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City of London: Projects Procedure Corporate Risks Register

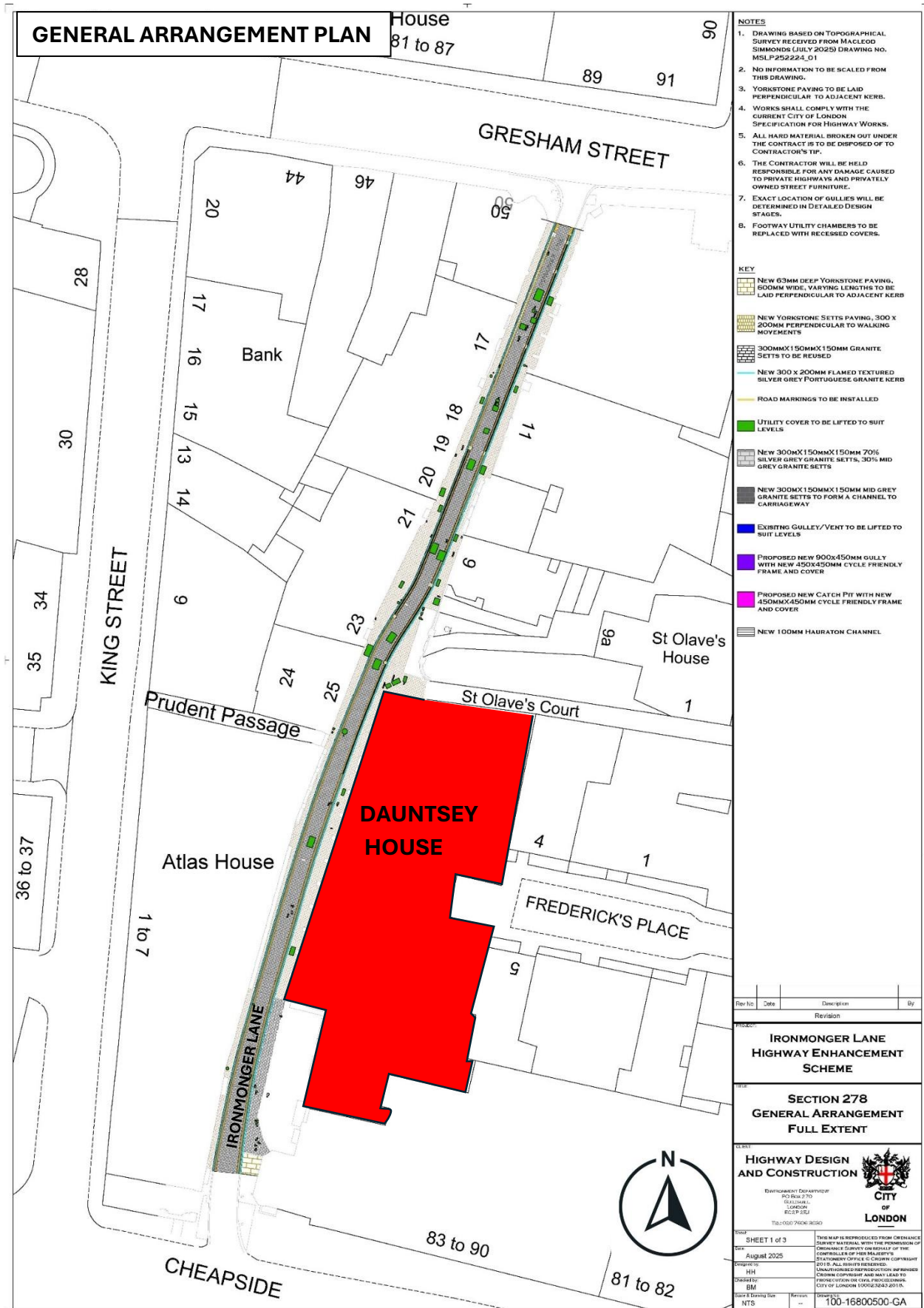
Project Name:			Dauntsey House, Frederick's Place - Public Realm				PM's overall risk rating:		Low		CRP requested this gateway		Average unmitigated risk		5.3		Open Risks		3				
Unique project identifier:			12411				Total estimated cost (exc risk):		£ 600,000		Total CRP used to date		£ -		Average mitigated		2.0		Closed Risks		0		
General risk classification										Ownership & Action													
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed Impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed Impact mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to issues	Comment(s)
R1	5	(2) Financial	The cost of the works to raise the cartiageway on Ironmonger Lane in particular will exceed funds available.	It may only be possible to raise a section of Ironmonger Lane which is not in keeping with the City of London Guildhall and Cheapside Area Strategy SPD to raise the length of Ironmonger Lane.	Possible	Serious	6	£0.00			Seek additional forms of funding aside from the Developer of Dauntsey House (Frederick's Place). Use of OSPR has been approved for use in Ironmonger Lane (July 2025)	£0.00	Rare	Minor	£0.00	1	£0.00		03/02/2025	Env Dept	E. Ojugo		Developer has agreed to enter into a S278 and additional funding is available via the securing of OSPR funding.
R2	5	(10) Physical	Developer's access to a private parking bay is restricted during works	S278 works restricts access to private parking/loading space during the works and cause conflict	Likely	Minor	4	£0.00			Maintain regular contact with the Developer, to ascertain the phasing of works and agree alternative measures such as exploring temporary traffic orders to assist servicing during works.	£0.00	Unlikely	Minor	£0.00	2	£0.00		03/02/2025	Env Dept	E. Ojugo		
R3	5	(6) Safeguarding	Procurement issues impact the works Programme	DElays in the programme impacts network resilience and pedestrian movement for an extended period	Possible	Serious	6	£0.00			Confer with the City's Highway Engineer and Term Copntractor to ensure a minimum level of material in storage is allocated to meet the programme of work.	£0.00	Possible	Minor	£0.00	3	£0.00		03/02/2025	Env Dept	E. Ojugo		
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						
R16								£0.00				£0.00				£0.00	£0.00						
R17								£0.00				£0.00				£0.00	£0.00						
R18								£0.00				£0.00				£0.00	£0.00						
R19								£0.00				£0.00				£0.00	£0.00						
R20								£0.00				£0.00				£0.00	£0.00						
R21								£0.00				£0.00				£0.00	£0.00						
R22								£0.00				£0.00				£0.00	£0.00						
R23								£0.00				£0.00				£0.00	£0.00						
R24								£0.00				£0.00				£0.00	£0.00						
R25								£0.00				£0.00				£0.00	£0.00						
R26								£0.00				£0.00				£0.00	£0.00						
R27								£0.00				£0.00				£0.00	£0.00						
R28								£0.00				£0.00				£0.00	£0.00						
R29								£0.00				£0.00				£0.00	£0.00						
R30								£0.00				£0.00				£0.00	£0.00						
R31								£0.00				£0.00				£0.00	£0.00						
R32								£0.00				£0.00				£0.00	£0.00						
R33								£0.00				£0.00				£0.00	£0.00						
R34								£0.00				£0.00				£0.00	£0.00						
R35								£0.00				£0.00				£0.00	£0.00						
R36								£0.00				£0.00				£0.00	£0.00						
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R38								£0.00				£0.00				£0.00	£0.00						
R39								£0.00				£0.00				£0.00	£0.00						
R40								£0.00				£0.00				£0.00	£0.00						
R41								£0.00				£0.00				£0.00	£0.00						
R42								£0.00				£0.00				£0.00	£0.00						
R43								£0.00				£0.00				£0.00	£0.00						
R44								£0.00				£0.00				£0.00	£0.00						
R45								£0.00				£0.00				£0.00	£0.00						
R46								£0.00				£0.00				£0.00	£0.00						
R47								£0.00				£0.00				£0.00	£0.00						
R48								£0.00				£0.00				£0.00	£0.00						
R49								£0.00				£0.00				£0.00	£0.00						
R50								£0.00				£0.00				£0.00	£0.00						
R51								£0.00				£0.00				£0.00	£0.00						
R52								£0.00				£0.00				£0.00	£0.00						
R53								£0.00				£0.00				£0.00	£0.00						
R54								£0.00				£0.00				£0.00	£0.00						
R55								£0.00				£0.00				£0.00	£0.00						
R56								£0.00				£0.00				£0.00	£0.00						
R57								£0.00				£0.00				£0.00	£0.00						
R58								£0.00				£0.00				£0.00	£0.00						
R59								£0.00				£0.00				£0.00	£0.00						
R60								£0.00				£0.00				£0.00	£0.00						
R61								£0.00				£0.00				£0.00	£0.00						
R62								£0.00				£0.00				£0.00	£0.00						
R63								£0.00				£0.00				£0.00	£0.00						
R64								£0.00				£0.00				£0.00	£0.00						
R65								£0.00				£0.00				£0.00	£0.00						
R66								£0.00				£0.00				£0.00	£0.00						

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# Appendix 3: Site location plan/Images

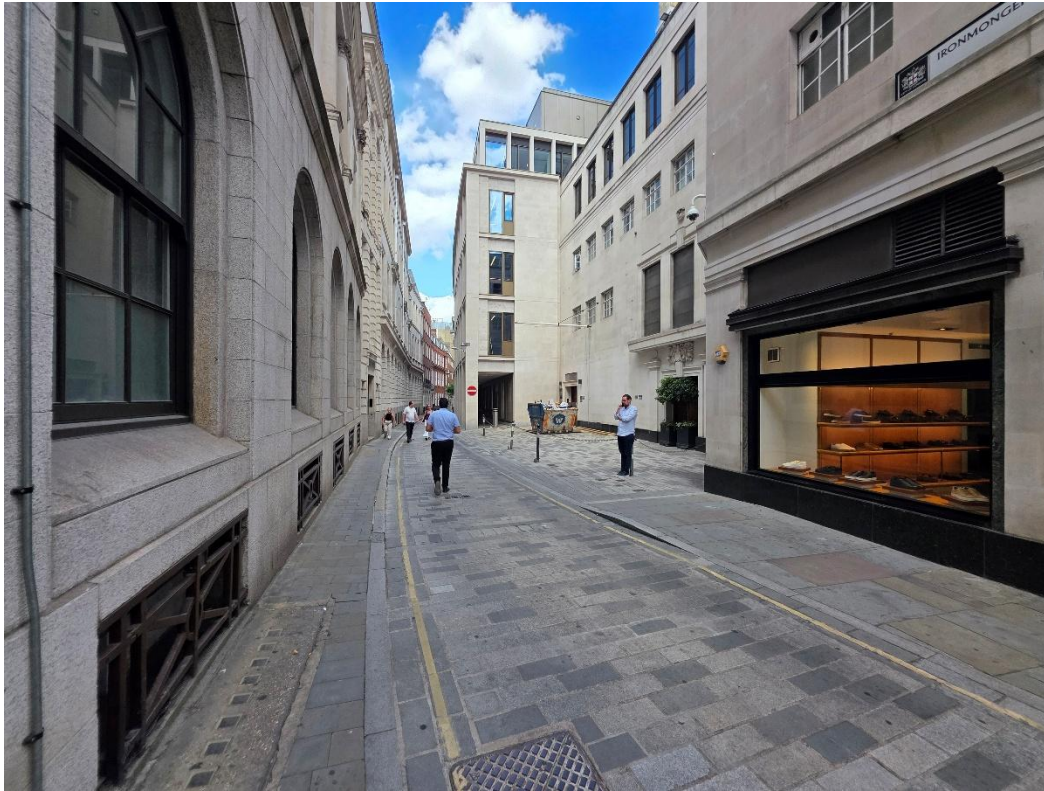


# Appendix 3: Site location plan/Images





## Appendix 3: Site location plan/Images



**Dauntsey House | looking north - private parking/loading, south of Ironmonger Lane colonnade**



**Dauntsey House | looking south through to colonnade on Ironmonger Lane, narrow footways**



## Appendix 3: Site location plan/Images



**Dauntsey House | Ironmonger Lane looking east into new passage connecting Frederick's Place**



**Dauntsey House | Ironmonger Lane looking west into Prudent Passage, narrow footways**



Table 1: Expenditure to date: Dauntsey House S278 - 16800500			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Cost	8,000.00	7,011.70	988.30
P&T Staff Costs	12,000.00	13,116.36	-1,116.36
P&T Fees	5,000.00	1,464.67	3,535.33
<b>TOTAL</b>	<b>25,000</b>	<b>21,593</b>	<b>3,407</b>

Table 2: Resources Required to reach next stage: Dauntsey House S278 - 16800500			
Description	Approved Budget (£)	Adjustment Required (£)	New Budget (£)
Env Servs Staff Cost	8,000.00	20,000.00	28,000.00
P&T Staff Costs	12,000.00	20,000.00	32,000.00
P&T Fees	5,000.00	10,000.00	15,000.00
<b>TOTAL</b>	<b>25,000</b>	<b>50,000</b>	<b>75,000</b>

Table 3: Funding Allocation			
Funding Source	Current Funding Allocation (£)	Funding Adjustments (£)	Revised Funding Allocation (£)
S278	25,000	-	25,000
OSPR	-	50,000	50,000
<b>TOTAL</b>	<b>25,000</b>	<b>50,000</b>	<b>75,000</b>

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# Agenda Item 12

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<b>Committees:</b> Digital Service Committee - for decision Projects and Procurement Sub Committee – for information	<b>Dates:</b> 23 Sept 2025 14 Oct 2025
<b>Subject:</b> Public Switched Telephone Network (PSTN) Replacement <b>Unique Project Identifier:</b> 12453	<b>Gateway 3/4/5:</b> <b>Options</b> <b>Appraisal and</b> <b>Authority to</b> <b>Start Work</b> <b>(Regular)</b>
<b>Report of:</b> Chamberlain <b>Report Author:</b> Nishat Faruque	<b>For Information</b>
<h1>PUBLIC</h1>	

<b>1. Status update</b>	<p><b>Project Description:</b> By 31 January 2027, the Public Switched Telephone Network (PSTN) and the Integrated Services Digital Network (ISDN) will be switched off nationally and must be replaced by an IP (Internet Protocol) fibre-based network and infrastructure to avoid service disruptions. The project aims to enable the migration of these connections by the end of 2026 to ensure a smooth transition to digital services for the City Corporation, City of London Police and all Institutional Departments.</p> <p>The Gateway 1-2 was approved by the Digital Services Committee in July 2024 for the drawdown of £200k for the completion of the PSTN connection audit. The initial project budget forecast was £2.5m.</p> <p>An Issues Report was approved by the Digital Services Committee in January 2025 for the additional drawdown of £350k to fund the PSTN replacement of some high-risk areas ahead of the main audit. These included priority lift lines across Barbican Estate, Housing and the Corporate Property Group.</p> <p>Since the last report to Committee:</p> <ul style="list-style-type: none"> <li>• A procurement exercise for the PSTN audits was completed and awarded to the Segmentation Group.</li> </ul>
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	<ul style="list-style-type: none"> <li>• Segmentation Group have concluded the on-site audits across the City Corporation's PSTN estate, identifying 706 live lines.</li> <li>• 300 of these lines have been ceased, equating to £55k in annual line rental costs, across all departments.</li> <li>• The migration of the remaining priority lift auto dialler lines is progressing. This is being managed by City Surveyors and the Barbican Estate respectively.</li> <li>• The project budget forecast has been revised from £2.5 million to £1.15 million, excluding CRP. This reduction is due to the audit identifying fewer lines than initially expected as well as 300 lines being ceased.</li> </ul> <p><b>RAG Status:</b> Green (Green at last report to Committee)</p> <p><b>Risk Status:</b> Low (Low at last report to committee)</p> <p><b>Total Estimated Cost of Project (excluding risk):</b> £1.15m</p> <p><b>Change in Total Estimated Cost of Project (excluding risk):</b> Decrease of £1.35m since last report to Committee</p> <p><b>Spend to Date:</b> £436,053 (Excluded Staff Costs – Q1 &amp; 2 - £35,000).</p> <p><b>Costed Risk Provision Utilised:</b> £0.</p> <p><b>Slippage:</b> None.</p>
<p><b>2. Next steps and requested decisions</b></p>	<p><b>Next Gateway:</b> Gateway 6: Outcome Report</p> <p><b>Next Steps:</b></p> <p>Migrate all remaining PSTN lines utilised by the City Corporation, including Institutional Departments, by the 2027 deadline.</p> <p><b>Requested Decisions:</b></p> <ol style="list-style-type: none"> <li>1. Approve Option 1 for the drawdown of an additional £600,000 for the migration of all remaining analogue lines and devices.</li> <li>2. Note the reduced overall project budget of £1.15m (excluding risk) from an initial estimate of £2.5m.</li> <li>3. Approve a Costed Risk Provision of £160k (to be drawn down via delegation to Chief Officer).</li> </ol>

3. Budget	For recommended Option 1:				
			<b>Cost</b>		
	<b>Item</b>	<b>Reason</b>	<b>GW 1/2 + Issues</b>	<b>GW3/4/5</b>	<b>TOTAL</b>
	Staff	Internal staff Costs	£50,000	£100,000	£150,000
	Works	Migration of PSTN Lines inc. Lift lines & Door Entry	£350,000	£380,000	£730,000
	Purchase	IP Hardware	£150,000	£120,000	£270,000
	<b>TOTAL</b>		<b>£500,000</b>	<b>£600,000</b>	<b>£1,150,000</b>
	<b>City Fund 60% City Estate 40%*</b>				
	Contingency	CRP		£160,000	£160,000
	<b>TOTAL inc. CRP</b>		<b>£550,000</b>	<b>£760,000</b>	<b>£1,310,000</b>
<p>* No funding is currently being sought from the City Bridge Foundation, as PSTN migrations are not expected to require capital expenditure. Any change will be addressed via an Issue Report.</p> <p><b>Costed Risk Provision requested for this Gateway: £160k</b> (as detailed in the Risk Register – Appendix 2)</p>					
4. Overview of project options	<p>Option 1. Due to the external deadline set by Openreach, the City Corporation must complete the migration to digital before the deadline, therefore only one option to complete these works has been presented. The project will primarily use existing contracts to action most of the line migrations. If procurement outside these contracts is required, Commercial Services will manage the process.</p> <p>Option 2. Do Nothing. The alternative option is to not replacement existing connections, which will likely lead to significant disruption when the PSTN and ISDN networks are ceased on 31 January 2027. Elements such as lift lines, fire alarms and payment machines are likely to be impacted.</p>				
5. Recommended	Option 1 is recommended.				

option	
<b>6. Risk</b>	<p>1. The external deadline still poses a risk to critical services in parts of the organisation; therefore, migrations should be completed as requirements are confirmed, to avoid delays.</p> <p>2. There is a risk of increased costs later in the project if the proposed digital solutions fail to fully meet business needs. Although this constitutes a potential risk, the likelihood cannot be determined with confidence at present. Should additional funding be required beyond the requested CRP, the matter will be brought forward to committee via an Issue Report.</p> <p>3. There is a potential risk that IP compatible hardware costs are more than currently quoted. CRP has been requested for this risk.</p> <p>4. The risk of GSM (Global System for Mobile Communications) units costing more than planned remains as identified in Gateway 2.</p> <p><b>Costed Risk Provision Utilised at Last Gateway:</b> £0.</p> <p><b>Change in Costed Risk:</b> +£60k. The total CRP against the project stands at £160k at this Gateway.</p> <p>Further information available in the Risk Register (Appendix 2) and options appraisal matrix (included at the end of this document).</p>
<b>7. Procurement approach</b>	<p>PSTN to digital migrations will utilise existing supplier contracts. If procurement is required outside these contracts, then Commercial Services will be engaged.</p>
<b>8. Design summary</b>	<ol style="list-style-type: none"> <li>1. Objective – Migrate all PSTN-dependent services (lifts, internet/phones, door entry systems, other legacy lines) to digital alternatives before the Openreach deadline.</li> <li>2. While the project will oversee and facilitate the necessary changes, the business retains responsibility for implementing those changes and for active engagement with the project.</li> <li>3. Lifts (July 2025 – February 2026) – Replace PSTN lift lines with GSM, prioritising safety-critical systems. The project will provide oversight and funding to support the required changes, and the Facilities team and Barbican Estates retain responsibility for managing and overseeing the works.</li> <li>4. Internet &amp; Phone Lines (October 2025 – May 2026) –</li> </ol>

	<p>Transition core telecoms services to IP-based solutions.</p> <p>5. Door Entry Systems (March 2026 – June 2026) – Migrate building access systems to digital alternatives once network is stable. The project will allocate funding to support the required changes, and Property Services (Department of Community and Children’s Services) will retain responsibility for managing and overseeing the works.</p> <p>6. Final Sweep (June 2026 – December 2026) – Identify and migrate any remaining PSTN-dependent services, including alarms and monitoring lines.</p> <p>7. Key Milestones – Lift migration start, internet/phone migration start, door entry start, final sweep start, all migrations complete.</p> <p>8. Governance – Monthly programme board, fortnightly updates, weekly risk log updates, formal change control for scope changes.</p>
<b>9. Delivery team</b>	The project will be overseen by the Digital, Information and Technology Service Project Delivery team, with assistance from the City Surveyors’ Facilities Management team, Operational Housing, and Barbican Estate who will be advising and managing the installation of replacement devices for lifts, fire alarms, door entry systems etc.
<b>10. Success criteria</b>	<p>1. All migrations completed by 31 January 2027.</p> <p>2. All migrations completed within budget.</p>
<b>11. Progress reporting</b>	Cora progress reports with issues requiring decision coming back as an Issue Report.

## **Appendices**

<b>Appendix 1</b>	Project Coversheet
<b>Appendix 2</b>	Risk Register

## **Contact**

<b>Report Author</b>	Nishat Faruque
<b>Email Address</b>	Nishat.faruque@cityoflondon.gov.uk

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### Options Appraisal Matrix

Option Summary	Option 1			
1. Brief description of option	The migration of all PSTN services to digital/internet protocol by the 2027 deadline.			
2. Scope and exclusions	<p>In scope:</p> <ul style="list-style-type: none"><li>- The migration of PSTN and ISDN lines still utilised by the business.</li><li>- The procurement of IP compatible devices.</li></ul> <p>Out of scope:</p> <ul style="list-style-type: none"><li>- PSTN/ISDN lines which will be migrated as part of other existing or forecasted works programmes. For example, the upgrade of Warden Call Systems for Sheltered Housing and projects to migrate telephony systems to Microsoft Teams.</li><li>- Unsupported lines and systems. While DITS may advise on migration options, responsibility for undertaking the necessary changes to unsupported lines remains with the business.</li><li>- Revenue costs of line rentals.</li><li>- Telecare systems – migrations of residential Telecare systems have been completed by the Community and Children’s Services Department (Adult Social Care).</li><li>- PSTN/ISDN Lines located in Investment Property Group properties.</li></ul>			
Project Planning				
3. Programme and key dates	Task	Start	End	
	PSTN to GSM migrations (Lifts)	01-Jul-25	20-Feb-26	
	Internet and Phone lines	20-Oct-25	27-May-26	
	Migrate Door Entry Systems	16-Mar-26	11-Jun-26	
	Complete all outstanding PSTN migrations	11-Jun-26	01-Dec-26	
4. Risk implications	Overall project option risk: Low			



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<b>Option Summary</b>	<b>Option 1</b>
	<p>As the external deadline creates ongoing risk to critical services in parts of the organisation, migrations must proceed as soon as requirements are confirmed. This approach increases the possibility of selecting solutions before all business needs are fully understood. If the chosen digital solutions prove unsuitable, additional procurement or redesign may be required.</p> <p>Further information available within the Risk Register (Appendix 2).</p>
<b>5. Stakeholders and consultees</b>	<ul style="list-style-type: none"> <li>- Assistant Director (Digital and Data), SRO.</li> <li>- Project Manager, DITS</li> <li>- Facilities Management, City Surveyor's</li> <li>- Housing Compliance Manager, Community and Children's Services Department</li> <li>- Barbican Estates Contract Manager, Community and Children's Services Department</li> <li>- Head of Systems and Infrastructure, DITS</li> <li>- City Corporation sites and Institutions</li> <li>- City of London Police</li> </ul>
<b>6. Benefits of option</b>	<ul style="list-style-type: none"> <li>- PSTN is being retired in 2027, so digital ensures compliance and avoids service disruption.</li> <li>- Digital lines often cost less to run and maintain than copper-based PSTN services.</li> <li>- Future proof connectivity. Adding, removing, or relocating lines is faster and easier as no physical rewiring is needed.</li> </ul>
<b>7. Disbenefits of option</b>	<ul style="list-style-type: none"> <li>- Digital/VoIP phones require mains power or battery backup; if power fails, service can be lost unless contingency is in place.</li> <li>- Call quality and reliability rely on a stable broadband connection; outages or slow speeds can disrupt service.</li> <li>- Some existing analogue devices (,alarm lines, lift phones, payment terminals) may need adapters or replacement.</li> <li>- Investment in new hardware (routers, IP handsets, switches) and installation may be needed.</li> <li>- Some legacy systems that worked over PSTN may not function reliably over IP without additional</li> </ul>

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<b>Option Summary</b>	<b>Option 1</b>
	solutions.
<b>Resource Implications</b>	
<b>8. Total estimated cost</b>	<p>Total estimated cost (excluding risk): £1,150,000</p> <p>The current confidence level is assessed as medium. For projects of this scale, and given the dependencies on legacy infrastructure, it is expected that additional requirements and dependencies may emerge as work progresses.</p> <p>Total estimated cost: (including risk): £1,310,000</p>
<b>9. Funding strategy</b>	<p>City Fund 60%</p> <p>City Estate 40%</p>
<b>10. Investment appraisal</b>	N/A
<b>11. Estimated capital value/return</b>	N/A
<b>12. Ongoing revenue implications</b>	Monthly/annual line rental costs will continue to be met from existing department revenue budgets.
<b>13. Affordability</b>	N/A
<b>14. Legal</b>	None.

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<b>Option Summary</b>	<b>Option 1</b>
<b>implications</b>	
<b>15. Corporate property implications</b>	Some migration activities may require minor physical alterations to corporate properties, such as drilling for cable routing, installing new equipment enclosures, or modifying existing fixtures. These works will be coordinated with the City Surveyors department to ensure compliance with property standards, minimise disruption, and preserve the integrity of the buildings.
<b>16. Traffic implications</b>	None.
<b>17. Sustainability and energy implications</b>	None.
<b>18. IS implications</b>	This is a DITS led project to mitigate any potential impacts of the PSTN switch off.
<b>19. Equality Impact Assessment</b>	N/A
<b>20. Data Protection Impact Assessment</b>	N/A
<b>21. Recommendation</b>	Recommended

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# Project Coversheet

## [1] Ownership & Status

**UPI: 12453**

**Core Project Name:** Public Switched Telephone Network (PSTN) Replacement

**Programme Affiliation** (if applicable):

**Project Manager:** Nishat Farque

**Definition of need:** By 31 January 2027, the Public Switched Telephone Network (PSTN) and the Integrated Services Digital Network (ISDN) will be switched off nationally and must be replaced by an IP (Internet Protocol) fibre-based network and infrastructure to avoid service disruptions. The project aims to enable the migration of these connections by the deadline to ensure a smooth transition to digital services for the City Corporation, City of London Police and all Institutional Departments.

**Key measures of success:**

- **Audit Completion:** 100% of analogue business connections audited by Oct 2025.- Completed by June 2025.
- **Connection Migration:** 100% of analogue connections ceased or migrated to IP by Openreach deadline.
- **Asset Readiness:** 100% of incompatible equipment/assets replaced by deadline.
- **User Experience:** PSTN transition completed with minimal disruption, with 100% of stakeholders engaged and informed throughout.
- **System Integration:** 100% compatibility and integration with existing and future systems, validated via testing and stakeholder sign-off.
- **Compliance:** 100% adherence to regulatory and industry standards, verified through compliance audits at key milestones.

**Expected timeframe for the project delivery:** 28 months

**Key Milestones:**

Start audit/discovery work: Completed in June 2025

G3/4/5: September 2025

Start works: November 2025

Practical Completion: January 2027

G6: February 2027

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

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

No

## [2] Finance and Costed Risk

**Headline Financial, Scope and Design Changes:**

**Combined 'Project Briefing' and 'Project Proposal' G1 and G2 report (as approved by Digital Service Committee, Police and Authority Board, City Bridge Foundation from July-September 2024):**

- Total Estimated Cost (excluding risk): £2.5m
- Resources to reach next Gateway (excluding risk): £200k

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<ul style="list-style-type: none"> <li>• Spend to date: £0</li> <li>• Costed Risk Against the Project: £50k</li> <li>• CRP Requested: £50k</li> <li>• CRP Drawn Down: £0</li> <li>• Estimated Programme Dates: November 2024- January 2027</li> </ul> <p>Scope/Design Change and Impact: N/A</p>
<p><b>G2 Issue Report (as approved by Digital Service Committee, January 2025):</b></p> <ul style="list-style-type: none"> <li>• Total Estimated Cost (excluding risk): £2.5m</li> <li>• Resources to reach next Gateway (excluding risk): £350k</li> <li>• Spend to date: £100k</li> <li>• Costed Risk Against the Project: £100k</li> <li>• CRP Requested: £100k</li> <li>• CRP Drawn Down: £0</li> <li>• Estimated Programme Dates: November 2024- January 2027</li> </ul> <p>Scope/Design Change and Impact: The project team, working with Facilities Management and Housing, had identified that several lift and fire alarm devices were failing due to PSTN line faults and reliance on the soon-to-be-retired 3G network. These posed significant safety and compliance risks. Fire and lift systems had been prioritised for urgent replacement. Most were suitable for migration to wireless GSM devices using 4G/5G SIM cards. Immediate migration was recommended to mitigate risks.</p>
<p><b>Combined 'Options Appraisal, Design and Authority to Start Work' G3-5 report (to be approved by Digital Services Committee.)</b></p> <ul style="list-style-type: none"> <li>• Total Estimated Cost (excluding risk): £1.15m</li> <li>• Resources to reach next Gateway (excluding risk): £600k</li> <li>• Spend to date: £436,053 (Excluded Staff Costs – Q1 &amp; 2 - £35,000).</li> <li>• Costed Risk Against the Project: £160k</li> <li>• CRP Requested: £160k</li> <li>• CRP Drawn Down: £0</li> <li>• Estimated Programme Dates: November 2024- December 2026</li> </ul> <p>Scope/Design Change and Impact: None</p>

City of London: Projects Procedure Corporate Risks Register

Project Name: PSTN Replacement			PM's overall risk rating: Medium								CRP requested this gateway		£ 160,000		Average unmitigated risk		3.2		Open Risks		5		
Unique project identifier: PV12345			Total estimated cost (exc risk): £ 1,150,000								Total CRP used to date		£ -		Average mitigated risk score		6.0		Closed Risks		2		
General risk classification											Mitigation actions					Ownership & Action							
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed Impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed Impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to issues	Comment(s)
R1	2	(4) Contractual/ Partnership	There may be more sites and connections to audit than originally planned.	This could cause delays depending on availability of the PSTN consultant, as well as financial implications.	Possible	Minor	3	£150,000.00	Y - for mitigation costs	B – Fairly Confident	Initiate early engagement with suppliers. Collaborate with property and contract managers to identify the connections currently being funded by the business.	£0.00			£35,000.00		£0.00	CRP will be used to extend the contract with the supplier, to cover additional connections and sites.			Nishat Faruque	30/07/25	
R2	2	(2) Financial	The discovery period may take longer than originally planned.	The project may have to finance additional resources for a longer period	Possible	Minor	3	£50,000.00	Y - for mitigation costs	B – Fairly Confident	Conduct a thorough resource planning exercise upfront. This would involve estimating the required resources and their duration based on realistic project timelines and potential delays.	£0.00			£15,000.00		£0.00	CRP will be used to cross charge internal programme resource against the project budget.			Nishat Faruque	30/07/25	
R3	2	(2) Financial	There is a potential risk that the procurement costs for GSM units may exceed initial estimates	If the costs are higher than anticipated, it could lead to budget overruns, which might require seeking additional funding.	Possible	Minor	3	£350,000.00	Y - for mitigation costs	B – Fairly Confident	Cost estimates have been received from suppliers and contract managers involved.	£0.00			£50,000.00		£0.00	CRP will be used to cover costs for GSM units.			Nishat Faruque		
R4	5	(2) Financial	There is a risk that unforeseen requirements and dependencies will emerge during the transition away from the Public Switched Telephone Network (PSTN).	Given the once-in-a-lifetime nature of this programme, such factors could impact scope, timelines, and resource planning.	Possible	Minor	3	£15,000.00	Y - for mitigation costs	B – Fairly Confident	PSTN Audit has taken place to provide further reassurance. Cost estimates have been received from suppliers and contract managers involved.	£0.00	Possible	Minor	£50,000.00	3	£0.00	CRP will be used to cover any additional costs.			Nishat Faruque		
R5	5	(2) Financial	There is a potential risk that the costs for IP compatible hardware may exceed initial estimates	If the costs are higher than anticipated, it could lead to budget overruns, which might require seeking additional funding.	Possible	Minor	3	£0.00	Y - for mitigation costs	B – Fairly Confident	Costs estimated based on previous purchases if IP hardware	£0.00	Possible	Minor	£30,000.00	3	£0.00	CRP will be used to cover any additional costs.					
R6	5	(2) Financial	There is a risk of increased costs later in the project if the proposed digital solutions fail to fully meet business needs	System failures due to no connectivity to analogue services once the PSTN network is shut down.	Possible	Minor	3	£0.00	Y - for mitigation costs	C – Uncomfortable	Conduct early requirements gathering and Use pilots or proof-of-concepts to test digital solutions before full rollout, ensuring alignment with business requirements.	£0.00	Unlikely	Serious	£30,000.00	4	£0.00	CRP will be used to cover any additional costs.					
R7	5	(1) Compliance/ Regulatory	There is a risk that the project will not meet the mandated PSTN switch-off deadline. .	Failure to complete the transition in time could lead to service disruption, regulatory non-compliance, and reputational damage	Unlikely	Serious	4	£0.00	N	B – Fairly Confident	The project will closely monitor progress against milestones, escalate delays promptly, and prioritise critical path activities. Additional resources and contingency planning will be applied where necessary to protect delivery timelines and ensure compliance with the PSTN deadline.	£0.00	Unlikely	Minor	£0.00	2	£0.00						
R8								£0.00				£0.00			£0.00		£0.00						
R9								£0.00				£0.00			£0.00		£0.00						
R10								£0.00				£0.00			£0.00		£0.00						
R11								£0.00				£0.00			£0.00		£0.00						
R12								£0.00				£0.00			£0.00		£0.00						
R13								£0.00				£0.00			£0.00		£0.00						
R14								£0.00				£0.00			£0.00		£0.00						
R15								£0.00				£0.00			£0.00		£0.00						
R16								£0.00				£0.00			£0.00		£0.00						
R17								£0.00				£0.00			£0.00		£0.00						
R18								£0.00				£0.00			£0.00		£0.00						
R19								£0.00				£0.00			£0.00		£0.00						
R20								£0.00				£0.00			£0.00		£0.00						





<b>Committees:</b> Streets & Walkways Sub Committee <i>[for decision]</i>  Projects and Procurement Sub Committee <i>[for information]</i>	<b>Dates:</b> 16 September 2025 14 October 2025
<b>Subject:</b> Pedestrian Priority Streets Programme – Threadneedle Street & Old Broad Street and Programme Update  <b>Unique Project Identifier:</b> 12269	<b>Gateway 5: Authority to start work</b> Complex
<b>Report of:</b> Executive Director Environment  <b>Report Authors:</b> Isaac Taylor and Daniel Laybourn – Transport & Public Realm Projects, City Operations	<b>For Information</b>
<h1>PUBLIC</h1>	

<b>1. Status Update</b>	<b>Background:</b>  A programme implementing pedestrian priority schemes across the Square Mile to enhance comfort, safety and accessibility for people walking and wheeling, helping to deliver the objectives of the Transport Strategy and Climate Action Strategy.  The programme covers on-street measures at six locations: <ul style="list-style-type: none"> <li>• King Street (completed 2024)</li> <li>• Chancery Lane (completed 2024)</li> <li>• King William Street (first phase of construction completed August 2025)</li> <li>• Cheapside (in detailed design)</li> <li>• Threadneedle Street &amp; Old Broad Street (the subject of this report, in detailed design)</li> <li>• Old Jewry (currently operating as a traffic experiment, with its own report on the same agenda)</li> </ul> This purpose of this report is to: <ul style="list-style-type: none"> <li>• Seek authority to implement the Threadneedle Street &amp; Old Broad Street scheme, as shown in <b>Appendix 2</b>;</li> </ul>
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	<ul style="list-style-type: none"> <li>• Update the budgets for construction of Threadneedle Street &amp; Old Broad Street scheme and adjust the overall programme budget to cover ongoing delivery, as shown in <b>Appendix 3</b>; and</li> <li>• Provide an update on the rest of the programme.</li> </ul> <p><b>RAG Status:</b> Green (Green at last report to Committee)</p> <p><b>Risk Status:</b> Medium (Medium at last report to committee)</p> <p><b>Total Estimated Cost of Project (excluding risk &amp; maintenance):</b> whole programme ~£8.218M</p> <p><b>Change in Total Estimated Cost of Project (excluding risk):</b> Requested ~£1.1M increase from allocated funding to cover the construction costs of the Threadneedle Street &amp; Old Broad Street scheme</p> <p><b>Spend to Date:</b> £4,683,895 as of 14 August 2025.</p> <p><b>Funding Source:</b> All funding sources confirmed, and broken down as follows:</p> <ul style="list-style-type: none"> <li>• £6m from Climate Action Strategy funding (On-Street Parking Reserve, or OSPR)</li> <li>• £2m from OSPR for King William Street</li> <li>• £400,000 from OSPR for Cheapside</li> <li>• £157,969 Section 106 funding.</li> </ul> <p><b>Costed Risk Provision Utilised:</b> £61,000. A £5k drawdown took place for King William Street to cover unexpected costs related to Transport for London's (TfL) new bus infrastructure process.</p>
<p><b>2. Requested decisions</b></p>	<p><b>Next Gateway:</b> <i>Gateway 6: Project Closure report (covering the entire programme)</i></p> <p><b>Next Steps:</b></p> <p>Following approval of this report and subject to receiving final approval under the Traffic Management Act (TMA) from Transport for London (TfL), the next steps for Threadneedle Street &amp; Old Broad Street are to complete the detailed construction planning, continue the stakeholder engagement process and then commence construction in early 2026, lasting approximately 6 months.</p> <p><b>Requested Decisions:</b></p> <p>Members of the <b>Streets and Walkways Sub-committee</b> are asked to approve:</p> <ol style="list-style-type: none"> <li>1. The final highway and public realm design for the Threadneedle Street &amp; Old Broad Street scheme (shown in <b>Appendix 2</b>);</li> </ol>

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ANPR Cameras	Installation of camera systems for traffic enforcement	Climate Action Strategy (OSPR) and S106 funds	£28,325
Works (including those for King William Street)	Construction costs	Climate Action Strategy (OSPR) and S106 funds	£6,204,693
Sub-total			£8,217,969
Risk	Further details can be found in <b>Appendix 4 – Risk Register</b>		£250,000
Cheapside Maintenance	Approved as part of that project's Gateway 5 report		£90,000
Total			£8,557,969

The requested £1,103,779 drawdown from the allocated funding is sufficient for the estimated construction costs on Threadneedle Street & Old Broad Street, and the requested adjustment of approved funding will ensure sufficient funds are in place to complete the programme.

The fees budget includes costs for work by external suppliers such as statutory undertakers' design tasks, highway surveys, temporary & permanent traffic orders and advertising costs for their statutory requirements, etc.

Over the next 18 months, the proposed funding covers an average of 3.5 days per week for both project management personnel and a dedicated Highways Engineer.

To manage potential funding surpluses from the King William Street project (e.g. utility refunds, settling of the costs of the first phase of work with the principal contractor), Officers are requesting the Executive Director Environment be granted delegated authority to transfer these funds to the overall programme budgets, if required, where they can be redistributed and utilised for other elements of the programme.

More detailed financial information is shown in **Appendix 3**.

**Costed Risk Provision requested for this Gateway: £250,000** (as detailed in the Risk Register – **Appendix 4**). It is requested to reduce the programme's costed risk provision from £513,000 to £250,000. King Street and the first phase of King William

	Street (the programme's largest project) are complete and so the risk profile has reduced accordingly.
<b>4. Design summary</b>	<p>The final design proposals for Threadneedle Street and Old Broad Street are detailed in <b>Appendix 2</b>.</p> <p>Threadneedle Street and Old Broad Street up to Throgmorton Street will be transformed through the reallocation of road space to provide more space for people walking and wheeling while continuing to allow cycling. Additionally, these works will complement the public realm and transportation improvements delivered by the All Change at Bank scheme.</p> <p><b><u>Highway &amp; Public Realm Design</u></b></p> <p>In more detail, the scheme consists of:</p> <p><b>Threadneedle Street between Bartholomew Lane and its junction with Old Broad Street:</b></p> <ul style="list-style-type: none"> <li>• <b>Road space reallocation (with zero reduction in traffic capacity)</b> – carriageway lane widths on Threadneedle Street will be adjusted to accommodate a continuous 2-metre-wide eastbound cycle lane. The cycling provision meets the desirable minimum width recommended in national guidance (Cycle Infrastructure Design LTN 1/20). The use of an advisory lane offers suitable protection for most people cycling while also allowing loading and unloading when necessary. Additionally, the reallocation of road space supports the improvements delivered through the All Change at Bank scheme for eastbound cycling.</li> <li>• <b>Traffic signal infrastructure</b> – to improve the cycling experience, the traffic signal infrastructure is being upgraded. The current carriageway chambers will be relocated to the footway, allowing cyclists to avoid them. Additionally, new traffic signal infrastructure will include integrated, compliant signage, which will help reduce street clutter.</li> </ul> <p><b>Threadneedle Street from its junction with Old Broad Street to Bishopsgate:</b></p> <ul style="list-style-type: none"> <li>• <b>Pavement widening</b>– the permanent conversion of this section of Threadneedle Street to one-way westbound for traffic in 2023 enables pavement widening of between 0.5 and 1.5 metres, making the full length of the street accessible.</li> </ul>

- **Cycle infrastructure-** An eastbound mandatory cycle lane at a continuous width of 1.5 metres is also provided. This meets the minimum provision recommended by LTN 1/20, and the use of a mandatory lane provides an appropriate level of protection for people cycling. A continuous 3.2 m westbound carriageway lane will be maintained where people cycling share space with general traffic. This aligns with LTN 1/20 guidance to discourage unsafe overtaking of people cycling.
- **Raised carriageway treatment** – the carriageway at the junction of Old Broad Street and Finch Lane will be raised to pavement level. This provides a continuous surface for people walking and wheeling, improving accessibility and comfort. Tactile paving will also be installed. The raised carriageway also helps reduce vehicle approach speeds, aligning with the City of London's Vision Zero Action Plan and its safer speeds objective.
- **Retention of loading bay** – the existing loading facility outside 5 Threadneedle Street (Merchant Taylor's Hall) will be retained as an inset loading bay, integrated within the widened pavement. The bay will continue to operate at any time with a maximum stay of 40 minutes and no return within 1 hour. During periods when the loading bay is not being used the area will function as part of the pavement.

**Old Broad Street at its junction with Threadneedle Street up to Throgmorton Street:**

- **Pavement widening** – the previously implemented conversion to one-way northbound enables pavement widening on the western side to create width greater than 5 metres. Currently, the western pavement is scoring 'F' in terms of pedestrian comfort levels, this will change to B+ following the pavement widening.
- **Cycle infrastructure-** A southbound mandatory cycle lane at continuous width of 2metres is also provided. This provision meets the desirable minimum width recommended LTN 1/20 and the use of a mandatory lane offers suitable protection for most people cycling. A continuous 3.2 m carriageway width will be maintained where people cycling share space with general traffic. This aligns with LTN 1/20 guidance to discourage unsafe overtaking of people cycling.

### **Old Broad Street, from Throgmorton Street to London Wall:**

As part of the design work, plans have been drafted for the rest of Old Broad Street up to the junction with London Wall. Delivery of this section is paused while details of the S278s for 75 London Wall and 99 Bishopsgate are being negotiated. These developments will contribute to improvements on the rest of Old Broad Street, and the delivery timetable of the various projects would need to be coordinated accordingly. It is expected that the combination of S278 and programme funds will be sufficient to complete this section of Old Broad Street in due course.

### **Equalities Impact Assessment, Healthy Streets and City of London Street Accessibility Tool (CoLSAT) Results**

An independent Equalities Impact Assessment (EqIA) has been undertaken by an external consultant on the proposed detailed design. This and responses to it can be seen in **Appendix 5**. The identified issues related to road markings, cycle lane and loading monitoring, the absence of drainage details from the audited scheme documentation, dockless cycle parking and seating. All have been responded to without requiring any changes to the scheme design, although the installation of seating will be considered during construction once officers can get a better understanding of the new footway space being created.

The Healthy Street design check scores for both streets are detailed in **Appendix 6**. This tool evaluates the baseline scores and measures improvements, particularly for people walking, wheeling and cycling, based on the proposed design. Within the project's scope, the overall scores for Old Broad Street improve from 44 to 52 (out of 100), and for Threadneedle Street, from 31 to 47. However, both streets still have a zero score in relating to the availability of shade and shelter. The proposed project will not change traffic composition, and due to limited space, greening or tree planting is not feasible. Improvements to cycle parking and additional seating will be explored during construction, and if deliverable would lead to improved scores.

The CoLSAT assessment has been undertaken for the proposed changes on Threadneedle Street and Old Broad Street, and the summary results are presented in Table 1. It indicates a significant improvement over the current environment with the elimination of all '0' scores and a significant reduction of '1' scores. People with a walking impairment could still experience some difficulties in the

proposed scheme due to the use of tactile paving and the proximity of local bus stops but overall, the scheme significantly improves the accessibility characteristics of the street. It is not possible to improve on some of the lower scores such as proximity of blue badge parking and accessible toilets due to the scope limitations of the project. Full CoLSAT scoring for the proposed scheme is available on request.

Table 1 - CoLSAT Summary Results for Threadneedle Street and Old Broad Street				
	Total 0 scores* – severe accessibility issue		Total 1 scores**- significant accessibility issues	
	Before	After	Before	After
Electric Wheelchair user	0	0	2	0
Manual Wheelchair user	0	0	4	0
Mobility Scooter user	0	0	4	0
Walking Aid user	0	0	4	0
Person with a walking impairment	0	0	16	13
Disabled Person who uses a cycle	4	0	3	1
Long cane user	3	0	2	1
Guide Dog user	5	0	3	2
Residual Sight user	0	0	7	0
Deaf or Hearing impairment	0	0	9	3
Acquired neurological impairment	1	0	3	0
Autism/Sensory-processing diversity	0	0	4	0
Developmental Impairment	1	0	11	4
<b>Total</b>	<b>14</b>	<b>0</b>	<b>72</b>	<b>24</b>

\* This score means most people in this segment would be excluded by the street characteristic in the selected configuration.

\*\* This score means some people in this segment may be able to negotiate the street characteristic in the selected configuration, but it would significantly deplete their levels of confidence and energy, and they would be likely to give up on the journey if they had to negotiate it more than once or twice.

### **Wider Programme Update**

#### **King William Street (phase 1 complete)**

The project's first phase is complete, except for 11 trees due to be planted later in the year. The completed works are open to the public, providing wider pavements and a new informal and accessible pedestrian crossing point at the southern end of the street, where previously the eastern side had a very large and inaccessible kerb.

Scheme construction savings are expected, but these are still being quantified at the time of writing this report. The remaining section between Abchurch Lane and Nicholas Lane has been deferred due to the construction of the 10 King William Street



	<p>development. Subsequently, this section is expected to be completed in 2027 alongside the development's Section 278 obligations, subject to the development's progress. More trees are also planned for this section of the street.</p> <p><u>Cheapside</u> The detailed design of the improvements around the bus &amp; taxi gate are substantially complete, the key challenge on this project has been the concentration of underground utilities. Subject to some engineering complexities with the statutory utility companies being overcome, enabling work is currently programmed to begin after the Lord Mayor's show in November, with the main construction works estimated to begin in January 2026. The latest scheme visualisations can be seen in <b>Appendix 7</b>.</p> <p><u>Old Jewry</u> A separate report covering the conclusion of the experimental traffic order on Old Jewry is on the agenda for this Committee meeting. This experiment reopened the street to allow all motorised traffic to travel southbound between Gresham Street and Poultry/Cheapside, with two-way movement retained for cyclists. The left turn at the junction with Poultry was restricted to taxis and people cycling only.</p>
<b>5. Delivery team</b>	<p>The Delivery team remains unchanged from the previous reports and includes:</p> <ul style="list-style-type: none"> <li>• Project management by the Transport and Public Realm Projects team in Policy and Projects.</li> <li>• Construction Engineering/Design and Construction Supervision to be managed by the Highways team.</li> <li>• Contractor – FM Conway under the highways term contract.</li> </ul>
<b>6. Programme and key dates</b>	<p>Subject to the on-going construction planning, Committee approval and budgetary updates being enacted, the following is a summary of the 6-month programme for the work on Threadneedle Street and Old Broad Street:</p> <ul style="list-style-type: none"> <li>• October 2025 – orders placed with contractors, and 12-week lead-in time begins. Required temporary traffic orders and work permits sought.</li> <li>• January 2026 – Construction work to start on site for Threadneedle Street and last approximately 4 months.</li> <li>• April 2026 – Construction would move to Old Broad Street and works are expected to last for 2 months.</li> <li>• June 2026 – Construction work is expected to be complete.</li> <li>• June to August 2026 – Snagging period expires.</li> </ul>

	<p><b><u>Construction phasing and traffic management</u></b></p> <p>Construction will start on Threadneedle Street under a full road closure to all vehicles including people cycling. Access for people walking and wheeling will be maintained at all times. The full road closure enables construction to be undertaken on both sides of Threadneedle Street simultaneously, which reduces the overall build time. Servicing access will be limited to the western end and people cycling will be diverted to use either Old Broad Street or Cornhill depending on their destination. Subject to this report being approved in full, Officers will contact nearby stakeholders as early as possible to help plan and mitigate the impacts of the closure.</p> <p>Old Broad Street's construction will then follow. The north-east bound movement for all vehicles including people cycling will be maintained. However, the south-west bound contra-flow cycle lane will require a closure for the duration of the build. People cycling will be diverted through Threadneedle Street. Access for people walking and wheeling will be maintained at all times.</p> <p><b><u>Stakeholder Engagement</u></b></p> <p>Subject to this committee approval and following a similar approach to that taken on King William Street, engagement activities will commence with an information email sent to Ward Members, direct mail-outs (physical and electronic) to affected businesses and residents, social media posts, Ward and BID (Business Improvement District) newsletters and site meetings as necessary.</p>
<p><b>7. Risk &amp; Legal</b></p>	<p><b><u>Risk</u></b></p> <p>The overall risk level of this programme remains at a medium level due to the complexity of the different concurrent workstreams involved. The amended Costed Risk Register that covers the whole programme can be seen in <b>Appendix 4</b>. This has been updated, with the risk funding reduced accordingly, to reflect the completion of the work on King Street, the first phase of King William Street and the continued work on the rest of the programme. Should the revised register be approved, the top three programme risks will be:</p> <ul style="list-style-type: none"> <li>• Inaccurate or incomplete project estimates, including inflationary and/ or price indexing related issues leads to budget increases;</li> <li>• Unexpected Utilities diversions or alterations impact on project delivery and/ or costs; and</li> <li>• Additional investigations, surveys, data and/ or monitoring may be required by internal/ external parties</li> </ul>

	<p>to further validate the design or due to another unforeseen event.</p> <p><b><u>Legal</u></b></p> <p><b><u>Traffic Implications</u></b>  In exercising its traffic authority functions, the City is under a duty to “<i>secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)</i>” as far as practicable (S.122 Road Traffic Regulation Act 1984). Access to both Threadneedle Street and Old Broad Street will not change because of these proposals. Temporary traffic orders will be required for Threadneedle Street &amp; Old Broad Street, and regard will be had to this duty in making them. Vehicular access to off-street premises will remain unchanged.</p> <p><b><u>Equalities</u></b>  As a Public Authority, the City must have due regard to equality considerations when exercising its functions (section 149 Equality Act 2010). Therefore, an independent Equalities Impact Assessment (EqIA) has been undertaken as detailed earlier in this report and included in <b>Appendix 5</b>.</p>
<b>8. Success criteria</b>	<p>The programme-wide success criteria set out below was established at the initiation of the programme:</p> <ol style="list-style-type: none"> <li>1. Number of kilometres of new pedestrian priority streets and total length of pedestrian priority streets (Climate Action Strategy and Transport Strategy targets)</li> <li>2. Length of street with pedestrian comfort level of A+, length of street with pedestrian comfort level of at least B+ (Climate Action Strategy and Transport Strategy targets)</li> <li>3. Percentage of people rating the experience of walking in the City as pleasant (Transport Strategy target and measured through the City Streets Survey)</li> </ol> <p>The proposed scheme on Threadneedle Street &amp; Old Broad Street would:</p> <ul style="list-style-type: none"> <li>• Add approx. 250m of new pedestrian prioritisation by virtue of the wider more comfortable pavements and reduced carriageway;</li> <li>• Pedestrian Comfort Levels achieving at least B- scores across the scope of the scheme;</li> <li>• Improved formal and informal crossing facilities; and</li> <li>• Improved cycle infrastructure.</li> </ul> <p>The Threadneedle Street &amp; Old Broad Street scheme, including the already-approved traffic restrictions, contributes to the Transport Strategy’s proposals to:</p>

	<ul style="list-style-type: none"> <li>• Prioritise the needs of people walking and wheeling, make streets more accessible and deliver world-class public realm;</li> <li>• Make the most efficient and effective use of street space by significantly reducing motor traffic, including the number of delivery and servicing vehicles in the Square Mile;</li> <li>• Eliminate death and serious injuries from our streets through measures to deliver safer streets and reduce speeds; and</li> <li>• Enable more people to choose to cycle by making conditions for cycling in the Square Mile safer and more pleasant.</li> </ul>
<b>9. Progress reporting</b>	<p>Officers will report via monthly Cora updates. The next report to committee will be the G6 project closure report that closes the Pedestrian Priority programme.</p> <p>Should it be required, issues requiring further decisions by Members will be brought back as an Issue Report. Any delegated decisions taken will be reported back to Committee.</p>

### **Appendices**

<b>Appendix 1</b>	Project Coversheet
<b>Appendix 2</b>	Scheme Design
<b>Appendix 3</b>	Financial Information
<b>Appendix 4</b>	Costed Risk Register
<b>Appendix 5</b>	Equalities Impact Assessment
<b>Appendix 6</b>	Healthy Streets scoring
<b>Appendix 7</b>	Latest Cheapside Public Realm Visualisations

### **Contact**

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# Project Coversheet

## [1] Ownership & Status

**Unique Project Identifier:** 12269

**Core Project Name:** Pedestrian Priority Streets Phase 1

**Programme Affiliation** (if applicable): Pedestrian Priority Programme

**Project Manager:** Kristian Turner, Daniel Laybourn

**Definition of need:** Climate Action

### **Key measures of success:**

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

### **Original Milestones:**

Gateway 5 – Authority to Start Work – October 2019

Completion of interim measures – summer 2022

### **Amended Milestones:**

G345 – October 2019

ETO's commence – January 2022

Experiment end – July 2023

Public consultation – Oct/Dec 2022

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

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

Construction of Phase 1 schemes: March 2023 through to mid-2027.

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

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

No.

## **[2] Finance and Costed Risk**

### **Headline Financial, Scope and Design Changes:**

#### **Since G1/2 report:**

- Total Estimated Cost (excluding risk) of whole programme: £8M
- Resources to reach next Gateway (excluding risk) £199,000
- Spend to date: £0
- Costed Risk Against the Project: 0
- CRP Drawn Down: None
- Estimated Programme Dates: March 2020 – end of 2022 (for Phase 1)

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

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

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

#### **Issues report – (as approved (For Information) by OPPS 26/09/2022):**

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

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

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

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

- Total Estimated Cost (excluding risk): Phase 1 budget £2,601,628
- Overall project estimate £8.5M
- Resources to reach next Gateway (excluding risk) no new funding request
- Spend to date: £1,792,127 (of £2.6m approved budget)
- Costed Risk Against the Project: £473,000
- CRP Drawn Down: £56k
- Estimated Programme Dates: March 2020 – end of 2024/25 (for Phase 1)

**Gateway 5 Authority to Start Work – King William Street (as by Streets and Walkways February and March 2024)**

- Total Estimated Cost (excluding risk): Phase 1 budget £5,756,690
- Overall project estimate £8.5M (adjusted following Capital Bid of 400k for Cheapside)
- Resources to reach next Gateway (excluding risk) no new funding request
- Spend to date: £1,829,780 as of 20th February 2024
- Costed Risk Against the Project: £518k • CRP Drawn Down: £56k
- Estimated Programme Dates: March 2020 – end of 2025/26 (for Phase 1)

**Gateway 5 Authority to Start Work – Chancery Lane (as by Streets and Walkways May 2024)**

This report sort approval to make the experimental traffic order on Chancery Lane permanent. No further funding was requested in this report.

**Gateway 5 Authority to Start Work – Cheapside (as by Streets and Walkways February 2025)**

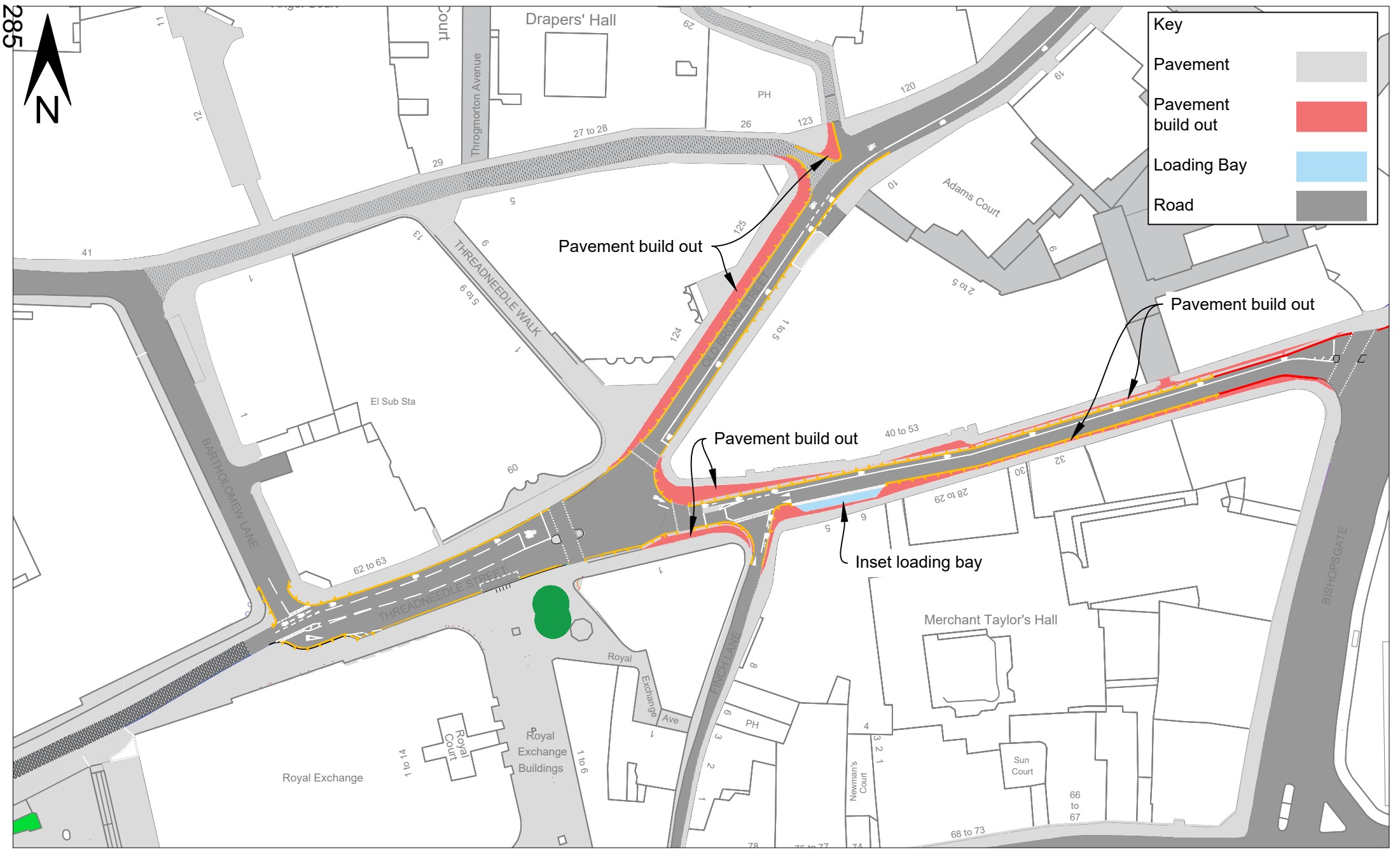
- Overall project estimate £8.5m
- Resources to each next Gateway (scheme estimate): £1.295m
- Spend to date £4,339,267
- Costed Risk against Costed Risk Against the Project: £518k • CRP Drawn Down: £61k
- Estimated Programme Dates: Construction start August 2025, Completion Spring 2026

This report sought approval to make the experimental traffic order at Cheapside permanent and requested delegated authority for the Executive Director Environment to approve the final detailed design of the public realm enhancements.

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

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### Appendix 3 – Financial Information

<b>Table 1: Expenditure to Date</b>			
<b>Description</b>	<b>Approved Budget (£)</b>	<b>Expenditure (£)</b>	<b>Balance (£)</b>
<b>16800457: Pedestrian Priority Programme (SRP)</b>			
Env Servs Staff Costs	42,000	4,325	37,675
P&T Staff Costs	61,510	61,012	498
P&T Fees	86,000	85,664	336
Enabling Works	10,000	-	10,000
<b>Total 16800457</b>	<b>199,510</b>	<b>151,001</b>	<b>48,509</b>
<b>16100457: Pedestrian Priority Programme (CAP)</b>			
Env Servs Staff Costs	473,584	328,862	144,722
Legal Staff Costs	20,000	108	19,892
P&T Staff Costs	380,802	294,956	85,846
P&T Fees	644,533	549,980	94,553
ANPR Cameras	70,000	28,325	41,675
Env Servs Works	1,927,000	800,953	1,126,047
Costed Risk Provision	513,000	-	513,000
Cheapside maintenance	90,000	-	90,000
<b>Total 16100457</b>	<b>4,118,919</b>	<b>2,003,184</b>	<b>2,115,735</b>
<b>16100507: King William St</b>			
Env Servs Staff Costs	100,000	61,839	38,161
P&T Staff Costs	45,000	39,717	5,283
Open Spaces Staff Costs			-
P&T Fees	65,000	39,480	25,520
Env Servs Works	2,925,761	2,388,675	537,086
Open Spaces Works			-
Open Spaces Main.			-
<b>Total 16100507</b>	<b>3,135,761</b>	<b>2,529,710</b>	<b>606,051</b>
<b>GRAND TOTAL</b>	<b>7,454,190</b>	<b>4,683,895</b>	<b>2,680,295</b>

<b>Table 2: Resources Required to reach the next Gateway</b>			
<b>Description</b>	<b>Approved Budget (£)</b>	<b>Additional Resources Required (£)</b>	<b>Revised Budget (£)</b>
<b>16800457: Pedestrian Priority Programme (SRP)</b>			
Env Servs Staff Costs	42,000	- 37,675	4,325
P&T Staff Costs	61,510	- 498	61,012
P&T Fees	86,000	- 336	85,664
Enabling Works	10,000	- 10,000	-
<b>Total 16800457</b>	<b>199,510</b>	<b>- 48,509</b>	<b>151,001</b>
<b>16100457: Pedestrian Priority Programme (CAP)</b>			
Env Servs Staff Costs	473,584	86,670	560,254
Legal Staff Costs	20,000	- 19,892	108
P&T Staff Costs	380,802	129,850	510,652
P&T Fees	644,533	- 48,153	596,380
ANPR Cameras	70,000	- 41,675	28,325
Env Servs Works	1,927,000	1,351,932	3,278,932
Costed Risk Provision	513,000	- 263,000	250,000
Cheapside maintenance	90,000	-	90,000
<b>Total 16100457</b>	<b>4,118,919</b>	<b>1,195,732</b>	<b>5,314,651</b>
<b>16100507: King William St</b>			
Env Servs Staff Costs	100,000	- 38,161	61,839
P&T Staff Costs	45,000	- 5,283	39,717
Open Spaces Staff Costs			-
P&T Fees	65,000		65,000
Env Servs Works	2,925,761		2,925,761
Open Spaces Works			-
Open Spaces Main.			-
<b>Total 16100507</b>	<b>3,135,761</b>	<b>- 43,444</b>	<b>3,092,317</b>
<b>GRAND TOTAL</b>	<b>7,454,190</b>	<b>1,103,779</b>	<b>8,557,969</b>

City of London: Projects Procedure Corporate Risks Register

Project Name: Pedestrian Priority Streets			PM's overall risk rating: Medium		CRP requested this gateway £ 250,000		Average unmitigated risk 5.1		Open Risks 19														
Unique project identifier: 12269			Total estimated cost (exec risk): £ 8,307,969		Total CRP used to date £ 61,000		Average mitigated risk score 1.4		Closed Risks 0														
General risk classification											Mitigation actions												
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification on post-mitigation	Impact Classification on post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/ Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/ Realised & moved to issues	Comment(s)
R1	5	(1) Compliance/Regulatory	Issues or delays in any required consents such as third party consents, TTOs, Section 8s, TMAN, Permits, etc which cause delays to the implementation of the schemes.	If there was to be any delay in the approval of any required consents, such as TTOs, Permits, EqIA, TMAN etc; its likely delivery of the interventions could suffer from some form of unplanned delay or additional work.	Possible	Serious	6	£20,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Map out the required consents for each intervention / experimental scheme and continually monitor & update the consents if required throughout the trial period and delivery of the permanent measures. * Schedule regular meetings with consent approvers, especially those with long lead in times or complex approval procedures.	£0.00	Unlikely	Serious	£7,500.00	4		Use of CRP could include but is not limited to additional staff time, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Transport & Public Realm Projects	Kristian Turner, Transport & Public Realm Projects		4/8/25 - Costs reduced. Although the schemes are being delivered under well-used and understood regulations, there is a possibility that some delays may occur due to unforeseen technicalities.
R2	5	(1) Compliance/Regulatory	Legal challenges or query upon any of the interventions / experimental schemes (excluding judicial review) that leads to delays or extra costs	Should an intervention / experimental scheme fall under some form of legal or challenge or investigation, its likely additional time and resource will be required to undertake associated work. External additional legal assistance could also be required. On the other hand, a project may need to look at legally resolving an unforeseen issue to proceed. It's also possible that a challenge to one measure then means that all are affected	Possible	Serious	6	£30,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Consult early on with the legal, planning and network performance teams as required to identify potential issues, then monitor these individual issues and mitigate if possible. * Ensure TRO making process is followed to the letter of the law to mitigate against any statutory challenges (lesson learnt from Beech St)	£0.00	Possible	Minor	£15,000.00	3		Use of CRP could include but is not limited to additional staff time, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Transport & Public Realm Projects	Kristian Turner, Transport & Public Realm Projects		4/8/25 - Costs reduced. It is unlikely that any form of meaningful legal challenge will take place against the remaining proposed TMOs, and standard project management processes will help mitigate against the possibility.
R3	5	(3) Reputation	Issue(s) with external engagement and buy-in, potentially at the consultation stage, including any perceived or actual negative impacts, lead to additional resources being required to compensate	Further time and therefore resource may be required if the interventions / experimental schemes delivered don't meet the stakeholder's expectations. Its possible that as a result of this, changes to the interventions / experimental schemes may also be required	Possible	Serious	6	£15,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Early-as-possible identification and engagement with key stakeholders where possible. * Proactive external comms to inform stakeholders as early as possible.	£0.00	Possible	Minor	£6,000.00	3		Use of CRP could include but is not limited to additional staff time and increased external consultants costs	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		4/8/25 - Costs reduced. Engagement with businesses, occupiers, residents, street users and other actively interested stakeholders (refer to PPS comms strategy) explaining what's happening and why is best placed to mitigate against negative reactions to the interventions / experimental schemes
R4	5	(4) Contractual/Partnership	Issue(s) with internal engagement and buy-in, including any perceived or actual negative impacts, lead to additional resources being required to compensate	Further time and therefore resource may be required if the interventions / experimental schemes delivered either don't meet the stakeholder's expectations. Its possible that as a result of this, changes to the interventions / experimental schemes may also be required.	Unlikely	Minor	2	£7,500.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Early-as-possible identification and engagement with key stakeholders where possible. * Proactive internal comms to inform stakeholders as early as possible.	£0.00	Unlikely	Minor	£2,500.00	2		Use of CRP could include but is not limited to additional staff time and increased external consultants costs	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		(as above)
R5	5	(2) Financial	Procurement procedures impact negatively on project delivery	Additional resource may be required if there is a delay or issue with the procurement of goods or services from external suppliers.	Unlikely	Minor	2	£7,500.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Undertake early engagement with City's term contractor, FM Conway where required and map out the required resources & materials.	£0.00	Unlikely	Minor	£2,500.00	2		Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		4/8/25 - Costs reduced. Early engagement and early ordering where possible.
R6	5	(10) Physical	Supplier delays, productivity or resource issues impact 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. This may involve retendering work if an existing supplier is unable to deliver.	Unlikely	Minor	2	£7,500.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Utilise existing framework agreements where possible * Investigate any likely 'bottlenecks', such as TfL's ability to deliver at this time, as early as possible to help plan possible mitigations	£0.00	Unlikely	Minor	£2,500.00	2		Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		4/8/25 - Costs reduced. The interventions are being installed are to be delivered by the City's term contractor, FM Conway, with the issue of resourcing having already been discussed. However, with the economic climate, inflation and labour shortages in some industries its possible it could also negatively impact on resources available.
R7	5	(4) Contractual/Partnership	Accessibility, equalities and/ or security concerns or simmlar lead to changes being required to either designs or implemented interventions that in-turn results in additional resources being required to compensate.	Further changes may be required if accessibility, equalities and/ or security concerns are raised.	Possible	Minor	3	£15,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Include the City's Accessibility and Security Officers (if required) in design reviews. * Consider involving accessibility groups in an advisory role.	£0.00	Unlikely	Minor	£7,500.00	2		Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		4/8/25 - Costs reduced. The interventions schemes will account for accessibility, equalities and security concerns but its possible that when implemented or further design reviews are undertaken that changes are deemed necessary to remove identified shortcomings

R8	5	(10) Physical	Inaccurate or incomplete project estimates, including inflationary and/ or price indexing related issues leads to budget increases	If an estimate is found at a later date to be inaccurate or incomplete, more funding and/or time resource would be needed to rectify the issue or fund/ underwrite the shortfall. More specifically, inflationary (Baxters, RPI, etc) amounts predetermined earlier in a project may be found to be insufficient and require extra funding to cover any shortfall.	Possible	Major	12	£200,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Undertake regular cost reviews via interim submissions from the main contractor. * Track spending closely so future costs can be estimated more accurately.	£0.00	Possible	Serious	£125,000.00	6	£5,000.00	Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		15/2/24 - financial figures updated. The works required are using well-established rates and costs through the City's existing highways term contractor but the current financial climate means contract uplifts and increases in other costs are very likely. This will include any upcoming rate/ baxters/RPI changes. Officers will continually monitor this and mitigate as best as possible. Also, its possible an estimate could be wrong for whatever reason and this risk also covers this possibility.
R9	5	(10) Physical	Network accessibility before and during construction which cause project delay and/ or increased costs	Should parts of the road network not be available or become unavailable during implementation, expect delivery delays.	Possible	Serious	6	£15,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Regular engagement with City and TfL network management teams	£0.00	Possible	Minor	£8,500.00	3		Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		17/5/24 - £5k drawn down. New 4/8/25 - Costs reduced. It is possible that should other works be required in a given street or road that it could impact on the City's ability to delivery the schemes. For example, if urgent utility works are required on a street where interventions have been installed, it could result in alternative routes being required to comfortably divert pedestrians and cyclists around the emergency works. Delays could cause cost increases with material prices and some utility services.
R10	5	(3) Reputation	Unforeseen technical and/ or engineering issues identified which leads to delays and additional costs to rectify.	Late identification of any engineering or technical issues that disrupt delivery, especially those involving utilities could result in further costs whether they be time, funding or resources.	Possible	Serious	6	£25,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Work with design engineers to review each site at the appropriate time.	£0.00	Unlikely	Serious	£12,500.00	4	£1,000.00	Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		15/2/24 - engineering difficulties occurred with the interim measures leading to a change in approach to the project, but increased costs had been realised in determining this and changing direction. Increased the provision available as this risk still exists and drawing down part of the revised revision. (jan 23)  4/8/25 - Costs reduced to reflect current progress.
R11	5	(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.	Unlikely	Serious	4	£0.00	Y – for costed impact post-mitigation	B – Fairly Confident	* Ensure early engagement with TfL buses in the design phases so they can consult internally * Design the interventions to help minimise impacts on the bus network	£0.00	Unlikely	Minor	£0.00	2		Use of CRP could include but is not limited to additional staff time, external consultants, labour and works costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		15/2/24 - Bus routes and stops are likely to be affected by at least some of the interventions so these effects will need to be discussed with TfL and monitored, and changes made to the interventions if required.  4/8/25 - risk closed. No further work is required with TfL buses.
R12	5	(3) Reputation	Accident during construction/ operation impacts on project delivery and/ or costs	Regardless of whether it be a member of public or a contractor on site, should an accident occur in or around any of the interventions / experimental schemes, delays are likely to occur whilst its investigated.	Rare	Major	4	£15,000.00	Y - for costed impact post-mitigation	A – Very Confident	* Consider regular site visits with the Principal Designer both to monitor the construction of the interventions / experimental schemes and user behaviour once installed.	£0.00	Rare	Minor	£7,500.00	1		Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		4/8/25 - Costs reduced. Should an accident occur within any of the schemes, the safety of all may be called into question. Therefore, the planned monitoring is to include an overview of any accidents that occur. However, any identified changes will require resourcing in terms of design and contractor time.
R13	5	(10) Physical	Unexpected Utilities diversions or alterations impact on project delivery and/ or costs	Unforeseen delay and costs from SU companies	Possible	Serious	6	£30,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	Ensure due NSWRA process is followed	£0.00	Rare	Minor	£17,500.00	1	£30,000.00	Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		4/8/25 - Costs reduced. Whilst all efforts are made to identify the required utility works for a scheme, its possible extra diversions or changes could be required once a site is exposed.
R14	4	(2) Financial	Gateway 345 cost estimates are based on schematic and preliminary design plans. Subsequent changes /costs may be identified during the detailed design phase.	Unforeseen design & works costs	Possible	Serious	6	£0.00	Y – for costed impact post-mitigation	B – Fairly Confident	Highways (who will undertake detailed design) to undertake a review of the preliminary design cost estimates prior to gateway 345 submission.	£0.00	Rare	Minor		1	£25,000.00		13/09/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		15/2/24 - risk closed having been used previously. However, the risk is still live and is covered by R8.
R15	5	(10) Physical	Additional investigations, surveys, data and/ or monitoring may be required by internal/ external parties to further validate the design or due to another unforeseen event.	Delays could occur to the programme if validation of the design is delayed. Also, should the interventions / experimental schemes cause any type of unforeseen impacts (changes in traffic patterns, pedestrian behaviour, pollution levels, etc), the monitoring strategy may need changing and therefore extra resource may be need to account for this.	Possible	Serious	6	£30,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	undertake trial holes and basement surveys where needed to minimise the risk, but if it occurs there will be additional costs	£0.00	Possible	Serious	£10,000.00	6		Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	01/10/2022	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		4/8/25 - Costs reduced, schemes may require additional surveys, data and/ or monitoring than those already planned for whatever reason(s), particularly concerning basements and possibly the underground infrastructure.
R16	6	(10) Physical	Network performance issues following the schemes result in changes being required	There could be unforeseen implications on the city's network performance, both positive and negative.	Unlikely	Major	8	£15,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Create a monitoring strategy that includes the ability to react quickly to changes and unforeseen events. * Ensure that all relevant departments are consulted as early as possible to input into design options.	£0.00	Rare	Minor	£7,500.00	1		Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		4/8/25 - Costs reduced. No traffic modelling is being undertaken for the interventions and this therefore means that the risk is higher. This risk will reduce as more schemes complete.

R17	6	(1) Compliance/Regulatory	Scheme monitoring and/ or Road Safety Audits identify required changes	Scheme monitoring or Road Safety Audits may identify that the interventions / experimental schemes require changes. This could result in rework costs or further monitoring to assess whether what's built is safe and suitable.	Unlikely	Serious	4	£15,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Informally monitor on street as work begins to complete to identify any potential changes whilst the contractor is on-site * Ensure the planned monitoring feeds directly into design reviews	£0.00	Rare	Minor	£6,000.00	1		Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		4/8/25 - Costs reduced. If issues are identified by monitoring and/ or any future road safety audits, these may require extra resource to fix.
R18	5	(10) Physical	Unexpected or unplanned user behaviour results in the City requiring marshalling and/ or enforcement in and around the schemes before, during or after construction/ implementation.	Extra costs would be incurred if additional resource was required to marshal and enforce the interventions / experimental schemes	Unlikely	Serious	4	£30,000.00	Y - for costed impact post-mitigation	B – Fairly Confident	* Ensure that the comms related to the interventions / experimental schemes is strong and clear in its message to all stakeholders * Assess whether city occupiers can also promote the City's work and message through their comms channels.	£0.00	Rare	Minor	£12,000.00	1		Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	06/07/2021	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		4/8/25 - Costs reduced. With the post COVID-19 return to work, it's very difficult at this point in time to assess how users will react to the interventions / experimental schemes, and its likely that there will be many contributing factors to this. Many of these will also be outside of the City's control. Therefore, should it be required, approx. £8k per month has been estimated for providing marshalling and enforcement services should they be necessary.
R19	5	(10) Physical	The relocation of the Net World telephone kiosk on Cheapside	Delays the construction programme or requires a design change if the box cannot be relocated	Unlikely	Serious	4	£20,000.00	Y – for costed impact post-mitigation	B – Fairly Confident	* Ensure liaison with the 3rd party provider and Planning colleagues; identify an alternative location on Cheapside if required	£0.00	Rare	Minor	£0.00	1		Use of CRP could include but is not limited to additional staff time, external consultants, labour, works and utility costs to accommodate	01/12/2024	Gillian Howard, Policy and Projects	Kristian Turner, Policy and Projects		4/8/25 - risk closed as planning approval has been granted.

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## Equality Impact Assessment Form

Before completing this form, please refer to the Equality Impact Assessment Guidance documents and training materials

- EQIA Intranet Infohub
- EQIA Guidance

The Equality Impact Assessment (EQIA) will identify how any proposed policies, practices, activities, service changes or procedures will impact or affect different groups or communities if implemented. It supports officers in assessing whether the impacts are positive, negative, or unlikely to impact each of the nine protected characteristic groups. The assessment will also demonstrate whether there are ways to proactively advance equity, equality, diversity and inclusion. An EQIA is required before you finalise your proposal, or it may not be legally compliant.

If you have any questions or need feedback on your analysis, please contact the EDI team: [CSPT.EDI@cityoflondon.gov.uk](mailto:CSPT.EDI@cityoflondon.gov.uk)

### **Section 1: To be completed by all**

<b>Proposal Title</b>	Pedestrian Priority Scheme Old Broad St & Threadneedle St
<b>Details of the lead officer completing the Assessment/ Role responsible for the completion of the EQIA</b>	Daniel Laybourn, Senior Project Manager, City of London Corporation
<b>Department Responsible:</b>	Transport & Public Realm Projects, Policy & Projects
<b>Who has been involved in creating the EQIA:</b> (please summarise/list stakeholders you have engaged with and how)	Marie Closier Gallagher, WSP – main author Daniel Laybourn, CoL – document reviewer and responder Isaac Taylor, CoL - document reviewer Kristian Turner, CoL - document reviewer Bruce McVean, CoL - document reviewer
<b>Date of Initial assessment:</b>	07/08/2025
<b>Dates of review (as applicable)</b>	TBC, but a review will be undertaken across the whole programme once its substantially complete.

## 1.PROPOSAL OVERVIEW

**What does the proposal aim to achieve?** Please outline your proposal below

- ➔ If no potential impacts are identified at this stage, proceed to **Section 3**
- ➔ If you believe there may be potential negative impacts, continue to **Section 2, Steps 2,3,4, and 5** to complete a full EQIA, then move to **Section 3**
- ➔ If you identified any positive impact, please record and monitor at **Section 2, Step 5**, then move to **Section 3**

Please feel free to attach supporting documents/ information

The aim of this scheme is to provide permanent pedestrian and cycling enhancements in the area, building on the semi-permanent measures introduced during the Covid-19 pandemic. These earlier interventions reallocated road space to pedestrians and introduced one-way traffic with contraflow cycling along Threadneedle Street (Bank Junction to Bishopsgate) and Old Broad Street (Bartholomew Lane to Bishopsgate).

The proposed improvements include:

- Footway widening
- A raised table at the Threadneedle Street / Finch Lane junction
- Traffic signal upgrades at crossing points
- Relocation of loading bays to be inset (on Threadneedle Street, east of Finch Lane)
- An advisory cycle lane (between Bartholomew Lane to Old Broad Street)
- Maintaining the existing mandatory contraflow cycle lane (between Threadneedle Street to Bishopsgate)
- Localised resurfacing
- Changes to existing waiting and loading restrictions

The scheme covers the area along Threadneedle Street from its junction with Bartholomew Lane, to its junction with Bishopsgate, as well as a section along Old Broad Street from its junction with Threadneedle Street to its junction with Throgmorton Street.

The scheme falls within the Cornhill ward of the City of London, with Bank Station to the southwest, Moorgate to the northwest, and Liverpool Street Station to the northeast. Due to its central location and diverse mix of land uses, the area experiences high footfall and serves a wide range of users, including commuters, residents, tourists and recreational visitors.

## **Section 2: To be completed for a full EQIA**

### **2. EVIDENCE AND IMPACT ANALYSIS**

Please highlight the potential impact on these groups, actions taken to mitigate impact and advance equality, diversity and inclusion (include data/evidence upon which the analysis is based)

Protected Groups:

- Age
- Disability
- Gender Reassignment
- Marriage & Civil Partnership
- Pregnancy & Maternity
- Race
- Religion & Belief
- Sex
- Sexual Orientation

Additional Groups

- Socio-economic background
- Care leavers
- Carers & Parents
- Veterans

Where relevant note relevant intersectional impacts: where combinations of different group identities may result in unique or compounded impacts.

#### **Age**

The age breakdown of the population for City of London is:

<b>City of London</b>	
0 – 4 years	2.5%
5 - 9	1.9%
10 - 15	2.4%
16 – 19 years	2.2%
20 – 24 years	11.2%
25 – 34 years	25.8%
35 – 49 years	21.2%
50 – 64 years	18.8%
65 - 74 years	8.3%
75 – 84 years	4.3%
85+ years	1.4%

It should be noted however, that due to the nature of the area, it is likely that many users will not be City of London residents but tourists, commuters and recreational users.

## **Sensitive Receptors**

The following facilities located within a 200-metre radius of the scheme primarily cater to adults, including those accessing general and specialist healthcare and adult education services. Given their proximity to the scheme, access to these services may be impacted. There are no nurseries, primary, or secondary schools in the immediate area.

Educational Establishments:

- London School of Management Studies
- London School of Emerging Technology
- LSDM - London School of Design and Marketing

Healthcare facilities:

- Thérapie Clinic - London Liverpool Street Bishopsgate
- City Walk-in Clinic
- DocTap Private GP
- London Gynaecology, City of London, Private Gynaecology and Colposcopy Clinic London
- The Family Naturopath

## **Accessibility and Inclusion**

The proposed scheme includes a number of features designed to support safer, more inclusive movement for people across different age groups. Improvements such as wider footways, upgraded traffic signals, resurfacing, and a raised table at the junction of Threadneedle Street and Finch Lane are likely to enhance accessibility, improve visibility, aid navigation, and increase perceptions of safety for users.

Despite these enhancements, the area may feel less welcoming for some users, particularly younger and older people. This may be owed to the scheme's central location in a busy, high-footfall area primarily serving working-age adults. Furthermore, the introduction of an eastbound advisory cycle lane along Threadneedle Street between Bartholomew Lane and Old Broad Street along with changes to loading arrangements could cause confusion or present safety concerns among this protected characteristic group.

## **Analysis of impact**

The proposed scheme aims to enhance pedestrian and cycling infrastructure by formalising the temporary measures introduced during the Covid-19 pandemic.

Key features include reallocation of road space to pedestrians including footway widening, the advisory cycle lane between Bartholomew Lane and Old Broad Street on Threadneedle Street, as well as the addition of a raised table to reduce vehicle speeds and improve pedestrian visibility.

These changes are intended to improve safety for all users but may be particularly beneficial for younger and older individuals through improved accessibility and

## **Please refer to the EQIA guidance when completing this form**

clearer separation from vehicle traffic. Cyclists are further supported through the introduction of an advisory cycle lane between Bartholomew Lane and Old Broad Street, the existing mandatory contraflow cycle lane between Threadneedle Street and Bishopsgate introduced in 2023, advanced stop lines, and carriageway resurfacing, which may encourage increased cycling uptake among more vulnerable age groups.

It should be noted that the advisory cycle lane may have a disproportionately negative impact on elderly and young cyclists. The lack of segregation from motor vehicles can increase concerns around road safety when cycling, especially for vulnerable road users. These concerns may be heightened given the high volume of traffic along this route; however the short length of this route is expected to keep these risks to a minimum.

However, despite these improvements, some users - particularly older people - may find the infrastructure to lack in consistency and clarity. Certain areas feature confusing or partially removed road markings that are not due to be fully resurfaced, which could lead to hesitation or misjudgement, especially among older pedestrians unfamiliar with the altered layout.

A persistent issue in the area is the clutter caused by dockless e-bikes that are often left on footways and on the carriageway. The lack of designated bike parking spaces, and the absence of new proposals to address this, can lead to trip hazards or obstructed paths - posing particular difficulty for older adults, wheelchair users, or those traveling with young children, including with pushchairs.

At the junction of Threadneedle Street and Finch Lane, the existing pedestrian refuge island is being replaced with a smaller island to separate the contraflow cycle lane from vehicle traffic. While this, along with wider footways, enhances visibility and shortens the crossing distance, making it safer to cross for users with limited mobility, the small island may be less noticeable to cyclists entering the contraflow lane. This could lead to sudden swerving, posing a potential risk to nearby pedestrians.

Poor drainage provisions throughout the scheme area could result in standing water and slippery surfaces, increasing the risk of slips and falls – which can be more a risk for older people. The downhill gradient at Finch Lane further elevates this risk by allowing water to pool or increasing speed-related hazards for both pedestrians and cyclists.

Changes to loading arrangements, such as allowing vehicles to load within the advisory cycle lane, could lead to safety concerns. Cyclists may be forced to swerve into traffic to avoid parked vehicles or resort to mounting the footway, creating conflict with pedestrians. Loading vehicles may also obstruct footways entirely, restricting access for people with mobility aids, elderly pedestrians, or those accompanying children.

### **Disability**

#### **Sensitive Receptors**

## **Please refer to the EQIA guidance when completing this form**

The sensitive receptors within the vicinity of the proposed scheme are limited, they can however include the nearby healthcare facilities listed in the above section.

Healthcare facilities:

- Thérapie Clinic - London Liverpool Street Bishopsgate
- City Walk-in Clinic
- DocTap Private GP
- London Gynaecology, City of London, Private Gynaecology and Colposcopy Clinic London
- The Family Naturopath

### **Accessibility and Inclusion**

The proposed scheme includes several features intended to improve accessibility for disabled users, including widened footways, raised tables, and upgraded pedestrian crossings. These interventions aim to enhance comfort, wayfinding, and safety for people with physical or sensory impairments, wheelchair users, and those using mobility aids. Improved surfacing and crossing points at junctions such as Threadneedle Street and Finch Lane can reduce trip hazards and make movement across the area easier for people with reduced mobility. Signal upgrades may also benefit people with visual impairments by improving crossing legibility and consistency.

However, the central location of the scheme in a busy commercial area with high pedestrian and cycle volumes may pose challenges for disabled users, especially during peak hours. The introduction of the advisory cycle lane and continued dockless cycle hire clutter may reduce accessibility and introduce additional barriers for those who rely on step-free, kerbside boarding into vehicles, especially considering the existing contraflow cycle lane along Old Broad Street and Threadneedle Street. Additionally, the loading bay at Threadneedle Street / Finch Lane junction, while operationally beneficial, could result in vehicles mounting or obstructing footways, which is particularly problematic for users with mobility aids or visual impairments.

Careful consideration is therefore needed to ensure that the design does not create additional barriers for disabled users and instead seeks to improve accessibility, safety, and health equity in these areas.

### **Analysis of impact**

The formalisation of pedestrian and cycle enhancements introduced during the Covid-19 pandemic offers long-term benefits for accessibility, including reduced vehicle dominance, clearer crossings, improved footway surfacing and widths, and traffic calming features. These improvements are likely to make the area easier to navigate for disabled users, particularly those using mobility aids or with visual impairments.

## **Please refer to the EQIA guidance when completing this form**

Despite this, several aspects of the scheme may negatively affect disabled users. The loading bay along Threadneedle Street can cause potential conflicts, as parked vehicles could block the footway or force cyclists to swerve into the carriageway, leading to potential hazards which could be of particular concern to some disabled users.

The advisory cycle lane may increase concerns around cycling for disabled users as there is no segregation from vehicles meaning there may be a heightened risk of collision with vehicles. These concerns may be exacerbated given the high volume of traffic along this route; however, the short length of this route is expected to keep these risks to a minimum.

The partially removed road markings on Old Broad Street may confuse pedestrians, including those with cognitive disabilities.

Additional concerns include a lack of proposed measures to manage dockless cycle hire clutter, which may obstruct pathways and create trip hazards. The absence of designated cycle parking could result in continued obstruction on accessible pedestrian space or cycle lanes. Poor drainage and gradients, especially the downhill slope at Finch Lane, can increase the risk of slips, trips, and falls, particularly for users with limited mobility.

### **Gender Reassignment**

#### **Sensitive Receptors**

There are no known sensitive receptors within 200m of the proposed scheme.

#### **Accessibility and Inclusion**

It is expected that users within this protected characteristic group will benefit from the improved safety of the walking and cycling infrastructure. There is not expected to be any disproportionate impact or specific barriers to people based on this protected characteristic.

#### **Analysis of impact**

The scheme is not expected to disproportionately impact this group based on their protected characteristic.

### **Marriage & Civil Partnership**

#### **Sensitive Receptors**

There are several sensitive receptors within the vicinity of the proposed scheme which may mean that users from this particular group may be more likely to frequent this location.

- St Margaret Lothbury
- Trinity Church Central London
- St Michael Cornhill
- IMPRINT Church London: St Mary Woolnoth
- St Edmund King & Martyr

## **Please refer to the EQIA guidance when completing this form**

- Masjid Mosque
- 2 Jumma Salahs in The Dutch Centre
- St Peter-upon-Cornhill Church
- Dutch Church

### **Accessibility and Inclusion**

It is expected that users within this protected characteristic group will benefit from the improved safety associated with the proposed walking and cycling infrastructure. The scheme is not expected to disproportionately impact this group based on their protected characteristic. Those visiting nearby sensitive receptors are likely to benefit from the scheme.

### **Analysis of impact**

The scheme is not expected to disproportionately impact this group based on their protected characteristic.

### **Pregnancy & Maternity**

#### **Sensitive Receptors**

There are no specific sensitive receptors for this group, however those from this protected characteristic group are more likely to frequent the healthcare facilities listed in the Age and Disability sections.

### **Accessibility and Inclusion**

The proposed scheme includes several features that support safer, more inclusive movement, such as widened footways, resurfacing, raised tables, and upgraded pedestrian signals. These improvements are expected to positively impact pregnant women and those with young children, including people using prams or travelling with small children, by improving ease of movement and visibility at crossings.

However, the central nature of the location, high footfall, and existing clutter from dockless e-bikes may reduce the perceived and actual comfort of the public realm for this group. Without dedicated space for stopping or resting, or mitigation for street clutter, the environment may remain challenging for those who need more space or time to move through public areas, particularly those pushing prams or navigating the area while pregnant. The scheme may therefore not encourage significant modal shift among this protected group.

### **Analysis of impact**

The reallocation of space to pedestrians and addition of improved crossings and raised tables is likely to make movement more predictable and reduce conflict with vehicles, benefitting pregnant women and those travelling with young children. Wider footways and better surface quality may also support greater accessibility and ease of movement for pushchairs.



## **Please refer to the EQIA guidance when completing this form**

Some design elements do however present potential challenges. The advisory cycle lane may increase concerns around cycling for pregnant users or those travelling with young children, as the lack of segregation from vehicles motor vehicles increases the risk of collision. These concerns may be exacerbated given the high volume of traffic along this route; however, the short length of this route is expected to keep these risks to a minimum.

Additionally, at the junction of Threadneedle Street and Finch Lane, the existing pedestrian refuge island is being replaced with a smaller island to separate the contraflow cycle lane from vehicle traffic. While this, along with wider footways enhances visibility and shortens the crossing distance, making it safer to cross for users with limited mobility, including pregnant women and those travelling with children, the small island may be less noticeable to cyclists entering the contraflow lane. This could lead to sudden swerving, posing a potential risk to nearby pedestrians.

The ongoing issue of dockless e-bikes blocking footways remains unresolved by the current scheme design. Without designated parking or enforcement measures, these can reduce available footway space, potentially obstructing movement for people with pushchairs and increasing risk of trips or collisions. Similarly, changes to loading zones and allowing vehicles to load within the cycle lane may force cyclists onto the footway, introducing new conflicts and safety risks for pedestrians, especially those with pushchairs and young children.

Poor drainage provision and downhill gradients in locations including Finch Lane, may also lead to puddling or slippery surfaces, which pose greater risks to those with limited mobility during pregnancy or while navigating with children.

### **Race**

#### **Sensitive Receptors**

There are no known sensitive receptors within 200m of the proposed scheme.

#### **Accessibility and Inclusion**

It is expected that users within this protected characteristic group will benefit from the improved safety associated with the proposed walking and cycling infrastructure. The scheme is not expected to disproportionately impact this group based on their protected characteristic.

#### **Analysis of impact**

Given that ethnic minority groups are underrepresented in cycling, the new cycle facilities are likely to promote cycling among this group by improving visibility and safety.

### **Religion & Belief**

#### **Sensitive Receptors**

## **Please refer to the EQIA guidance when completing this form**

There are several sensitive receptors within the vicinity of the proposed scheme which may mean that users from this particular group may be more likely to frequent this location. These include:

- St Margaret Lothbury
- Trinity Church Central London
- St Michael Cornhill
- IMPRINT Church London: St Mary Woolnoth
- St Edmund King & Martyr
- Masjid Mosque
- 2 Jumma Salahs in The Dutch Centre
- St Peter-upon-Cornhill Church
- Dutch Church

### **Accessibility and Inclusion**

It is expected that users within this protected characteristic group will benefit from the improved safety associated with the proposed walking and cycling infrastructure. The scheme is not expected to disproportionately impact this group based on their protected characteristic. Those visiting nearby sensitive receptors are likely to benefit from the scheme.

### **Analysis of impact**

The scheme is not expected to disproportionately impact this group based on their protected characteristic.

### **Sex**

#### **Sensitive Receptors**

There are some sensitive receptors within the vicinity of the proposed scheme which may mean that users from this particular group may be more likely to frequent this location.

- London Gynaecology, City of London, Private Gynaecology and Colposcopy Clinic London

### **Accessibility and Inclusion**

The proposed scheme includes a number of features designed to improve pedestrian and cycling infrastructure across the Threadneedle Street and Old Broad Street area.

Measures such as widened footways, upgraded traffic signals, a raised table at the junction of Finch Lane, and improved surfacing aim to enhance accessibility and safety for all users, regardless of sex. These changes are expected to improve perceptions of safety for those walking and cycling, particularly in an area that experiences high footfall and vehicle movements. However, perceptions of safety can differ between sexes, with women more likely to feel vulnerable in urban environments, especially after dark, when compared to men.

### **Analysis of impact**

Women are less likely to cycle in busy urban environments due to concerns about safety and a lack of adequate infrastructure. The upgrades in the proposed designs should help to increase cycling amongst women by addressing safety concerns through designated lanes, improved visibility and reduction in motor vehicles.

Despite this, changes to loading arrangements, where loading is permitted within the advisory cycle lane, may create unpredictability in cyclist and pedestrian movements. This could make the streets feel less safe or less comfortable for some women to cycle on. The incomplete removal of redundant markings may further impact women's comfort and confidence in using the area, especially if they're unfamiliar with the revised road layouts.

Additionally, the lack of designated parking or storage for dockless e-bikes may contribute to footway obstructions, which can be particularly problematic for women pushing prams or travelling with young children.

### **Sexual Orientation**

#### **Sensitive Receptors**

There are no known sensitive receptors within 200m of the proposed scheme.

#### **Accessibility and Inclusion**

It is expected that users within this protected characteristic group will benefit from the improved safety of the walking and cycling infrastructure. The scheme is not expected to disproportionately impact this group based on their protected characteristic.

### **Analysis of impact**

The scheme is not expected to disproportionately impact this group based on their protected characteristic.

### **Additional Groups:**

#### **Socio-economic background**

#### **Accessibility and Inclusion**

The proposed scheme introduces a number of pedestrian and cycling enhancements, which aim to make active travel more convenient, safer, and appealing to a wide range of users. Individuals from lower socio-economic backgrounds are more likely to rely on affordable and accessible transport options such as walking, cycling, or bus travel. As such, the scheme could provide tangible benefits to this group by improving the infrastructure they use most frequently.

### **Analysis of impact**

The scheme is not expected to disproportionately impact this group based on their protected characteristic.

**Please refer to the EQIA guidance when completing this form**

**Other groups that may be affected by your work, such as Care leavers, Carers & Parents, and Veterans**

The proposed improvements to pedestrian and cycling infrastructure, such as widened footways, upgraded crossings, and resurfaced routes, are likely to benefit a range of users including care leavers, carers, parents, and veterans. These groups may have specific mobility needs or rely more heavily on accessible, low-cost, and safe transport options such as walking or cycling. Carers and parents in particular may benefit from enhanced pedestrian environments when navigating the area with pushchairs, young children, or individuals with mobility needs.

However, changes to loading arrangements could introduce challenges for carers or veterans who may need vehicle access close to destinations. Additionally, the presence of dockless hire bikes cluttering the footway could pose a barrier to safe, unobstructed movement for these groups.

### 3. STAKEHOLDER ENGAGEMENT

**Outline any consultation/engagement activity and additional information gathered not outlined above (if relevant)**

Include information on stakeholders involved, and methods used for engagement / consultation.

Describe any further work required on proposals as a consequence of engagement/consultation (if relevant)

**CoL response** - *The traffic order implementation, covering the majority of changes to the layout and infrastructure, which took place in 2023 included a full round of public consultation. The changes proposed as part of this scheme will tangibly formalise the benefits already provided from this traffic order. As a result, no further formal engagement is planned. Subject to this committee approval and following a similar approach that was taken on King William Street, informal engagement with relevant stakeholders will be commence shortly. Information will be shared with Ward Members, direct mail-outs (physical and digital) will be shared with affected businesses and residents, information will be shared via social media, and Ward and Business Improvement District newsletters and site meetings will take place where necessary.*

### 4. DECISION MAKING (MITIGATIONS AND CHANGE)

**After completing steps 1-3, please outline your informed decision.**

**Possible outcomes could be that:**

- a. No changes are required; there is no negative impact or discrimination
- b. Available actions have been taken to remove or minimise potential negative impacts
- c. Adjustments to the proposal to remove or minimise potential negative impacts – monitoring and regular review will take place to manage this with a view to taking further mitigation actions
- d. Where a negative impact is identified that is not unlawful discrimination, or where discrimination can be objectively justified- justify and continue with the proposal: there may be other factors (such as other proposal aims or financial constraints) that make it reasonable to adopt the proposal, despite the negative impact – potential impacts will be monitored and kept under regular review. Please seek advice from the EDI team and the Legal team before making the decision.
- e. You decide not to take the proposal forward.

**Please refer to the EQIA guidance when completing this form**

To reduce potential negative impacts and improve accessibility, several measures should be implemented alongside the proposed infrastructure changes. Clear and consistent road markings should be prioritised, particularly in areas where previous markings have only been partially removed, to prevent confusion for pedestrians and drivers alike, therefore consider removing the redundant road markings on Old Broad Street.

**CoL response** - *As the carriageways within the scheme's scope are to be resurfaced, all road markings will be renewed so that they are clear and consistent.*

Cyclist activity along the advisory cycle lane on Threadneedle Street between Bartholomew Lane and Old Broad Street should be monitored and reviewed, to ensure that it does not have a negative impact on road safety for users, noting the heightened risk for certain users.

**CoL response** - *The proposed cycle lane would provide continuity with the Bank junction scheme and improve conditions for cyclists on the carriageway. While loading restrictions are limited in this area, which makes a mandatory lane challenging, the key concern is the conflict at the Threadneedle Street junction, where cyclists would need to cross motor traffic heading onto Old Broad Street. However, Officers will consider how to best monitor this as part of the post-programme monitoring, and whether it needs to be monitored formally or informally.*

Loading and kerbside activity should be clearly signed and monitored, with consideration given to relocating loading zones away from high pedestrian areas or ensuring loading does not obstruct footways.

**CoL response** - *The proposed scheme has minimal impact on the loading and kerbside activity so no major changes in behaviour are expected. However, if any changes are noted either by BAU activities, such as the number of PCNs issued, or by post-programme monitoring, officers will consider what changes may be appropriate.*

To address drainage concerns, detailed surface water management should be integrated into final designs to minimise standing water and slippery conditions, particularly near Finch Lane.

**CoL response** - *This is due to an omission in the design documentation supplied for audit. All required drainage changes are included within the scheme's construction pack for installation.*

Additional recommendations include introducing formal parking areas for dockless bikes to prevent obstruction and improve safety, as well as considering rest points and street furniture in future phases to support disabled users.

**CoL response** - *The installation of benches will be considered during construction as Officers will then have a better appreciation of the available footway space being created. The comment about introducing dockless cycle bays within the area will be passed to the relevant team who deal with such matters.*

## 5.MONITORING AND REVIEW

**How will you monitor and review the impact (positive or negative) of the proposal once it has been put into effect, if so, how? What are the timescales for reviewing the EQIA once proposals are implemented?**

This may take the form of an action plan.

The impact of the scheme on the protected characteristic groups should be monitored through a combination of user feedback, site observations, and engagement with local community stakeholders.

This can consist of regular inspections to assess the condition and accessibility of infrastructure, such as footways, cycle lanes, and crossing points, as well as any issues caused by cluttered footways or loading activity. Consider using feedback channels to gather input from the public, particularly around perceived safety, accessibility, and comfort. Any reports of obstructions, near misses, or concerns should be reviewed and actioned as necessary.

### **Section 3: To be completed by ALL**

## 6.RECORDING YOUR DECISION AND SIGN-OFF

1. Submit to your line manager for review and sign-off
2. Submit to Director or Chief Officer (as relevant) for sign-off
3. Where possible, share the final document with the corporate EEDI team

It is recommended that the scheme is taken forward with consideration for the mitigation and monitoring and review suggestions above.

### **Sign off**

1. Officer completing the EQIA

<b>Name</b>	Marie Gallagher,
<b>Job Title</b>	Principal Transport Planner, WSP
<b>Date</b>	8/8/25
<b>Signature</b>	

**Please refer to the EQIA guidance when completing this form**

**2. Line Manager**

<b>Name</b>	Bruce McVean
<b>Job Title</b>	Assistant Director, Policy & Projects
<b>Date</b>	
<b>Signature</b>	

**3. Senior Manager or Chief Officer**

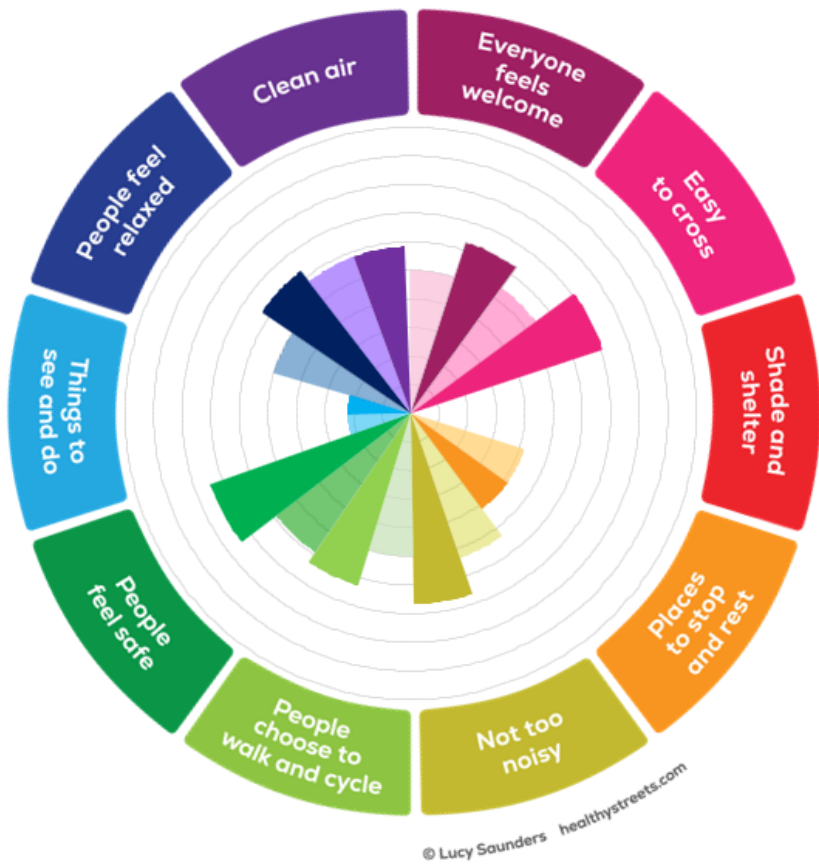
<b>Name</b>	Ian Hughes
<b>Job Title</b>	City Operations Director
<b>Date</b>	
<b>Signature</b>	

**Once this form has been signed off, please send a copy of the form to the EDI Team: [CSPT.EDI@cityoflondon.gov.uk](mailto:CSPT.EDI@cityoflondon.gov.uk)**



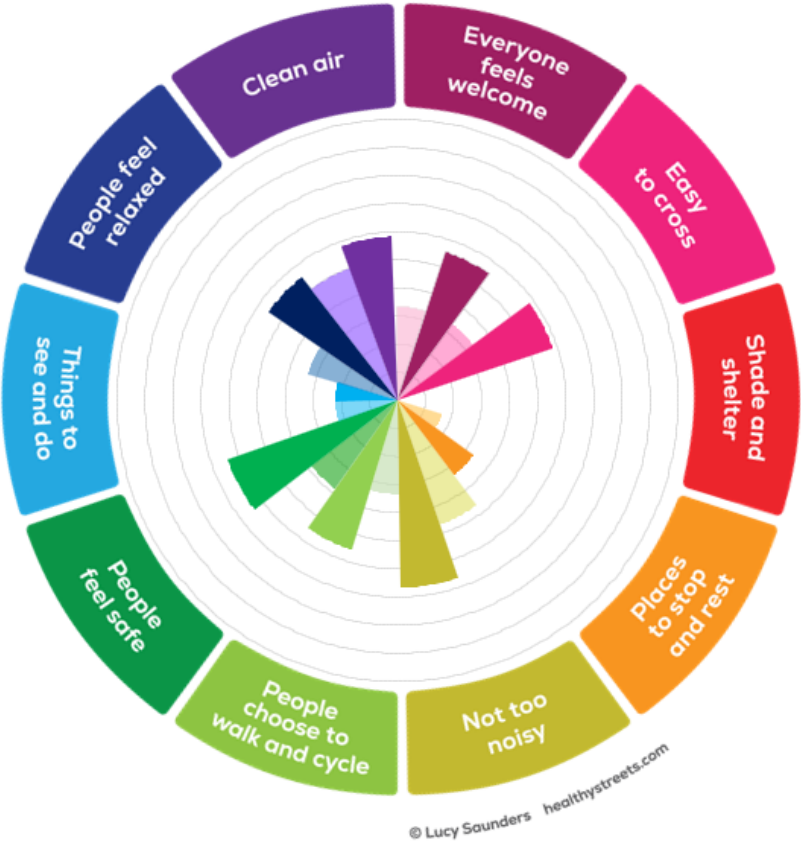
Appendix 6 – Healthy Streets scoring

Old Broad Street



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	44	52
Everyone feels welcome	50	63
Easy to cross	54	71
Shade and shelter	0	0
Places to stop and rest	42	42
Not too noisy	53	67
People choose to walk and cycle	50	63
People feel safe	59	74
Things to see and do	22	22
People feel relaxed	50	63
Clean air	58	58

Threadneedle Street



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	31	47
Everyone feels welcome	33	56
Easy to cross	33	58
Shade and shelter	0	0
Places to stop and rest	17	33
Not too noisy	47	67
People choose to walk and cycle	33	56
People feel safe	38	64
Things to see and do	22	22
People feel relaxed	33	56
Clean air	50	58



















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<b>Committees:</b> Streets & Walkways Sub Committee <i>[for decision]</i>  Projects and Procurement Sub Committee <i>[for information]</i>	<b>Dates:</b> 16 September 2025 14 October 2025
<b>Subject:</b> Pedestrian Priority Streets Programme – Old Jewry  <b>Unique Project Identifier:</b> 12269	<b>Gateway 5:</b> <b>Authority to start work</b> Complex
<b>Report of:</b> Executive Director Environment  <b>Report Authors:</b> Kristian Turner – Transport & Public Realm Projects, City Operations	<b>For Information</b>
<h1>PUBLIC</h1>	

<b>1. Status Update</b>	<p><b><u>Background</u></b></p> <p>Old Jewry is one of six projects within the Pedestrian Priority Streets programme.</p> <p>In June 2020, traffic on Old Jewry was restricted as part of the COVID-19 streets programme to provide more space and priority for people walking and wheeling while retaining access for people cycling and for vehicular access to businesses.</p> <p>The traffic management measure on Old Jewry, which closed the junction with Poultry to motorised traffic, was tested as a traffic experiment in 2022 and was made permanent in July 2023.</p> <p>In January 2024, the Streets and Walkways sub-Committee considered a report setting out concerns about the impact of the Old Jewry closure on people who need to travel by motor vehicle.</p> <p>The Committee directed officers to initiate a traffic experiment to reopen Old Jewry to all traffic in a southbound direction, at all times. Design work on potential public realm improvements on the part of Old Jewry closed to traffic was paused.</p> <p>During previous discussions about the extent to which the reopening of Ironmonger Lane to people walking and wheeling would provide an</p>
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	<p>alternative route to Old Jewry, it was noted that the desire lines for people walking and wheeling meant that this was unlikely, However Ironmonger Lane would benefit from improvements to make it more accessible. These improvements are being taken forward under a separate project that incorporates the Dauntsey House S278 improvements which is also on this agenda.</p> <p><b><u>This report</u></b>  This report is presented as a Gateway 5 report seeking this Committee's decision on whether to keep Old Jewry open to all southbound traffic, at all times, by making the experimental traffic order permanent or to proceed with an alternative option.</p> <p>The current Experimental Traffic Order will expire on 4 January 2026. A decision is required now to allow sufficient time to carry out any required statutory processes.</p> <p><b>RAG Status:</b> Green (Green at last report to Committee)</p> <p><b>Risk Status:</b> Medium (Medium at last report to committee)</p> <p><b>Total Estimated Cost of Programme (excluding risk &amp; maintenance):</b> whole programme ~£8.218M</p> <p><b>Change in Total Estimated Cost of Programme (excluding risk):</b> see accompanying Pedestrian Priority Report</p> <p><b>Spend to Date:</b> £4,554,096 as of 31 July 2025 across whole programme</p> <p><b>Funding Source:</b> see accompanying Pedestrian Priority Report</p>
<p><b>2. Requested decisions</b></p>	<p><b>Requested Decisions:</b></p> <p>Members of the <b>Streets and Walkways Sub-Committee</b> are asked to approve Option 3 for Old Jewry:</p> <ol style="list-style-type: none"> <li><b>1) Option 1</b> (not recommended)  Make the experimental traffic order permanent. Retain the current arrangements, Old Jewry remains open southbound for motorised traffic and two-way for people cycling.</li> <li><b>2) Option 2</b> (not recommended)  Initially retain the current arrangements for southbound motorised traffic and two-way for people cycling (i.e. make the traffic order permanent). Work towards a further permanent traffic order to remove the northbound contra-flow cycling provision to ban cycles entering Old Jewry from Poultry. This would be subject to public and statutory consultation on a permanent traffic order. If all these steps are undertaken and no objections are received (considered unlikely), or received but subsequently withdrawn, the western pavement along Old Jewry between Frederick's Place and Poultry could be widened to improve accessibility for people walking and wheeling. If Option 2 was found to be</li> </ol>

	<p>unfeasible following safety assessments and/or public consultation, the measure would default back to Option 1.</p> <p><b>3) Option 3 (recommended)</b> End the traffic experiment and revert to the previous arrangement with Old Jewry closed to through traffic. Resume work on a public realm improvement between Frederick's Place and Poultry, including improving accessibility for people walking and wheeling.</p> <p>Members of <b>Projects and Procurement Sub-committee</b> are asked to note the recommendations.</p> <p><b>Next Gateway:</b> <i>Gateway 6: Project Closure report (covering the entire Pedestrian Priority programme)</i></p> <p><b>Next Steps:</b> Depending on the decision taken, the next steps will be:  <i>Option 1</i> – Make the current traffic management measures permanent  <i>Option 2</i> – Make the current traffic management measures permanent. Then consult on a new arrangement for all traffic and cycles travelling southbound only (no northbound cycling) and commence design works to widen the western pavement between Frederick's Place and Poultry.  <i>Option 3</i> – End the Experimental Traffic Order and revert to the previous arrangement of Old Jewry closed to through traffic at the junction with Poultry and two-way traffic between Gresham Street and Frederick's Place (and two-way for people cycling). Re-start the design work for the public realm enhancement works.</p>
<b>3. Budget</b>	<p>1. The budget requirements for the next steps on Old Jewry depend on what option is taken.</p> <p>Option 1 – estimated £5k</p> <p>Option 2 – estimated £30k</p> <p>Option 3 – estimated £50-£80k (includes design and works)</p> <p>2. The traffic experiment, including surveys, staff time and the traffic order process, have to date been funded from the Pedestrian Priority Programme.</p> <p>3. As other projects within the programme have been further developed, savings have been delivered on the implementation phase of the King William Street scheme, and we anticipate a return of some funds from utility companies as the civils works for that project is nearly complete.</p>

	<p>4. As per the accompanying report, the design work for the Cheapside Bus Gate public realm enhancement, and the Threadneedle Street / Old Broad Street pedestrian priority designs is well advanced, and our estimate is that sufficient funds would be available in the wider programme to cover Options 1-3 for Old Jewry.</p> <p>5. If Option 2 or 3 is chosen, the design work would be funded by the existing staff costs and fees budget in the programme and a further Gateway 5 report to implement the works would be tabled to this Sub-Committee.</p>
4. <b>Design summary</b>	<p>6. This section of the report sets out the results of the traffic experiment and details the benefits and disbenefits of the three options for Old Jewry to justify the recommended option.</p> <p><b>TRAFFIC EXPERIMENT RESULTS</b></p> <p>7. Here we set out the results of the traffic experiment to aid Members in making an informed decision regarding Old Jewry. It covers:</p> <ul style="list-style-type: none"> <li>• results of the monitoring of the traffic experiment</li> <li>• results of the statutory and public consultation</li> <li>• equality impact assessment</li> </ul> <p><b>Monitoring</b></p> <p>8. A monitoring strategy for the traffic experiment set out the traffic and street user benefits and disbenefits of the scheme (see Appendix 1).</p> <p>9. The “measures of success” of the Monitoring Strategy were set out before the experiment commenced:</p> <ul style="list-style-type: none"> <li>• No recorded or reported collisions on Old Jewry including the junctions with Gresham Street and Poultry</li> <li>• No significant reduction in the number of people walking, wheeling and cycling on Old Jewry</li> <li>• No significant adverse traffic impacts on Old Jewry, Gresham Street and Poultry</li> <li>• Businesses can meet their delivery and servicing needs</li> </ul> <p><u>Collision data</u></p> <p>10. Available collision data is limited and has been analysed for the most recent available dataset during the course of the experiment from 5th July 2024 to 31<sup>st</sup> December 2024 to determine if there have been any registered collisions on Old Jewry.</p> <p>11. No collisions have been recorded on Old Jewry or its junctions during this experiment. Note that collision data for 2024 is provisional and subject to change.</p> <p><u>Street use data</u> <u>Traffic</u></p> <p>12. Traffic counts were undertaken in April 2024 before the experiment started and then twelve months later during the course of the</p>

experiment. The 12hr (07:00 to 19:00) data for the busiest weekdays is summarised below:

**MOTORISED TRAFFIC**

Old Jewry	Pre-experiment (Apr-24)	Post-experiment (Apr-25)
Wednesday	521	1,460
Thursday	529	1,443

13. As can be seen above, motorised traffic volumes on Old Jewry before the experiment commenced were very low, as only vehicles parking or servicing businesses used the street. The data suggests by April 2025, Old Jewry has become an established traffic route in the area. Taxis on average are 47% of the motorised traffic, which is higher than the average City street (17%). This suggests that the change is a positive benefit for taxi journeys.

14. The vehicles using Old Jewry are primarily coming from the Moorgate / Gresham Street junction, very little traffic comes along Gresham Street from the west to access Old Jewry. From Old Jewry vehicles have the option of turning right onto Cheapside where they predominately turn left onto Queen Street. Taxis have additional options, leaving Old Jewry they can turn left towards Bank, and right towards Queen Street or along Cheapside through the bus gate.

15. Traffic volumes on Old Jewry are quite consistent across the working day between 7am, only fluctuating between 145 from 3pm-4pm and 182 from 10am-11am. The traffic impact of the Old Jewry changes on the local road network is consistent. Our observation from site is that the network and capacity of adjoining traffic signal-controlled junctions on Cheapside and King Street are not significantly impacted.

*Motor vehicle Speeds*

16. The speed limit on Old Jewry is 20mph. Speeds of motorised traffic on Old Jewry were not measured before the start of the experiment as the street was a no-through road, where vehicles moved at very low speeds to undertake local activities.

17. Speed surveys were undertaken during the experiment at the same time as the traffic counts. The data is summarised below:

**85<sup>th</sup> PERCENTILE SPEEDS\***

Old Jewry	Post-experiment (Sept-24)	Post-experiment (Apr-25)
Weekday 07:00-19:00	15.75mph	16.27mph
Weekday 24hrs	16.33mph	16.83mph
7-day average 24hrs	16.76mph	17.28mph

18. The data indicates that at no time does the 85<sup>th</sup> percentile\* speeds measured exceed the speed limit. However, due to the very narrow pavements on Old Jewry, our observations suggest that a vehicle travelling close to the speed limit can feel intimidating for other people using the street. The data does show slightly higher speeds at off-peak times when there are expected to be fewer people walking, wheeling and cycling.

19. The highest recorded speed was 21.1mph (at 3am).

\*The 85th percentile speed is the speed at which 85% of vehicles travel at or below. The calculation is used instead of mean speed as it avoids skewing the data due to outliers.

#### *Cycling*

20. Cycle counts were undertaken at the same time as traffic counts before and during the experiment. The 12hr (07:00 to 19:00) data for the busiest weekdays is summarised below:

#### **CYCLING**

Old Jewry	Pre-experiment (Apr-24)	Post-experiment (Apr-25)
Wednesday (southbound)	346	480
Wednesday (northbound)	237	312
Thursday (southbound)	310	463
Thursday (northbound)	252	279

21. It can be difficult to draw conclusions from cycle counts over a short period of time as there are a number of variables for why people choose to cycle on a particular day. However, when comparing April 2024 to April 2025, one reasonable conclusion is that opening Old Jewry to through traffic does not appear to have discouraged people from cycling on Old Jewry in either direction.

22. It should be noted that overall, the trend is that increasing numbers of people are choosing to cycle in the City.

#### *Walking and wheeling*

23. 24hr counts of people moving along the street were undertaken by the project team, counting people moving in both directions. The 12hr (07:00 to 19:00) data for the busiest weekdays is summarised below:

### **WALKING AND WHEELING**

<b>Old Jewry</b>	<b>Pre-experiment (Apr-24)</b>	<b>Post-experiment (Apr-25)</b>
<b>Wednesday</b>	14,716	13,574
<b>Thursday</b>	15,583	14,127

24. The data shows fewer people were counted on street during the experiment compared to before the experiment. The counts were taken on the same weekdays, with a larger variance on the Thursday than the Wednesday.

25. The data indicates that the busiest hour of the day for people walking and wheeling across the survey dates is the PM peak hour (5-6pm) as people leave work, although the lunchtime peak hour (12.30-1.30pm) is nearly as busy. Pedestrian activity appears to be slightly more spread out in the morning.

26. We do not know the reason for the lower volumes (~9% on average) of people walking and wheeling that was measured after the experiment had been running for nine months. A check of the weather records suggest that conditions were dry and no public transport incidents of any note occurred, so its unlikely these were a factor. Construction works have been taking place on parallel streets before and after the experiment, but these are so typical of the walking experience in the City that we don't estimate that these are a factor either.

27. Our conclusion is that whilst the numbers of people walking and wheeling has declined, we don't think the variance is so significant to deem the experiment unsuccessful as it is to be expected that volumes of people using City street do vary across timelines due to various factors.

#### *Journey times*

28. To understand journey times in the area, we have undertaken a comparison of journey times for the routes motorised vehicles would use in the local area for the scenarios of Old Jewry being open to through traffic and closed to through traffic.

29. We have used an online journey planning tool to estimate the journey time differences separately for motorised vehicles and for taxis for a local journey in the Cheapside area and a longer journey to Blackfriars, with a starting point from Gresham Street. The journey times are estimated using the online satnav tool during the PM peak hour (5pm) and are dependent on prevailing traffic conditions.

	<p>30. SCENARIO 1 - OLD JEWRY OPEN TO SOUTHBOUND THROUGH TRAFFIC</p> <p>Journey 1 – Gresham Street to Mansion House  Motorised traffic = 3-6 minutes  Taxis = 3-6 minutes</p> <p>Journey 2 – Gresham Street to Blackfriars  Motorised traffic = 5-12 minutes  Taxis = 5-12 minutes</p> <p>Under the second scenario, with Old Jewry closed to through traffic:</p> <ul style="list-style-type: none"> <li>• For Journey 1 the route from Gresham Street towards Mansion House would be via Foster Lane, Cheapside, Bread Street, Cannon Street and Queen Victoria Street.</li> <li>• For Journey 2 the route from Gresham Street towards Blackfriars would be via St. Martin's Le Grande, New Change, Cannon Street, Friday Street and Queen Victoria Street</li> </ul> <p>31. SCENARIO 2 - OLD JEWRY CLOSED TO SOUTHBOUND THROUGH TRAFFIC</p> <p>Journey 1 – Gresham Street to Mansion House  Motorised traffic = 5-9 minutes  Taxis = 5-9 minutes (depending on final destination taxis may have a very slight time advantage over other vehicles as they can drive through the Cheapside bus gate)</p> <p>Journey 2 – Gresham Street to Blackfriars  Motorised traffic = 5-12 minutes  Taxis = 5-12 minutes</p> <p>32. Both taxis and motorised traffic benefit from shorter journey times with Old Jewry being open to southbound traffic.</p> <p>33. In general, it can be seen that for very local journeys in the Cheapside area, Old Jewry remaining open results in a shorter journey time for people travelling in a motor vehicle (saving 2-3 minutes), but for a longer journey to Blackfriars there is no difference to journey times.</p> <p>34. Maps of the traffic routes available can be seen in Appendix 2.</p> <p>35. Taxis (and cycles) only are permitted to turn left out of Old Jewry onto Poultry. The combination of this permitted movement together with the current experiment to allow taxis to travel through Bank junction is not expected to have a significant impact on journey times eastbound via Cornhill. This is because taxis were already able to access Cornhill from Princes Street.</p>
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	<p><i>Business access for loading</i></p> <p>36. Conversations with businesses and observation on street indicates that businesses are able to continue to access their properties and their loading activities are not adversely affected by the experiment.</p> <p><i>37. Monitoring strategy conclusion</i></p> <p>38. Broadly, the measures of success of the experiment have been met. Subject to final verification of the 2024 data there has been no increase in collisions or adverse effect on the street network, businesses are able to continue operating and there has been no significant reduction in people walking and wheeling, while cycling numbers have increased.</p> <p><b>Experiment Consultation results</b></p> <p><i>Statutory Consultation</i></p> <p>39. Six-month statutory consultation on the experimental traffic order to was undertaken from 5 July 2024.</p> <p>40. One objection was received from the London Cycling Campaign (City of London Group). The nature of the complaint was that the decision to open Old Jewry to through traffic “compromises the convenience and safety of people walking, wheeling and cycling” and does not adhere to the City’s Transport Strategy to “prioritise the needs of people walking” (Appendix 3).</p> <p>41. The data collected from the experiment, along with the Equalities Impact Assessment, has been shared with LCC and the question asked if LCC’s objection still stands.</p> <p>42. A meeting was held with a representative off LCC in August 2025. LCC remain unsupportive of the changes on Old Jewry and have not withdrawn their objection.</p> <p><i>Public Consultation</i></p> <p>43. A public consultation exercise was undertaken to understand what the public thinks of the traffic changes.</p> <p>44. To encourage participation in the consultation, we leafleted properties in the immediate area, visited local businesses, sent direct links to street user groups such as the cycling, freight and taxi industry representatives, as well as numerous posters on-street to notify members of the public using the street.</p> <p>45. The public consultation began at the start of the experiment and has been open for its duration, during which 129 people responded to the online survey. Given the very local nature of the traffic change, the participation rate is considered reasonable.</p>
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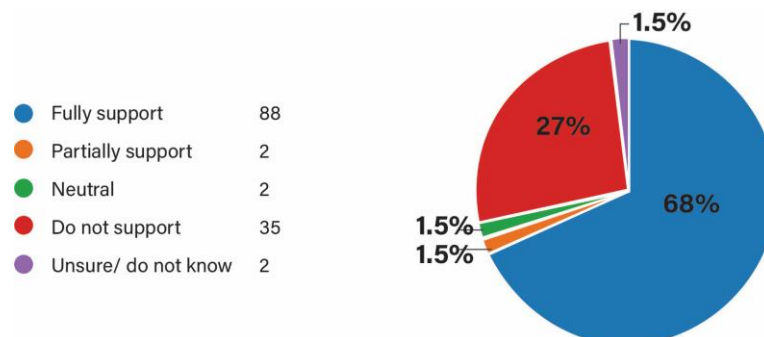
46. 85% (n110) of the respondents live, work, study, visit or have a business in the Square Mile, including taxi drivers. The remaining respondents commuted through the area or classed themselves as “other”.

47. People identified the way they travel around the area as:

- Taxi (as a driver) - 50% (n65)
- Walk - 37% (n46)
- Taxi (as a passenger) – 29% (n38)
- Cycle – 24% (n31)
- the remainder a mix of bus, rail/underground and other cars

48. People were able to choose more than one mode. Taxi drivers and their passengers represent a large proportion of the respondents. Taxi trade representatives at the London Taxi Drivers Association were supportive of the experiment and circulated the survey to their members. Whilst the mix of respondent’s is not representative of actual users of the street, it is an indicator the interest of taxi drivers/users where the traffic change is understood to shorten the journey times of some taxi routes.

49. Overall, 67% (n86) of respondents fully support the traffic experiment being made permanent in the future, 28% (n36) do not support, with the remainder being neutral, unsure or partially supportive.



50. 26% (n34) of respondents felt the experiment had a major positive or moderate positive impact on people walking and wheeling, 31% (n40) of respondents thought it had a moderate or major negative impact, and more commonly 41% (n53) felt it had no impact.

51. 67% (n86) of respondents felt the experiment makes the street more accessible for everyone, 29% (n37) of respondents felt the experiment makes the street less accessible.

52. We asked people if their day-to-day activities were limited due to a health problem or disability. Nine people (7%) said they were limited a little or a lot.

	<p>53. Of these people, six identified as taxi drivers/passengers, and of these five fully supported make the traffic change permanent. Overall, seven of the nine people with a health problem or disability fully support making the traffic change permanent.</p> <p>54. A small number of people representing businesses in the Square Mile also responded, four of which are located on Old Jewry.</p> <p>55. Of the four business directly affected on Old Jewry, two felt the impact of the experiment was a Major Positive, one felt it was a Major Negative and one Moderate Negative. Other businesses in the wider Cheapside area were more likely to state it had No Impact on them.</p> <p>A detailed summary of the Public Consultation is provided in Appendix 4.</p> <p><b>Equalities Impact Assessment</b></p> <p>56. An independent Equalities Impact Assessment (EqIA) has been undertaken by an external consultant on the traffic experiment allowing southbound traffic on Old Jewry (Appendix x).</p> <p>57. The EqIA assesses the impact of the experiment on people with protected characteristics.</p> <p>58. The full EqIA can be found in Appendix 5 and a summary is provided below.</p> <p>59. From the EqIA</p> <p><i>No substantial impacts have been identified for maintaining the southbound access for motor vehicles on Old Jewry, though there are a number of minor positive and negative impacts expected.</i></p> <p><i>Retaining southbound motor vehicle access will continue to offer benefits for some protected characteristics, particularly in terms of reduced journey times for private vehicle users, and more direct routes for some journeys. This can support journey comfort for older, disabled, and pregnant individuals, and those accessing specific community facilities, such as places of worship. In addition, the current layout provides more efficient delivery and servicing options for large vehicles, which can help to reduce the risk of road danger that is associated with these activities.</i></p> <p><i>However, it is likely that the associated traffic volumes (compared to the Summer 2020 ETO scheme) could 'lock in' road safety concerns for pedestrians and cyclists across various protected characteristics, as well as embed the potential for poorer local air quality, which could have long-term health implications for some older/younger, disabled and pregnant women.</i></p>
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60. The EqlA highlights that there are positive benefits in maintaining the lower journey times for motorised traffic in terms of accessing buildings and amenities and allowing for simplified delivery and servicing.

61. It also highlights the negative impacts such as the potential impact on road safety and on people walking and cycling, where a disproportionate number of people from some protected characteristic groups are more likely to walk or cycle.

### Healthy Streets Assessment

62. The ten Healthy Streets indicators capture the elements that are essential for making streets attractive and accessible places to walk, cycle and spend time, supporting social and economic activity. The Transport Strategy includes a proposal to embed the Healthy Streets approach in transport planning and delivery.

63. Healthy Streets checks are carried out before a scheme or design is undertaken to ensure that people's experience of using a street is captured and identify opportunities for improvements. Further assessments are carried out during the design process. A final check may also be undertaken following a schemes implementation.

64. For Old Jewry, we have undertaken the Healthy Street assessment for the two options that keep the street open to southbound traffic and then compared this to closing the street to traffic.

	Existing Layout Score (Option 1)	Option 2	Option 3
<b>Healthy Streets Score</b>	<b>41</b>	<b>42</b>	<b>59</b>
Everyone feel welcome	50	52	63
Easy to cross	63	63	71
Shade and shelter	0	0	0
Places to stop and rest	8	17	67
Not too noisy	67	67	80
People choose to walk and cycle	50	52	63
People feel safe	62	64	72
Things to see and do	0	0	33
People feel relaxed	50	52	63
Clean air	58	58	75

65. The assessment of the street as it is now under the experiment achieves a score of 41 for Option 1, with particularly low scores for shade and shelter, places to stop and rest and limited things to see and do.

66. Option 2 achieves a score of 42, by keeping the street open to through traffic and widening the pavement people will feel slightly more welcomed and safer and more likely to walk.

67. Option 3 achieves a score of 59 and scores highest on the Healthy Streets assessment of the three options. With the removal of through traffic, Old Jewry is rated as becoming a more welcoming street, with

noise reduced, cleaner air, and the opportunity for a public realm improvement creating more places to stop and rest.

The detailed Healthy Street design check score is shown in **Appendix 6**.

### Accessibility

68. To understand the impact of the different options on disabled people Officers have assessed keeping the street open to traffic versus closing it to traffic using the City of London Streets Accessibility Tool (CoLSAT).

69. CoLSAT enables street designers to identify how street features impact on the different needs of disabled people. The tool's key feature recognises that the needs of different groups of disabled people can be contradictory; that improving accessibility for one group may decrease accessibility for another. CoLSAT identifies the trade-offs that may be needed to ensure no one is excluded from using the City's streets and provides the basis for engagement and discussion to maximise the benefits for all.

70. The CoLSAT assessment has been undertaken. Table 1 compares the Current ETO with Old Jewry open to the previous arrangement where Old Jewry was closed (Option 3).

Table 1 - CoLSAT Summary Results Table				
	Option 1: Current ETO, Old Jewry open		Option 3: Old Jewry closed and public realm changed	
	'0' scores	'1' scores	'0' scores	'1' scores
Electric Wheelchair user		2		
Manual Wheelchair user		2		
Mobility Scooter user		2		
Walking Aid user		2		
Person with a walking impairment		4		3
Cycle as primary mobility aid	2	1		1
Long cane user		2	1	1
Guide Dog user	1	2		3
Residual Sight user		2		
Deaf or Hearing impairment		3		1
Acquired neurological impairment	1	1		
Autism/Sensory-processing diversity		3		1
Developmental Impairment		2		1
<b>Total</b>	<b>4</b>	<b>28</b>	<b>1</b>	<b>11</b>

*\* This score means most people in this segment would be excluded by the street characteristic in the selected configuration.*

*\*\* This score means some people in this segment may be able to negotiate the street characteristic in the selected configuration, but it would significantly deplete their levels of confidence and energy, and they would be likely to give up on the journey if they had to negotiate it more than once or twice.*

71. The analysis from the CoLSAT tool concludes that Option 1 keeping Old Jewry open to through traffic will result in the street continuing to be rated as having low accessibility / being inaccessible to people with mobility impairments. The main difference in the number of '0' scores between Option 1 and Option 3 is the pavement on the western side of Old Jewry which is particularly narrow (<1.5m) and can't be used by people using wheeled mobility aids. This is retained under Option 1 but in the outline design of Option 3 the carriageway would be raised and traffic excluded, so the experienced width would be much wider, although one '0' score remains for long cane users who find it difficult to distinguish raised carriageway areas. It may be possible to mitigate this as the design is finalised.

72. Option 3 shows a significant improvement in the number of '1' scores due to the wider pavement in this option and the section of raised carriageway which improves accessibility for some of the groups.



73. Table 2 compares Option 2 (open to southbound through traffic, removal of northbound cycling, widening the pavement) to the previous arrangement where Old Jewry was closed (Option 3).

Table 2 - CoLSAT Summary Results Table				
	Option 2– Old Jewry open (no northbound cycling, widened pavement)		Option 3: Old Jewry closed and public realm changed	
	'0' scores	'1' scores	'0' scores	'1' scores
Electric Wheelchair user		2		
Manual Wheelchair user		2		
Mobility Scooter user		1		
Walking Aid user		2		
Person with a walking impairment		3		3
Cycle as primary mobility aid		1		1
Long cane user		1	1	1
Guide Dog user		2		3
Residual Sight user				
Deaf or Hearing impairment		1		1
Acquired neurological impairment		0		
Autism/Sensory-processing diversity				1
Developmental Impairment				1
<b>Total</b>	<b>0</b>	<b>15</b>	<b>1</b>	<b>11</b>

74. The analysis from the CoLSAT tool concludes that Option 2 keeping Old Jewry open to through traffic but widening the narrowest section of pavement by removing northbound cycling is an improvement on Option 1 in terms of accessibility. Option 2 removes all '0' scores whereas Option 3 still has one '0' score for long cane users who find it difficult to distinguish raised carriageway areas. It may be possible to mitigate this as the design is finalised.

75. In some instances, it is not possible to improve on some of the lower scores such as proximity of bus stops, blue badge parking and accessible toilets due to the scope limitations of the project, but overall, Option 1 scores the lowest in accessibility of the street compared to Options 2 and 3.

#### **JUSTIFICATION FOR RECOMMENDED OPTION**

76. Three options for Old Jewry have been considered for this report. As covered in the monitoring section, whilst traffic has increased significantly along Old Jewry during the course of the experiment, this does not appear to have dissuaded other street users from using the street, and provisional collision data indicates that there have been no recorded collisions.

	<p>77. <u>Option 1 – making the ETO permanent with no public realm improvement</u></p> <p>Benefits of this option:</p> <ul style="list-style-type: none"> <li>• Journey times for local trips are shorter people travelling by motor vehicle, including for people who rely on taxis, private hire vehicles and private cars and for deliveries.</li> <li>• The street being one-way removes the three-point turning arrangement at Frederick's Place, which while safe was an awkward arrangement</li> <li>• Strong support for this option in the public consultation</li> </ul> <p>Disbenefits of this option:</p> <ul style="list-style-type: none"> <li>• The City's Transport Strategy seeks to prioritise the needs of people walking and wheeling and this option does not meet this objective. An objection from a Statutory Consultee has been made on the basis that the change on Old Jewry, in their opinion, does not help meet the City's objectives.</li> <li>• The street will remain inaccessible to people with mobility impairments, due to the very narrow pavements between Poultry and Fredericks Place</li> <li>• People walking and wheeling are confined to the narrow and crowded pavements, and less able to walk in the "road" due to the through traffic</li> <li>• The experience for people walking and wheeling, cycling and spending time on the street is negatively impacted as the street has become more traffic dominated, although traffic volumes remain below the thresholds for providing protected space for cycling.</li> </ul> <p>78. <u>Option 2 - allowing southbound traffic and remove northbound cycling to allow for wider pavements on the west side of Old Jewry between Poultry and Fredericks place</u></p> <p>Benefits of this option:</p> <ul style="list-style-type: none"> <li>• The street will become more accessible to people with mobility impairments who walk/wheel along Old Jewry</li> <li>• Journey times for local trips are shorter people travelling by motor vehicle, including for people who rely on taxis, private hire vehicles and private cars and for deliveries.</li> <li>• The street being one-way removes the three-point turning arrangement at Frederick's Place, which while safe was an awkward arrangement.</li> </ul> <p>Disbenefits of this option:</p> <ul style="list-style-type: none"> <li>• Old Jewry is part of an established cycle route between Southwark Bridge to Coleman Street and the Moorgate area. We anticipate that the removal of two-way cycling on Old Jewry would be subject to objections</li> <li>• In practical terms, we estimate that some people cycling are likely to continue using Old Jewry regardless of the measures</li> </ul>
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	<p>put in place, with an associated risk of collisions as there will be insufficient space for a southbound vehicle and northbound cycles to safely pass each other, creating a point of conflict.</p> <ul style="list-style-type: none"> <li>• The City's Transport Strategy seeks to prioritise the needs of people walking and wheeling and this option partially meets this objective.</li> </ul> <p><b>79. <u>Option 3 - revert to Old Jewry closed to through traffic</u></b></p> <p>Benefits of this option:</p> <ul style="list-style-type: none"> <li>• This option best meets the objectives of the City's Transport strategy to prioritise people walking and wheeling, improve accessibility, reduce motor traffic and make conditions for cycling safer and more pleasant</li> <li>• There is an opportunity to develop a public realm enhancement that, subject to the final design could include some greening and a place for people to rest</li> <li>• Reduced volumes of traffic are likely to benefit the patrons of food and beverage businesses along Old Jewry</li> </ul> <p>Disbenefits of this option:</p> <ul style="list-style-type: none"> <li>• Under this option the slightly awkward arrangement for three-point turns at Frederick's Place will take place, and this may not be supported by the Mercer's Company</li> <li>• Journey times for local trips by motorised traffic will take longer which is a disbenefit for people travelling by motor vehicle, including for people who rely on taxis, private hire vehicles and private cars and for deliveries</li> </ul> <p><b>CONCLUSION</b></p> <p>80. The report sets out the results of the traffic experiment, the results of the public consultation, the Equalities Impact Assessment and an assessment of the street using the Health Streets assessment tool and the CoLSAT accessibility tool.</p> <p>81. Overall, officers recommend Option 3 as it offers the greatest opportunity to improve accessibility whilst most closely aligning to corporate strategies such as the Transport Strategy and Climate Action Strategy</p> <p>82. However, the results of the experiment are finely balanced. Members will recognise that there are benefits and disbenefits for each option in terms of determining the right balance of competing needs on Old Jewry. All options are considered acceptable should Members wish to choose Options 1 or 2.</p>
5. <b>Delivery team</b>	<p>83. The Delivery team remains unchanged from the previous report and includes:</p> <ul style="list-style-type: none"> <li>• Project management by the Transport and Public Realm Projects team in Policy and Projects.</li> </ul>

	<ul style="list-style-type: none"> <li>• Construction Engineering/Design and Construction Supervision to be managed by the Highways team.</li> <li>• Contractor – FM Conway under the highways term contract.</li> </ul>
<b>6. Programme and key dates</b>	<p>84. The forward programme and key dates are dependent upon the option decided by Members:</p> <p>85. Option 1 – making the ETO permanent</p> <ul style="list-style-type: none"> <li>• October 2025 – inform stakeholders of decision to make the traffic change permanent</li> <li>• October – December 2025 – undertake the statutory traffic order making process to make the change permanent</li> </ul> <p>86. Option 2 – making a new traffic order allowing southbound traffic and removing northbound cycling</p> <ul style="list-style-type: none"> <li>• October 2025 – inform stakeholders of decision to make the traffic change permanent</li> <li>• Undertake design work for footway widening</li> <li>• October – December 2025 – initiate a new public consultation on the measures to remove northbound cycling</li> <li>• February 2026 – report back to committee on consultation results for decision on how to proceed</li> </ul> <p>87. Option 3 – End the Traffic Experiment and revert to Old Jewry being closed to through traffic</p> <ul style="list-style-type: none"> <li>• October 2025 – inform stakeholders of decision to allow the experiment to expire</li> <li>• Undertake stakeholder led design work for the public realm enhancement between Poultry and Frederick's Place</li> <li>• April 2026 – report back to Committee on public realm design proposals</li> </ul>
<b>7. Risk &amp; Legal</b>	<p><b><u>Risk</u></b></p> <p>88. The overall risk level of this programme remains at a medium level due to the complexity of the different concurrent workstreams involved.</p> <p>89. For the Old Jewry project specifically, there is a significant risk of a challenge to the decision Public Enquiry if Option 1 is chosen.</p> <p>90. The amended Costed Risk Register that covers the whole programme can be seen in Appendix 4 of the Threadneedle Street &amp; Old Broad Street Gateway 5 report (in this report pack). This has been updated, with the overall risk funding reduced as project such as King Street and the first phase of King William Street have been completed.</p>

## **Legal**

### **Traffic Implications**

91. The Road Traffic Regulation Act 1984 (RTRA 1984) provides powers to regulate use of the highway. In exercising powers under the RTRA 1984, section 122 imposes a duty on the City, as the local authority, to have regard (so far as practicable) to securing the 'expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway' (section 122(1) and (2) RTRA 1984).
92. The monitoring undertaken as part of the traffic experiment indicates that the changes on Old Jewry have a minimal impact on the local road network and the safe, convenient and expeditious movement of traffic and people walking, wheeling and cycling.
93. One objection has been received during the statutory consultation from the London Cycling Campaign (City of London Group). The traffic authority must consider all objections made before making a TRO and, where it does not "wholly accede" to any objection, it must provide reasons for this in its notification of the making of an order to any person that has objected.
94. The Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 (1996 Regulations) dictates prior to making a permanent order a public inquiry must be held pursuant to regulation 9 where an objection has been made to the traffic regulation order which is not "frivolous or irrelevant" and the traffic regulation order prohibits the loading or unloading of vehicles in a road on any day of the week at all times, before 7.00 am, between 10.00 am and 4.00 pm or after 7.00 pm (applicable where objections have not been withdrawn) and where the traffic regulation order prohibits or restricts the passage of public service vehicles (typically buses) along a road and an objection has been made to the order by the operator of a local service, the route of which includes that road.
95. Any representations or objections that are made after the ETO comes into force may trigger the public inquiry requirements however, the requirements for a public inquiry under Regulation 9 are not triggered in respect of this experimental order.
96. Despite the requirements not being triggered (in this case) it is open to the local authority to hold a public inquiry prior to the making of the permanent order if it deems it fit to do so. The recommendation of this report is not to make the order permanent therefore there is no requirement to hold a public inquiry in this circumstance. However, if the decision taken by Committee is to make the order permanent then the Committee should give consideration to whether or not a public inquiry is to be held in consideration of the objection maintained.
97. In light of the objection received and pursuant to Regulation 9(1) of the 1996 Regulations, Officers have considered the necessity of holding a public inquiry notwithstanding the triggers above and have concluded a

	<p>public inquiry in the exercise of its broad discretion under Regulation 9 need not be held.</p> <p>98. The conclusion to not hold a public inquiry is based on the following evidence:</p> <ul style="list-style-type: none"> <li>• The measure has been in place for over 12 months as an experimental traffic order and its impacts on local traffic is well understood</li> <li>• Overall, the traffic changes have been assessed as having a minor impact on the traffic network</li> </ul> <p>99. In light of these considerations, a public inquiry is not considered justified.</p> <p>100. The recommendations within this report are within the City's powers and duties.</p> <p><u>Equalities</u></p> <p>101. As a Public Authority, the City must have due regard to equality considerations when exercising its functions (section 149 Equality Act 2010). Therefore, an independent Equalities Impact Assessment (EqIA) has been undertaken as detailed earlier in this report and included in <b>Appendix 5</b>.</p>
8. <b>Success criteria</b>	<p>102. The programme-wide success criteria set out below was established at the initiation of the programme:</p> <ol style="list-style-type: none"> <li>1. Number of kilometres of new pedestrian priority streets and total length of pedestrian priority streets (Climate Action Strategy and Transport Strategy targets)</li> <li>2. Length of street with pedestrian comfort level of A+, length of street with pedestrian comfort level of at least B+ (Climate Action Strategy and Transport Strategy targets)</li> <li>3. Percentage of people rating the experience of walking in the City as pleasant (Transport Strategy target and measured through the City Streets Survey)</li> </ol>
9. <b>Progress reporting</b>	<p>103. Officers will report via monthly Cora updates. The next report will be a G6 Report if Option 1 is chosen, and a further Issues or G5 report if Option 2 or 3 is chosen.</p>

## Appendices

<b>Appendix 1</b>	Monitoring strategy
<b>Appendix 2</b>	Journey time maps
<b>Appendix 3</b>	London Cycle Campaign Objection
<b>Appendix 4</b>	Public Consultation Results
<b>Appendix 5</b>	Equalities Impact Assessment (Upon request due to size)

<b>Appendix 6</b>	Healthy Streets Assessment
<b>Appendix 7</b>	Option Design Drawings

### **Contact**

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## Appendix 4 – Old Jewry southbound traffic ETO – Monitoring approach

### Background

In February 2023, the City's Streets & Walkways Sub-Committee agreed to make the experimental traffic order (ETO) on Old Jewry permanent. The permanent traffic order:

- Closed the junction of Old Jewry and Cheapside to motorised vehicles (allowing access for cycles)
- Allowed for two-way motorised traffic between Frederick's Place and Gresham Street

### New ETO – converting Old Jewry to one-way street (southbound)

In March 2024, the City's Streets and Walkways Sub-Committee approved the initiation of a new traffic experiment to reopen Old Jewry and convert it to a one-way street southbound as a measure to mitigate the impact of longer journeys for people in the area who need to travel by motor vehicle.

### Existing data and basis for the ETO

Given the more specific and localised nature of this ETO, there are some existing data sources that can be utilised for monitoring purposes:

- Existing collision data;
- Street user perception surveys undertaken in 2021; and
- Peak hour traffic and pedestrian counts taken in November 2023

Whilst the existing collision data shows no collisions have been recorded on Old Jewry in the last 5 years, it would be worthwhile to monitor collisions and liaise with City Police six months after the experiment commences to ascertain if any collisions have taken place as in 2017-2019 there were 3-5 collisions at the junctions with Gresham Street and Cheapside, i.e. when Old Jewry was open to traffic. The timely updating of collisions by the Police has been an historic issue where it takes some time for data to be recorded that may not meet the needs of a time restricted experiment, but best endeavours should be made to work with the Police to identify any collisions and also utilise TfL data sets.

Pre-2020 motorised traffic on Old Jewry was northbound and the new ETO will allow traffic to travel southbound. No recent traffic data for when Old Jewry was open to traffic exists, the most recent data was from 2011 that indicated approximately 1,000 vehicles a day used Old Jewry. On a purely observational purpose, Old Jewry earlier than 2020 was not a busy street so a reasonable conclusion is that before Old Jewry was closed traffic remained less than 1,000 vehicles a day.

With changes to the surrounding street network over the last few years such as on King Street and Cheapside, it is difficult to forecast the demand for southbound traffic, it may be higher than when Old Jewry ran northbound.

### ETO Monitoring Methodology

Pre-ETO traffic surveys are planned to be undertaken to provide:

- Classified traffic volumes using Old Jewry southbound and northbound (April 2024);
- Classified traffic volumes at the Gresham Street / Old Jewry junction showing how many vehicles continue westbound and eastbound (April 2024)

- Pedestrian and cycle volumes at the Old Jewry / Cheapside / Poultry junction (April 2024).

This survey work would take place for 24 hours a day on a Wednesday and Thursday during a given week. Following that, the ETO would then go live in late June 2024 and run for up to 18 months. During this time, the aforementioned traffic, pedestrian and traffic surveys would be re-run in September 2024.

The changes to the street will be conveyed to SatNav platform operators.

During the initial stages of the trial:

- stakeholder feedback will be monitored via the online survey.
- Observation site visits will be undertaken at peak times on the first day (Monday) of the trial and on Thursday of the first week, followed by ad-hoc site visits at peak times in weeks 2-4 where peak hour traffic and cycle counts will be undertaken to compare to pre-ETO data.
- It is not considered necessary to again count pedestrian volumes along Old Jewry as they are unlikely to change as a result of this experiment.

## Measuring the success of the experiment

The success of not of the experiment will be assessed using the following metrics:

- No recorded or reported collisions on Old Jewry including the junctions with Grasham Street and Poultry (there have been none in the last three years) – monitored through TfL Road Safety dashboard and feedback from CoL Police
- No significant adverse traffic impacts on Old Jewry, Grasham Street and Poultry – monitored through traffic counts, observation and feedback
- No reduction in the number of people walking, wheeling and cycling on Old Jewry – monitored through traffic counts
- Businesses can meet their delivery and servicing needs – monitored through observation and feedback

## Concluding the ETO and reporting back to Committee

At the end of the trial, the available data will be collated in the same manner as the previous ETOs and a recommendation made to the Streets & Walkways Sub-committee on whether to make the change permanent prior to the ETO expiring at the end of 2025.






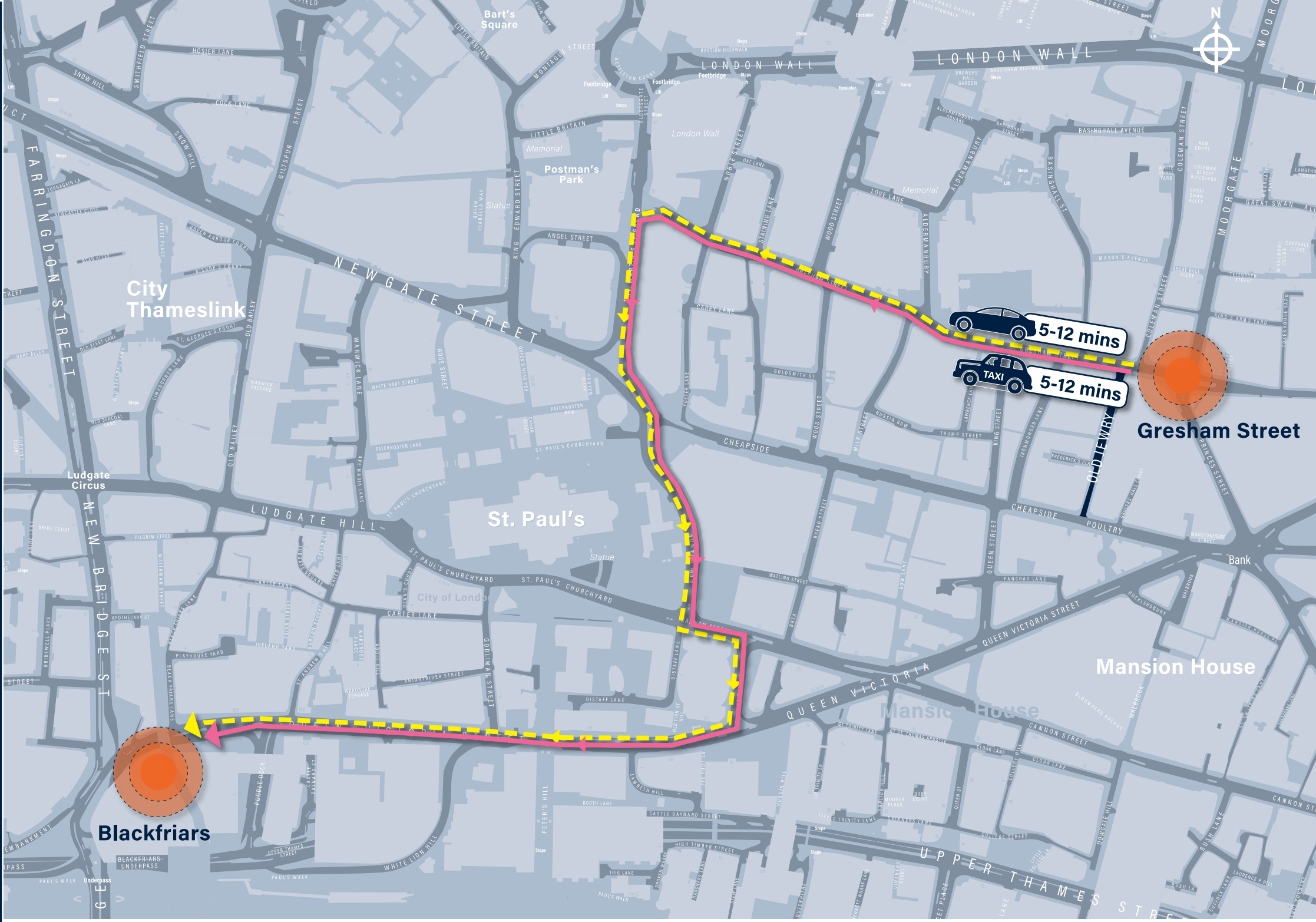


Old Jewry- Closed

Vehicle Journeys  
Gresham St to Blackfriars

KEY

-  Destination
-  Car Journey
-  Taxi Journey



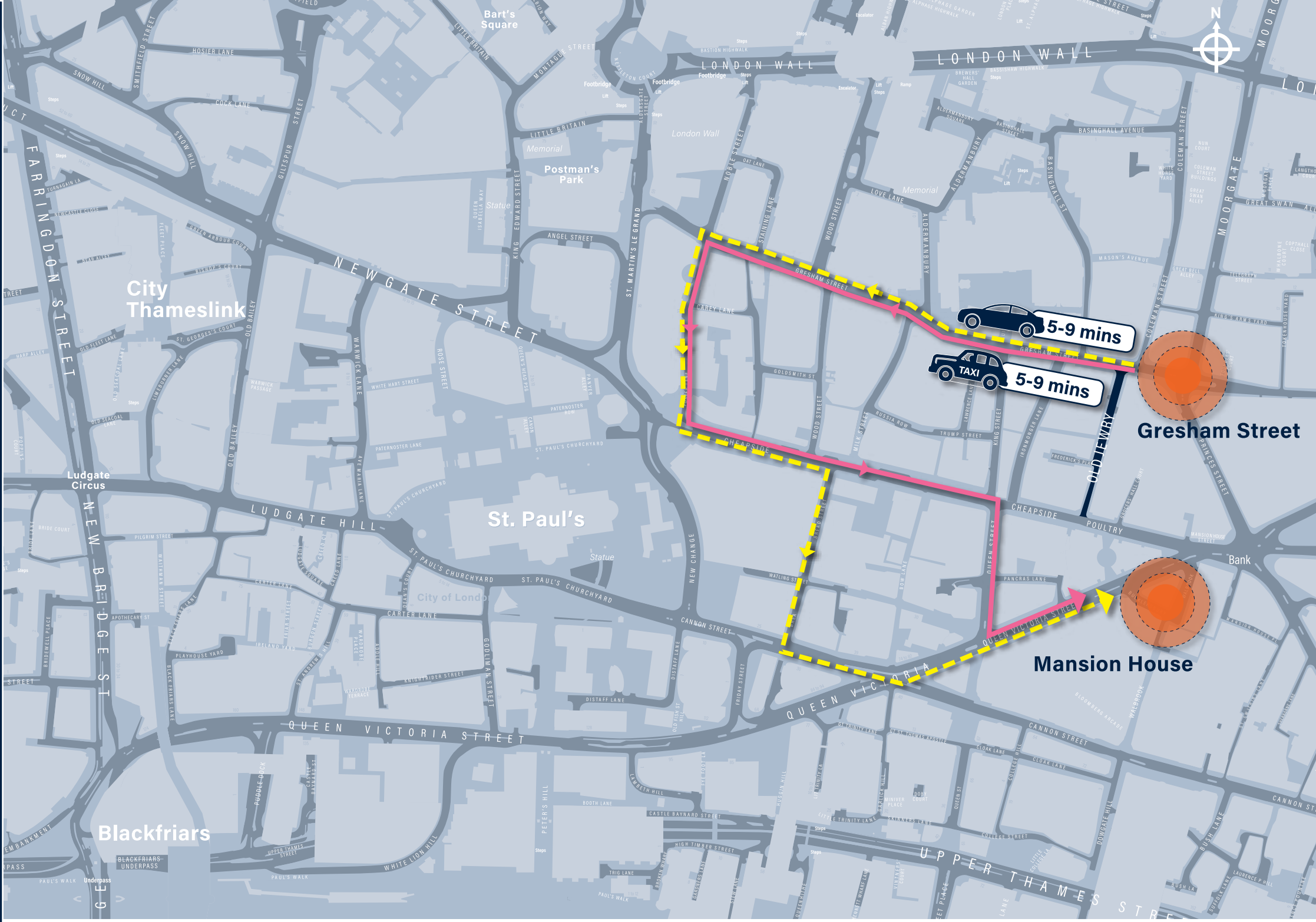
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Old Jewry- Closed

Vehicle Journeys  
Gresham St to Mansion House

- KEY**
- Destination
  - Car Journey
  - Taxi Journey



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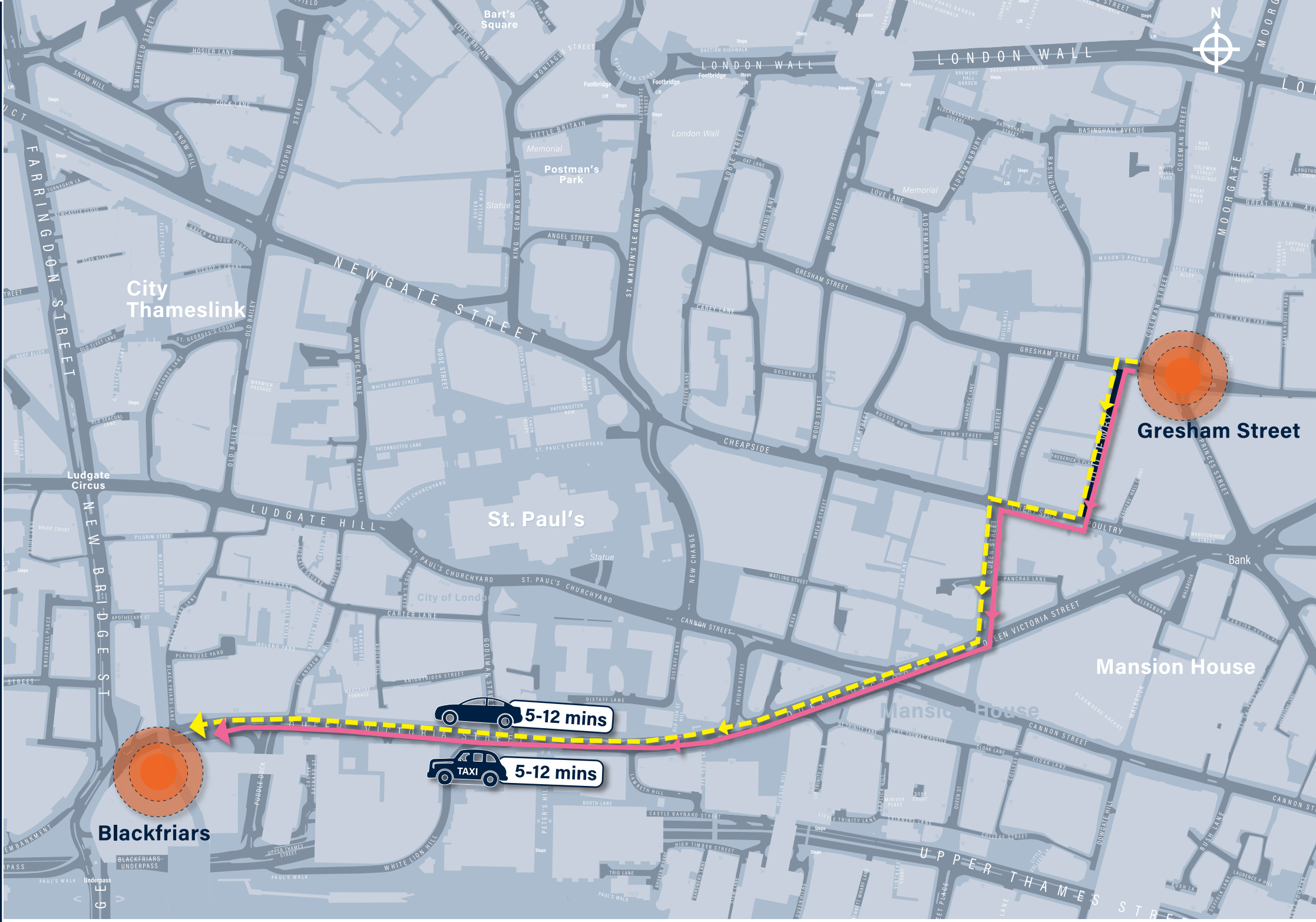


Old Jewry-Southbound

Vehicle Journeys  
Gresham St to Blackfriars

KEY

- Destination
- Car Journey
- Taxi Journey



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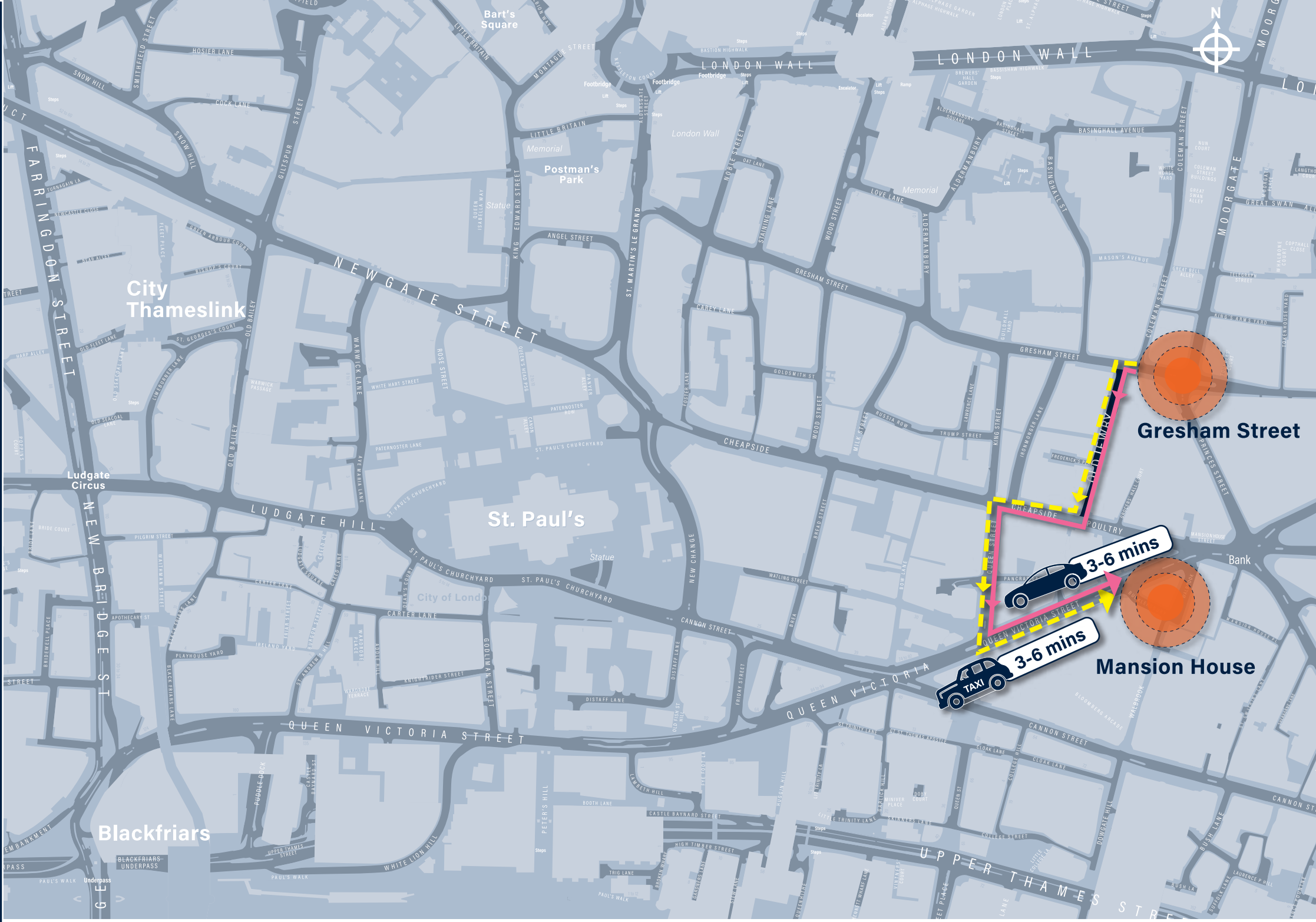


# Old Jewry-Southbound

Vehicle Journeys  
Gresham St to Mansion

## KEY

- Destination
- Car Journey
- Taxi Journey



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## Old Jewry Experimental Traffic Order July 2024

<https://www.cityoflondon.gov.uk/assets/Services-Environment/old-jewry-eto-one-way-streets.pdf>  
<https://www.cityoflondon.gov.uk/services/streets/pedestrian-priority-streets-programme>  
<https://www.cityoflondon.gov.uk/assets/Services-Environment/old-jewry-statement-of-reasons.pdf>

### LCC Response

We wish to register our opposition to the continuation of the [Experimental Traffic Order](#), under the [Pedestrian Priority Streets Programme](#), which re-opens the junction of Old Jewry and Poultry to motorised traffic.

Old Jewry is a strong desire line for people walking from around Bank Junction to a number of locations north. Also King St has a cycle lane southbound but none north, so Old Jewry was an attractive route for cycling north.

The [Statement of Reasons](#) declares that the ETO is proposed 'to help mitigate the impact of longer journeys for people who need to travel by motor vehicle'.

Under Section 122 of the Road Traffic Regulation Act 1984 there is a duty in law to 'to secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)'. Re-opening Old Jewry as a through route only benefits people travelling by motor vehicle and compromises the convenience and safety of people walking, wheeling and cycling.

London Cycling Campaign strongly supports the City of London's **Transport Strategy** in general and highlights the need for it to be properly applied. This traffic order conflicts with 4 of the 5 main proposals of the Transport Strategy, to:

- Prioritise the needs of people walking**, make streets more accessible and deliver world-class public realm
- Make the most efficient and effective use of street space by **significantly reducing motor traffic**
- Eliminate death and serious injuries from our streets through measures to **deliver safer streets** and reduce speeds
- Enable more people to choose to cycle by **making conditions for cycling in the Square Mile safer and more pleasant**

The ETO is also inconsistent with primary objectives of the City of London's **City Plan 2040**:

- Ensuring development and infrastructure help transform the City's streets, creating **attractive and accessible places to walk, wheel, cycle and spend time**, and enabling sustainable transport and active travel
- Pedestrian-focused, **reducing conflict between pedestrian and vehicular traffic**, creating a safe and attractive public realm, prioritising pedestrians and cyclists
- Supporting the **continued reduction of motor vehicle traffic** on the City's streets

The traffic order can only have a negative outcome with respect to safety and the City's **Vision Zero** Action Plan. To achieve Vision Zero the City must move in the opposite direction and do more to remove motorised traffic.

### **About the City of London Cycling Campaign**

The City of London Cycling Campaign is the local group of London Cycling Campaign (LCC). LCC is a charity with more than 20,000 supporters, of whom more than 11,000 are fully paid-up members. We speak up on behalf of everyone who cycles or wants to cycle in Greater London; and we speak up for a greener, healthier, happier and better-connected capital.

### **Cycling in the City of London**

In the City of London, LCC wants to see a fully connected, safe network for cycling that enables people of all ages and abilities to cycle - and has capacity to cater for high numbers of people cycling and a wide range of cycle types (including cargo, e-bikes and so on). This network should meet the highest standards and offer routes that are coherent and direct, both within the City and joining up to neighbouring boroughs' cycleways. We believe the City of London can only meet its rightly ambitious climate, safety and traffic reduction targets with such a network - delivered via a mix of protected cycle tracks and low motor traffic, low speed streets.

Responses Overview

Active

Responses

129



Average Time

04:15

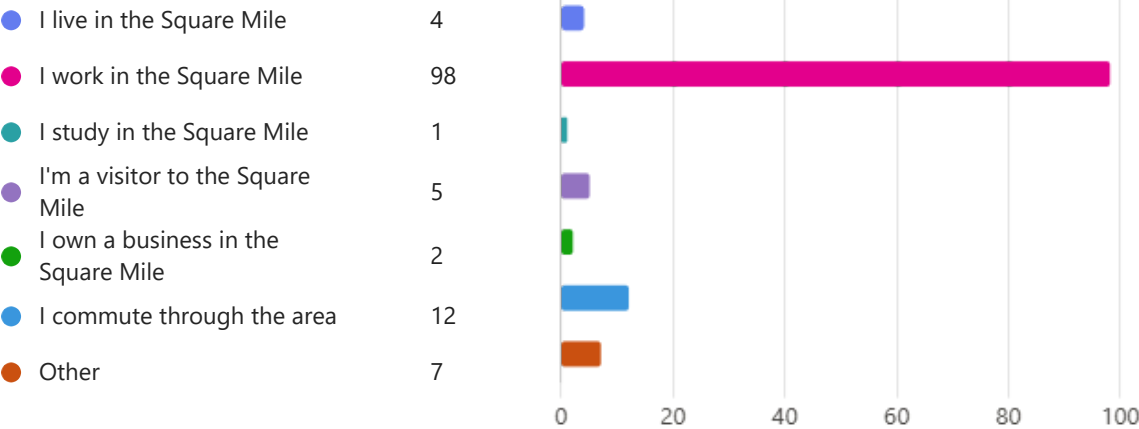


Duration

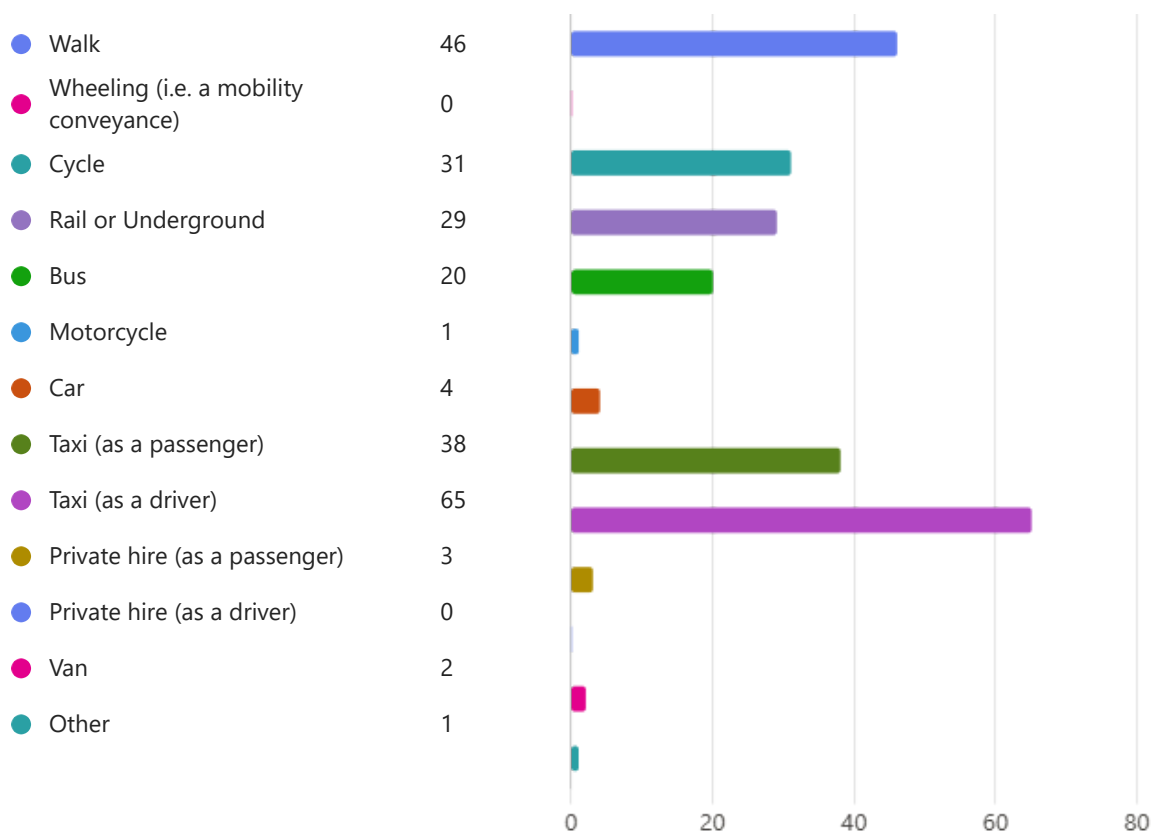
456 Days



1. What is your relationship to the Square Mile?



2. How do you normally travel around the area? (choose as many as you like)



3. Are you responding on behalf of a business, organisation or campaign group?

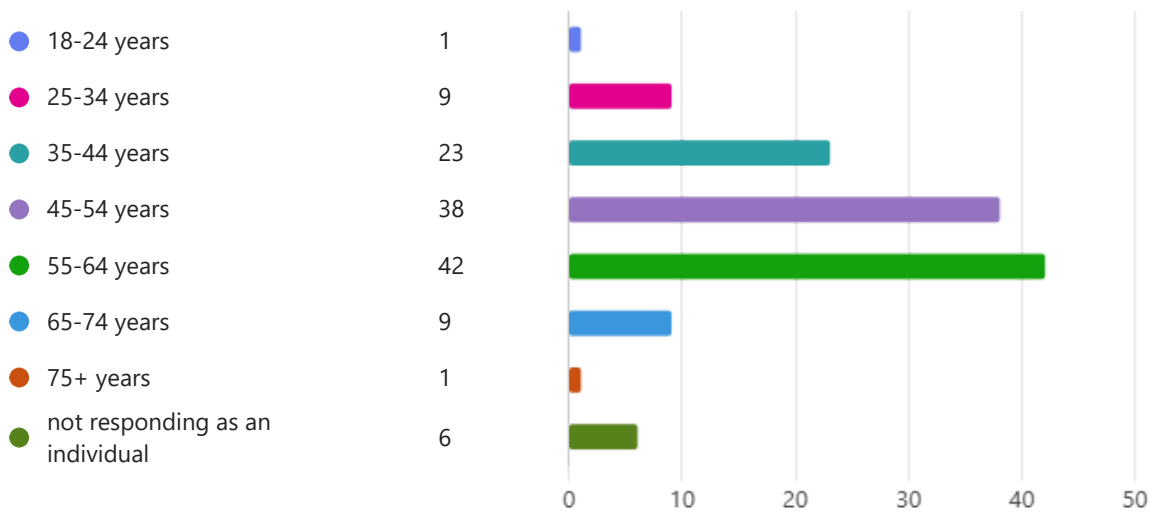
- Yes 10
- No 119



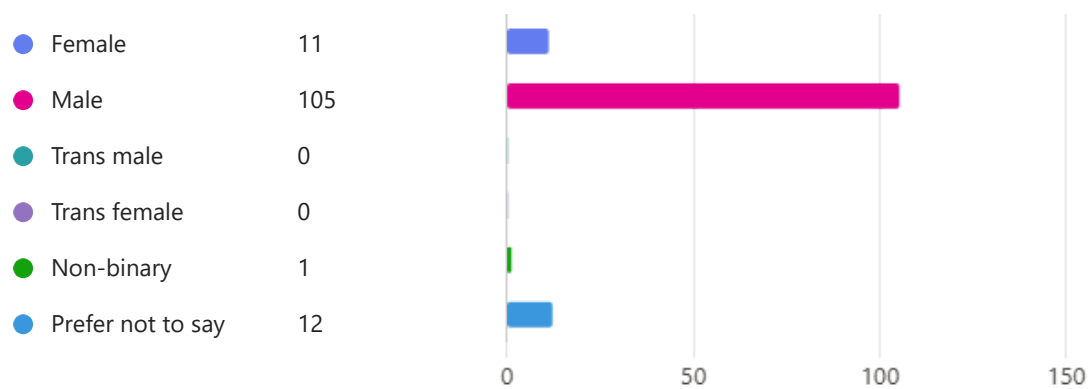
4. If you are responding on behalf of a business, organisation or campaign group, where is it located?



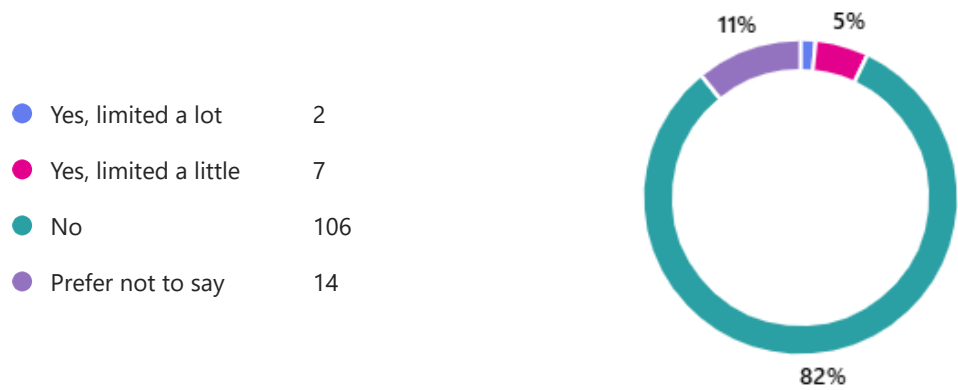
5. If you are responding as an individual, which of the following age groups do you fall within?



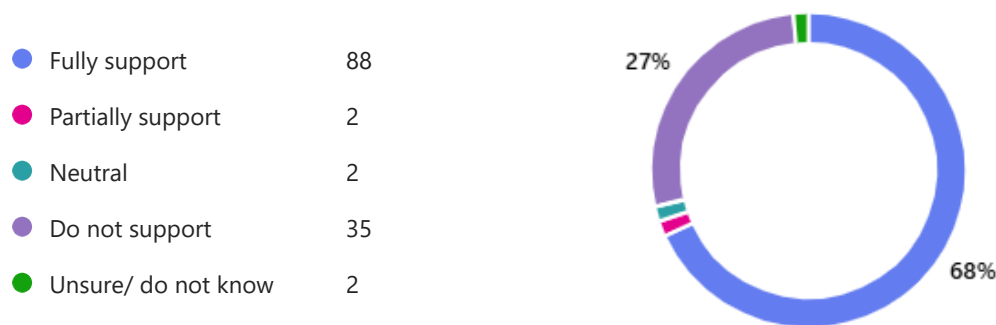
6. With which gender do you most identify?



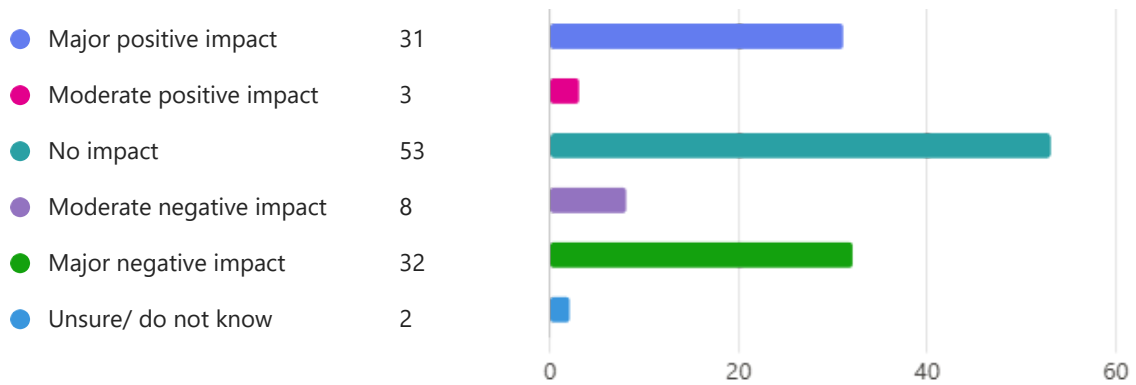
7. Are your day-to-day activities limited because of a health problem or disability?



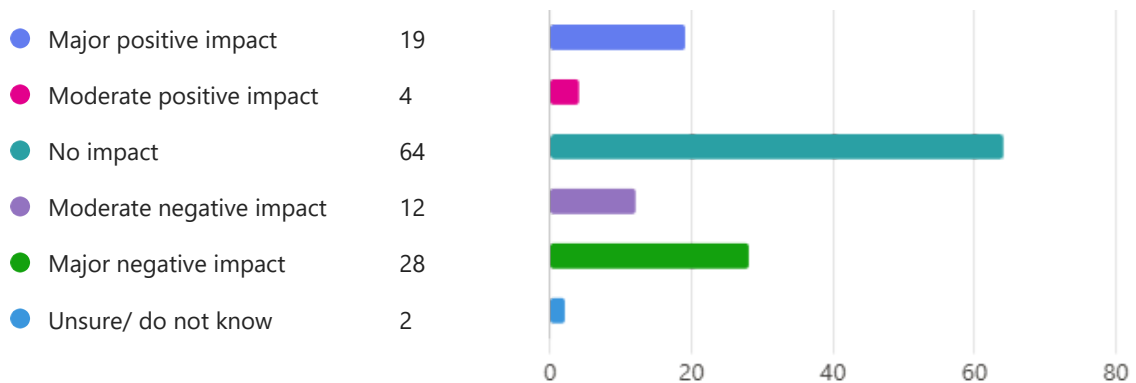
8. Do you support the traffic experiment allowing all motorised traffic to travel southbound on Old Jewry?



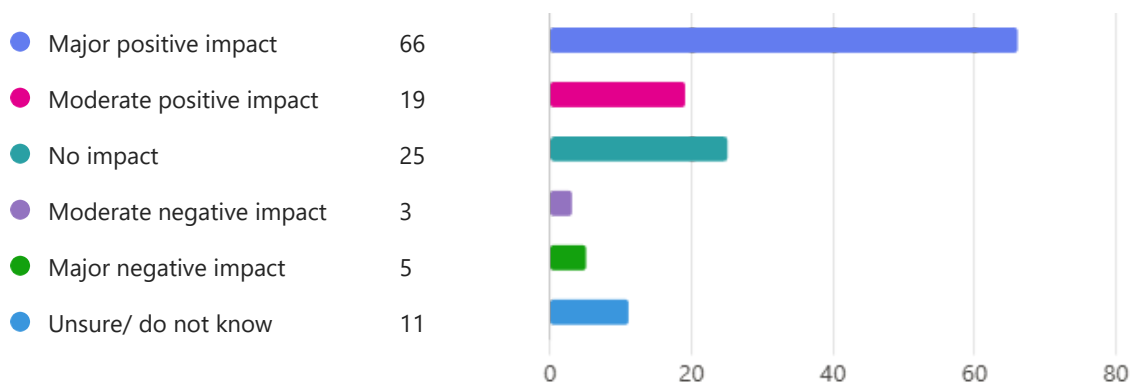
9. What impact do you think allowing motorised traffic to travel southbound on Old Jewry has on people walking and wheeling?



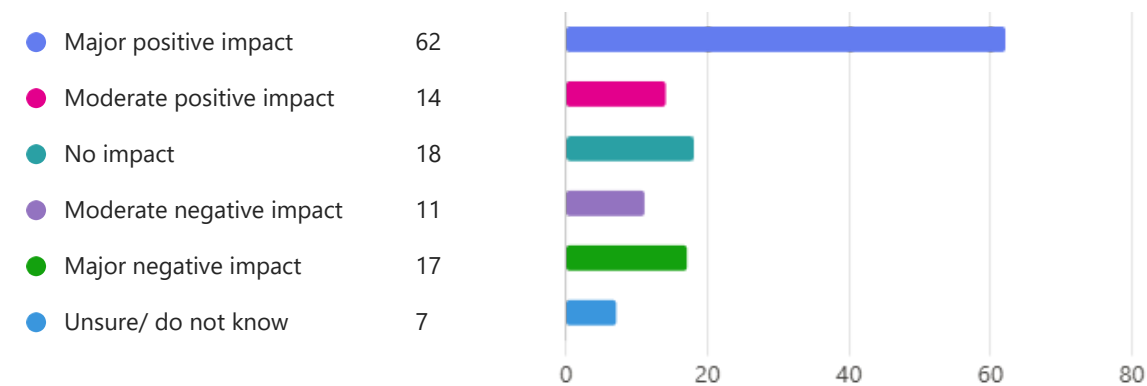
10. What impact do you think allowing motorised traffic to travel southbound on Old Jewry has on people cycling?



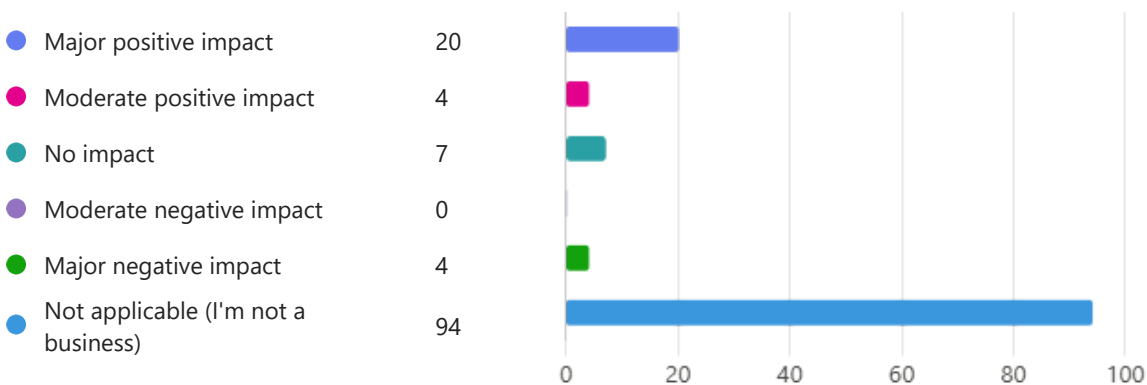
11. What impact do you think allowing motorised traffic to travel southbound on Old Jewry has on people travelling in a motor vehicle?



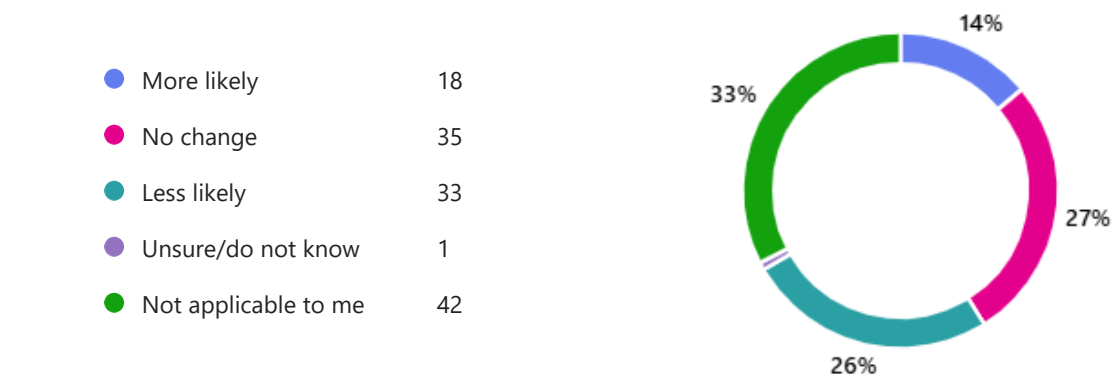
12. What impact do you think allowing motorised traffic to travel southbound on Old Jewry has on patrons of businesses on Old Jewry?



13. If you are a **business** on Old Jewry, what impact do the traffic changes have on your servicing and deliveries?



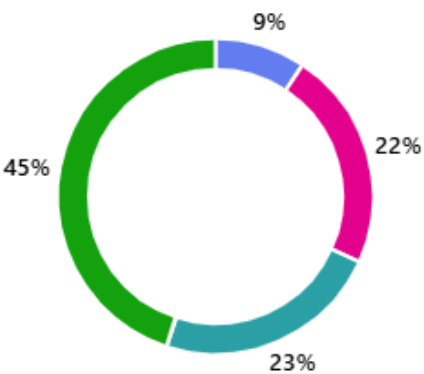
14. If you **walk or wheel** on Old Jewry, do the traffic changes make you more or less likely to use the street as part of your journey?





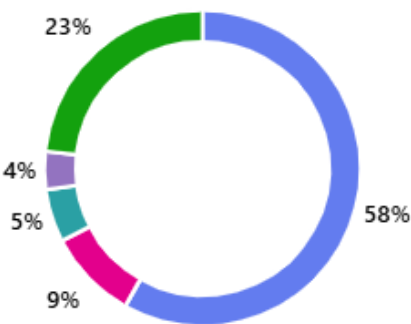
15. If you **cycle** on Old Jewry, do the traffic changes make you more or less likely to use the street as part of your journey?

More likely	12
No change	29
Less likely	30
Unsure/do not know	0
Not applicable to me	58

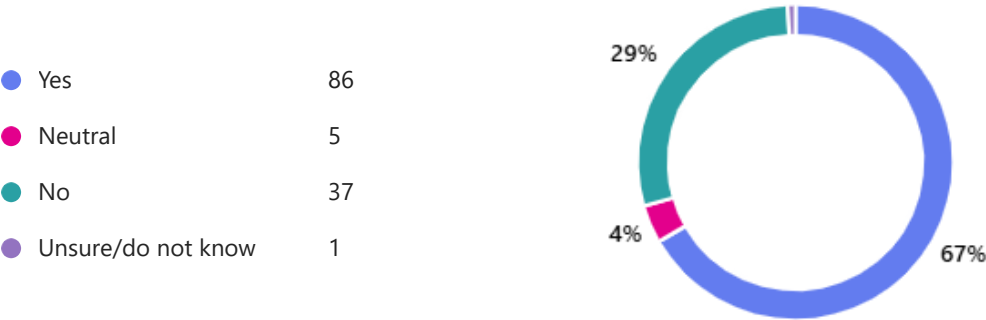


16. If you travel in a **motor vehicle** on Old Jewry, do the traffic changes make you more or less likely to use the street as part of your journey?

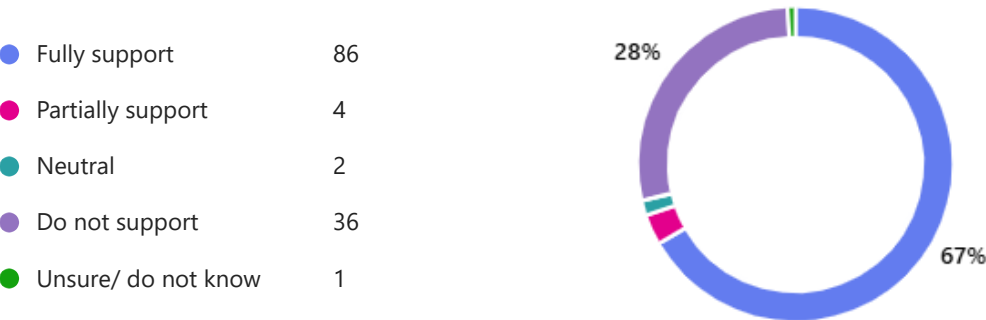
More likely	75
No change	12
Less likely	7
Unsure/do not know	5
Not applicable to me	30



17. In your opinion, does allowing all motorised traffic to travel southbound on Old Jewry make the street more accessible for everyone?



18. Would you be in support of the experiment being made permanent in the future?



19. Do you have any further comments/ observations you would like to make on the traffic experiment?

47

Responses

Latest Responses

"The opening up of old jewelry to through traffic has chan... "

"I work just south of Southwark Bridge and travel into the ... "

...



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# Healthy Streets Score

Name of street

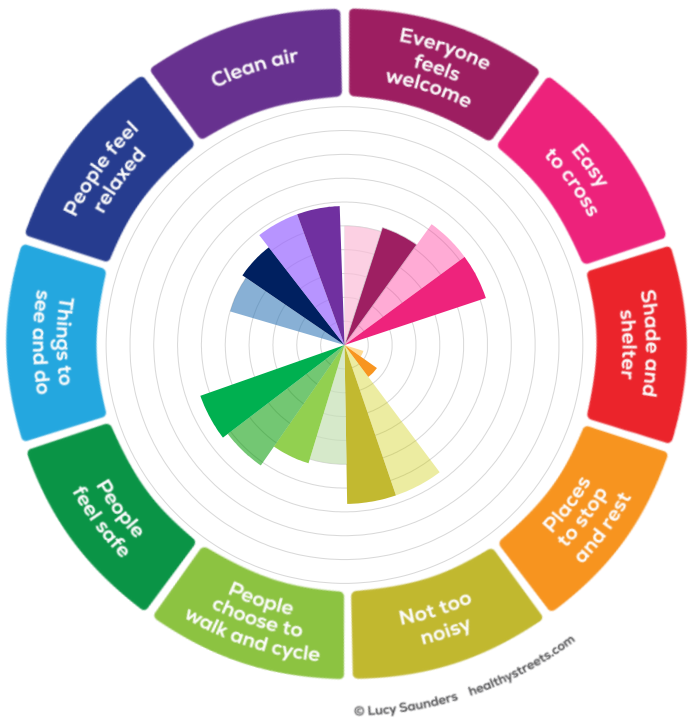
Old Jewry - Option 1 vs Option 2

Name of street at start junction

Gresham Street

Name of street at end junction

Poultry



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	41	42
Everyone feels welcome	50	52
Easy to cross	63	63
Shade and shelter	0	0
Places to stop and rest	8	17
Not too noisy	67	67
People choose to walk and cycle	50	52
People feel safe	62	64
Things to see and do	0	0
People feel relaxed	50	52
Clean air	58	58

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# Healthy Streets Score

Name of street

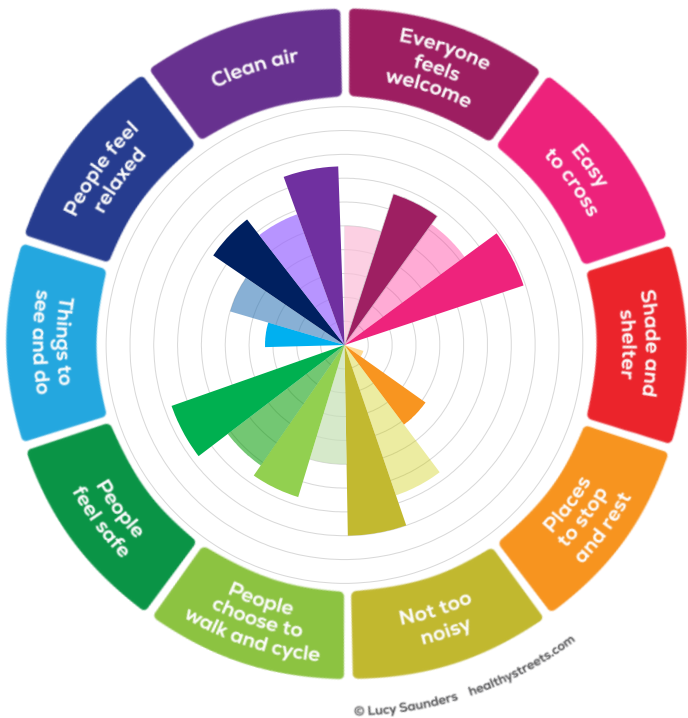
Old Jewry - Option 1 vs Option 3

Name of street at start junction

Gresham Street

Name of street at end junction

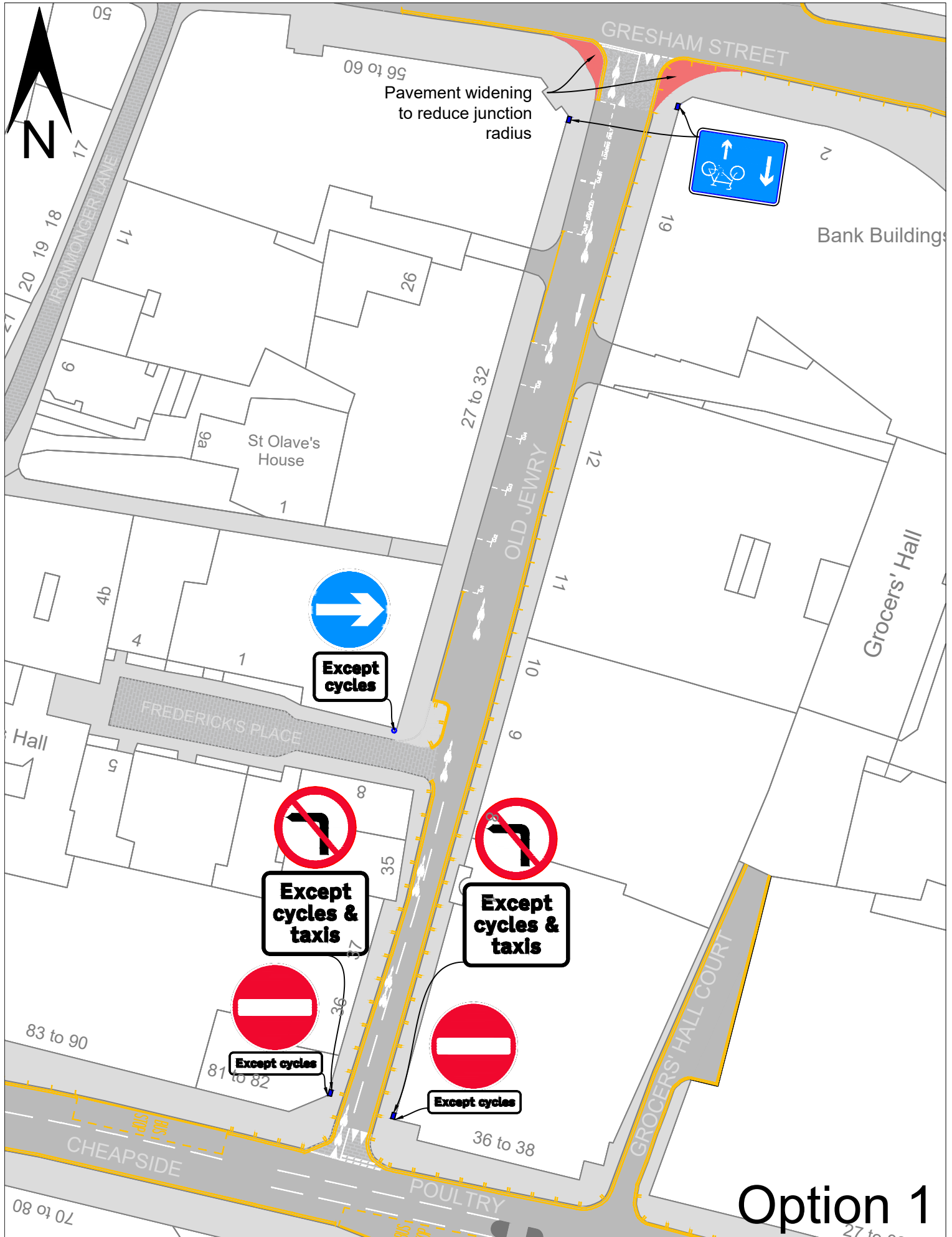
Poultry



	Existing Layout Score	Proposed Layout Score
Healthy Streets Score	41	59
Everyone feels welcome	50	67
Easy to cross	63	79
Shade and shelter	0	0
Places to stop and rest	8	42
Not too noisy	67	80
People choose to walk and cycle	50	67
People feel safe	62	77
Things to see and do	0	33
People feel relaxed	50	67
Clean air	58	75

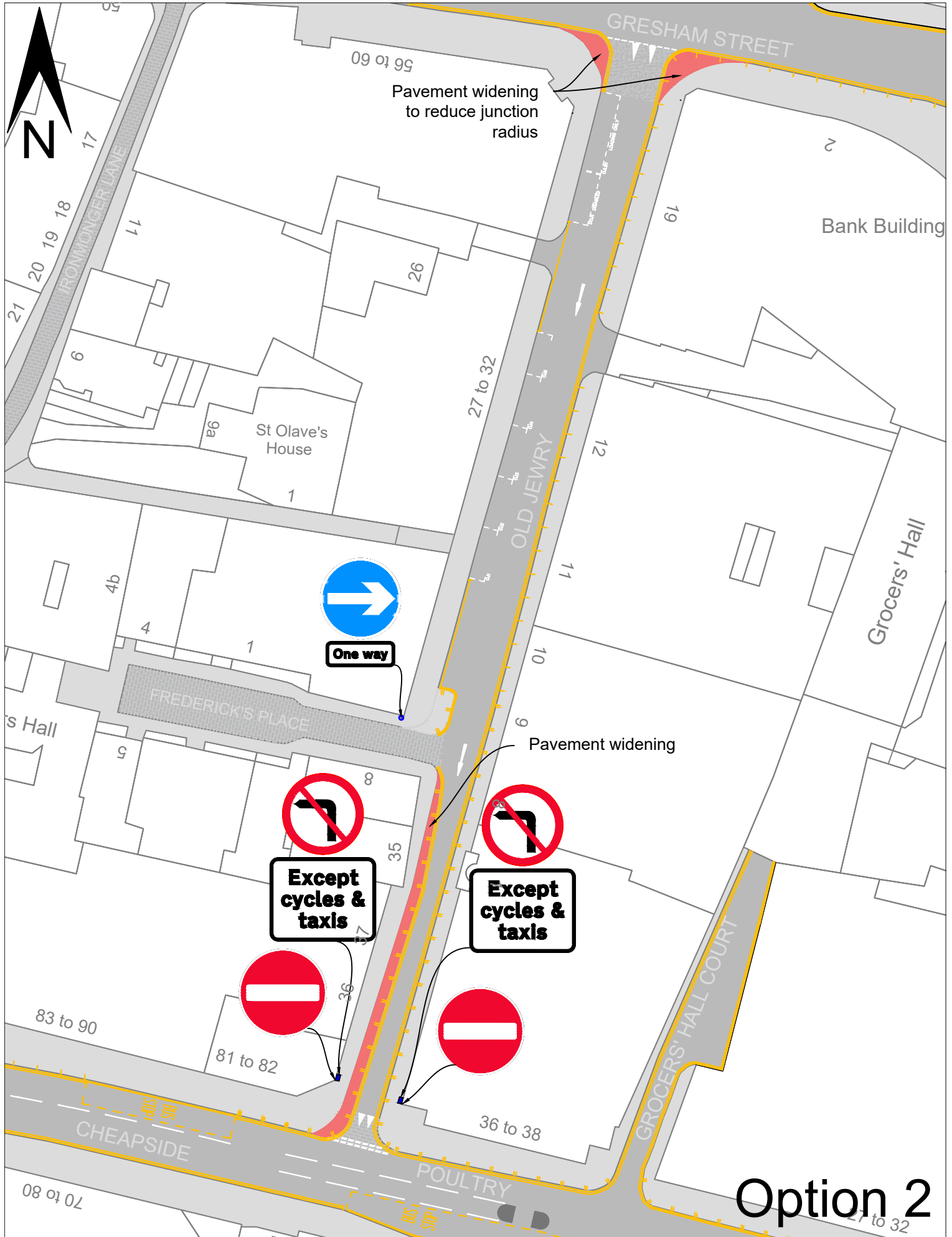
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Option 1

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Option 2

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<b>Committees:</b> Corporate Projects Board - <i>for information</i>  Streets and Walkways Sub-Committee <i>[for decision]</i> Projects and procurement Sub <i>[for information]</i>	<b>Dates:</b> August 2025 (urgency) 16 September 2025 14 October 2025
<b>Subject:</b> Mansion House Stations Environs – Little Trinity Lane (Phase 1)  <b>Unique Project Identifier:</b> <i>PV Project ID - 11945</i>	<b>Gateway 6:</b> <b>Outcome Report</b> Regular
<b>Report of:</b> Executive Director, Environment <b>Report Author:</b> Leila Ben-Hassel	<b>For Information</b>
<h2>PUBLIC</h2>	

### Summary

<b>1. Status update</b>	<b>Project Description:</b>  Public Realm improvements at the southern end of Little Trinity Lane (see location map in appendix 2). The project aimed to deliver increased greening, improved seating as well as climate resilience measures such as SUDs and tree planting.  The project aimed to create a more welcoming and comfortable environment where workers, residents and visitors would want to dwell as well as delivering climate resilience measures forming part of the City Climate Action Strategy's Cool Street and Greening Programme.  <b>RAG Status:</b> Green (Green at last report to Committee) <b>Risk Status:</b> Low (Low at last report to committee) <b>Costed Risk Provision Utilised:</b> 0 <b>Final Outturn Cost:</b> £755,303 (including CRP)
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<p><b>2. Next steps and requested decisions</b></p>	<p><b>Requested Decisions:</b></p> <p>Members of the Streets and Walkways Sub Committee are asked to:</p> <ol style="list-style-type: none"> <li>1. Note and approve the content of this outcome report.</li> <li>2. Authorise the Chamberlain's department to return unspent project funds to the Cool Steets and Greening Programme to be reallocated to other projects within the programme (subject to the verification of the final account).</li> <li>3. Approve the revised project budget as set out in Table 2 in Appendix 1.</li> <li>4. Agree to close the project.</li> </ol>
<p><b>3. Key conclusions</b></p>	<ul style="list-style-type: none"> <li>• Works were completed within the approved project budget.</li> <li>• The project delivered an increase in biodiverse planting area, a new rain garden and increased seating leading to a more attractive public realm for residents, workers and visitors alike to spend time and for local organisations to hold outdoor events, including setting-up licensed tables and chairs.</li> <li>• There is an acknowledgement that the overall project programme slipped and reasons are summarised in Section 9: <i>Assessment of project against key milestones</i>.</li> <li>• Once works started on site, the delivery was time efficient thanks to early engagement with suppliers and effective phasing of the works by the Highways Construction Manager. The supply issue of York Stone was addressed early in the project and an alternative sandstone was identified and procured instead to protect the programme delivery.</li> <li>• Close coordination with local occupiers including the Westin Hotel St Paul's, the Mercers' Boutique hotel, Virgin Active, St James' Garlickhythe Church, the Doctors' Surgery and Painters' Hall throughout the design and the phasing of the works led to minimal disruptions to their operations.</li> <li>• The suspension of the disabled bays for the duration of the works on site was undertaken following due process of undertaking an EQIA and alternative parking options communicated effectively with local occupiers. Similarly with the Doctor's bay.</li> <li>• The relocation of the Swan and Barge Master statue was undertaken with utmost care engaging the owners effectively (the Vintners' Livery Company).</li> </ul>



## Main Report

### Design & Delivery Review

<b>4. Design into delivery</b>	<p>The design was developed based on extensive site analysis which helped establish design constraints and considerations early on. The design was adapted to avoid costly utilities' diversions. The existing drainage system was fully investigated and the City's Highways Drainage Manager was engaged in the drainage design of the new scheme, including on how to connect the drainage system of the new rain garden to the existing highways drainage.</p> <p>The existing trees were fully assessed by City Gardens who recommended they be felled to be replaced by new trees due to their poor condition. The assessment of the area beneath the trees indicated an old carriageway construction. It enabled the project team to factor in excavation of this old structure to enable healthier growth of the new trees' roots.</p> <p>Extensive site analysis with the right expertise helped minimise issues during construction.</p>
<b>5. Options appraisal</b>	<p>The design option that was favoured during consultation was the one that was taken to detailed design stage. However, the design was adapted to remove the proposed granite raingarden planter along the carriageway as it would have been too vulnerable to impacts by large delivery vehicles operating in the vicinity. It was also quite costly and would have brought the overall budget above the approved funding allocation.</p> <p>A raised table between Skinners Lane, Little Trinity Lane and Garlick Hill was also included the original preferred design option. However, the TfL funds to deliver this element were not available and so this table was omitted from the works programme.</p> <p>These changes were communicated clearly and in a timely manner to local occupiers and stakeholders and the final design. Excluding the carriageway planter and raised table from the scope (for consideration in future phases) was approved at Gateway 5.</p> <p>Changes in original programme are explained in section 9.</p> <p>Overall, the approved final design was delivered as per agreed specifications, within the budget and programme set at Gateway 5.</p>
<b>6. Procurement route</b>	<ul style="list-style-type: none"> <li>The concept design work was procured through an RFQ (Request for Quotation) in 2018 and four fee proposals were submitted and assessed. The project was subsequently paused.</li> </ul>

	<ul style="list-style-type: none"> <li>• The landscape architect who had been awarded the concept design phase of work in 2018 was appointed through direct award for the detailed design stage following the project being restarted in 2022.</li> <li>• The highways construction technical design was done in-house by our Senior Highways Project Engineer.</li> <li>• The environmental engineer was appointed as a direct award following CoL Procurement Standards for services under £10,000.</li> <li>• The necessary surveys were commissioned through the Highways Team.</li> <li>• The construction works were delivered by the City Highways Term Contractor.</li> <li>• The original artist's company and foundry for the bargemaster statue were appointed through direct award as they had original casts, technical drawings and history of the original installation.</li> <li>• A fine art transport company was appointed through direct award to protect the project's programme. They were needed once it was established that the insurance liability of the foundry was not sufficient during transportation between site and storage.</li> </ul>
<b>7. Skills base</b>	<p>The project team was set-up by the Project Manager to bring together the necessary skills as follows:</p> <ul style="list-style-type: none"> <li>• CoL Senior Highways Designer and Construction Manager;</li> <li>• An externally appointed Landscape Designer with horticultural expertise;</li> <li>• CoL City Gardens Officers</li> <li>• An externally appointed Environmental Engineer to undertake drainage and levels design for the new rain garden</li> <li>• CoL Highways Drainage Manager</li> </ul> <p>An externally appointed art studio to lead on the relocation of the Barge Master and Swan statue.</p> <p>The relevant skills across the team enabled the early identification of constraints and issues to inform the development of the design and avoid issues arising during construction.</p> <p>The project benefitted from having a senior construction manager with a lot of experience and established relationships with suppliers. Due to his expertise and experience, he was able to identify issues early on and act swiftly as well as managing the phasing of the works effectively.</p>
<b>8. Stakeholders</b>	<p><u>Internal Stakeholders:</u></p> <ul style="list-style-type: none"> <li>• CoL Highways</li> </ul>

	<ul style="list-style-type: none"> <li>• CoL City Gardens Tree Officer</li> <li>• CoL City Gardens Horticultural Project Manager</li> <li>• CoL Cleansing</li> <li>• CoL Environmental Resilience Team – Cool Streets and Greening Programme Manager</li> </ul> <p><u>External Stakeholders:</u></p> <ul style="list-style-type: none"> <li>• the Westin Hotel St Paul's</li> <li>• the Mercers' Boutique hotel</li> <li>• Virgin Active</li> <li>• St James' Garlickhythe Church and</li> <li>• the Doctors' Surgery on Garlick Hill</li> <li>• Painters' Hall Livery Company</li> </ul>
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### **Variation Review**

<b>9. Assessment of project against key milestones</b>	<ul style="list-style-type: none"> <li>• Mansion House Stations Environs – Little Trinity Lane Project was initiated in 2018 but was paused following the impact of the pandemic on TfL's overall financial position.</li> <li>• In 2022, the project was included in the City's Cool Streets and Greening Programme and a revised scope was agreed.</li> <li>• Gateway 4 – Detailed Options Appraisal was approved by Committees in September 2023.</li> <li>• It was anticipated that the Gateway 5 report would be submitted in March 2024. However, the design development was impacted by staff resourcing and delayed responses from utilities companies.</li> </ul>
<b>10. Assessment of project against Scope</b>	<p>Some design changes occurred prior to gateway 5 as set out in section 5. These were communicated clearly and in a timely manner to local occupiers and stakeholders.</p> <p>The project was completed within the scope approved at Gateway 5.</p>

<b>11.Risks and issues</b>	<p><b>Final total of CRP used = 0.</b></p> <ul style="list-style-type: none"> <li> <b>Poor health of existing trees on site means that these trees may need to be removed and replaced (R7)</b>  As this risk was identified early, advice and guidance from City Gardens' Arboriculture Project Officer was sought to seek authority to fell the trees. No objections were received. New trees were specified by City Gardens and purchased within allocated budget. No CRP was needed. </li> <li> <b>Programme delays due to sourcing of materials and bespoke items (R6)</b>  This risk occurred. The Supply of York stone was not available due to issues with the quarry. As the risk had been identified early, the project team liaised with the Highways Manager and sourced an alternative stone that met the City's standards. The lead-in times met the project's programme and the revised cost was within budget. There was no impact on the programme or budget therefore no CRP was required. </li> <li> <b>Planting final cost comes in above budget (R10)</b>  Officers had to use additional labour during the hot weather period to ensure the newly planted areas were watered adequately to avoid plant losses. These costs were covered by an underspend in the Works' budget as set out in Table 2. No CRP was required. </li> </ul>
<b>12.Transition to BAU</b>	<p>Transition from the completion of the works to Business As Usual was seamless as workers and visitors and local occupiers alike started to use the space as soon as the works were completed. The Mercers' boutique hotel applied for tables and chairs and the area is used a lot more than prior to the relandscaping.</p> <p>The enhanced environment also makes it easier for highways and cleansing departments to maintain the area.</p> <p>However due to late connection by Thames Water of the Standpipe to the water mains, City Gardens faced challenges to water the new planting during spells of hot weather. Seasonal workers were brought in during this period. The standpipe has since been installed, making the maintenance of the planting easier.</p> <p>Over the next couple of years, the new planting will be reviewed and where there are gaps in the planting, additional plants will be planted. This is covered by the maintenance lumpsum included in the budget and allocated to City Gardens.</p>

### **Value Review**

13. Budget	<table><tr><td>Estimated Outturn Cost (G2)</td><td>Estimated cost (including risk): £350k-£700k Estimated cost (excluding risk): £300k-£600k</td></tr></table>		Estimated Outturn Cost (G2)	Estimated cost (including risk): £350k-£700k Estimated cost (excluding risk): £300k-£600k
	Estimated Outturn Cost (G2)	Estimated cost (including risk): £350k-£700k Estimated cost (excluding risk): £300k-£600k		

	<ul style="list-style-type: none"> <li>• Implemented SuDs to improve surface water management and reduce future flood risk</li> <li>• Improve opportunities and connectivity for biodiversity and deliver the outcomes of the City's Biodiversity Action Plan, by supporting green corridors, planting tree and plant species that are biodiverse.</li> </ul>
<b>16. Key benefits realised</b>	<p>The project has delivered all of benefits that were approved at the previous project gateways.</p> <p>Within the project area, the following were delivered:</p> <ul style="list-style-type: none"> <li>• 5 new benches were introduced providing space for 30 people to sit.</li> <li>• Nine new trees and 50 sqm of planting.</li> <li>• New rain garden draining all surface water across the paved area from the church to the pedestrian bridge.</li> </ul> <p>Additional benefits include the refurbishment of the Barge-Master and Swan Statue which is now a more prominent feature in the public realm.</p>

### **Lessons Learned and Recommendations**

<b>17. Positive reflections</b>	<ul style="list-style-type: none"> <li>• The right mix of skills and experience were included to develop the design and deliver the project.</li> <li>• Close coordination with local occupiers throughout the design development and the phasing of the works led to minimum complaints and disruptions to their operations.</li> <li>• Implementation was time efficient thanks to early engagement with suppliers and effective phasing of the various packages of works by the Highways construction Manager.</li> <li>• It was really beneficial to have an experienced Tree Officer in-house to advise the project team on the health of existing trees, support the project team through newly introduced environmental legislation on felling of trees and to specify new tree species to cope best with the site location and conditions.</li> </ul>
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<b>18.Improvement reflections</b>	<ul style="list-style-type: none"> <li>One of the utility companies was slow to respond to requests for quotations and alterations to their equipment. Fortunately, the project construction manager was able to adapt the works to accommodate this without impacting the budget and programme. Lengthy delays with Thames Water connection to the new standpipe. This led to City Gardens needing to recruit seasonal workers to ensure adequate watering of the newly planted areas for 3 months. This additional cost was not foreseen and was covered using underspend within the budget. Such delay with Thames Water occurred across various project sites and City Gardens have decided going forward on future projects to only undertake planting once Thames Water connections are established.</li> </ul>
<b>19.Sharing best practice</b>	<p>Lessons learned workshops and site monitoring by an external consultant will be undertaken in the autumn. Findings will be disseminated through team meetings and the Enterprise Portfolio Management Office's Knowledge Hub.</p> <p>The project, as part of the Cool Streets and Greening Programme, has been shortlisted for a New London Architecture Award (NLA) under the Public Spaces category. The award aims to recognise new or revitalised spaces in the public realm, from streets and squares to playgrounds and parks, that prioritise blue and green infrastructure, with a focus on biodiversity. The results will be announced on 20<sup>th</sup> November.</p>
<b>20.AOB</b>	None

## Appendices

<b>Appendix 1</b>	Project Coversheet
<b>Appendix 2</b>	Finance Tables
<b>Appendix 3</b>	Pre and post Implementation Pictures

## Contact

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<b>Telephone Number</b>	0207 332 1569

## **Appendix 1: Project Cover Sheet**

### **[1] Ownership & Status**

**UPI:** 11945

**Core Project Name:** Mansion House Station Environs: Little Trinity Lane public realm enhancements (Phase 1)

**Project Manager:** Leila Ben-Hassel

**Definition of need:** The space is proposed to be transformed into a larger and more attractive green public space that is greatly needed in this area, in line with the Climate Action Strategy and Transport Strategy.

The current space is in need of enhancement to improve the setting of St James Garlickhythe Church, improve accessibility and comfort along one of the key routes to the riverside and create a high-quality space for local occupiers (office workers, visitors and residents) to dwell by mitigating the impact of the pollution from Upper Thames St (one of the most polluted streets in the City).

**Expected timeframe for the project delivery:** The originally reported programme has slipped due to TfL funding being withdrawn and additional design work to include climate resilience measures since the project was included in the Cool Streets and Greening Programme. The revised programme is to start on autumn 2024 (estimated 5 month works programme).

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

Programme and scope were reset through the June 2022 Issues Report, following the project being put on hold due to TfL withdrawing project funding. Subsequent delays due to staff absence have also impacted the programme.

The milestones and construction completion on site were met as per the programme set at the last Gateway (Gateway 5).

**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 Proposal’ G2 report**

The total estimated cost was **£350K-£700K** and a budget of £60,000 was approved to reach Gateway 3.

The following streets and spaces were included in scope to be improved:

- Little Trinity Lane, including the green public space adjacent to St James’s Church and the area adjacent to the new Queenhithe hotel development.
- Garlick Hill
- Pedestrian subway signage at Mansion House tube station

The key objectives were defined as follows:

- An accessible and inclusive public realm;
- A more comfortable and pleasant environment (including subways);
- Additional greenery and measures to help mitigate the impact of pollution and noise;
- An enhanced setting for the redevelopments in the area

#### **G3 report (as approved by PSC as part of the Queenhithe and Vintry Area Enhancement Programme December 2018)**

- Total Estimated Cost (excluding risk):

£418,445, funded from a mix of S106 contributions from local developments (amount capped in S106 Prioritisation Report) and TfL (Local Implementation Plan) funding.

- Spend to date: £41,507 (including evaluation costs)
- Costed Risk Against the Project: 0
- CRP Requested: 0
- CRP Drawn Down: 0
- Estimated Programme Dates: To be coordinated with the programme of the neighbouring hotel development (Which was subsequently delayed by the pandemic)
- January to September 2019: Design development
- Nov/Dec 2019 Gateway 4/5 – Authority to Start Work;

- July 2020: start on site – construction works to be phased and coordinated with hotel development programme and connected Globe View Walkway Works.

Through the programme approach, existing City projects in the vicinity and the Queensbridge House Hotel development's timescales would be coordinated with the project. However, the hotel development timescales slipped in 2019 and further in 2020 due to the pandemic. This project was subsequently put on hold in 2020 when TfL funding was withdrawn.

- Scope/Design Change and Impact:

The project aims to deliver an enhanced and enlarged public space at Little Trinity Lane to provide a more welcoming and comfortable environment to transform this currently unattractive and under-utilised public space.

The concept design seeks to exploit and celebrate the most striking components of the space such as the mature trees and church façade as well as introducing more seating and a strongly planted edge to increase greenery and encourage longer dwell time.

Two options were explored and included the same hard landscaping elements with widened footways (incl. relocation of doctor's parking bay), a granite-setted carriageway cutting through a York stone paved pedestrian space and additional seating. The options explored offered different treatments to the southern edge of the space. Option 2 was approved by committees.

The landscape design Option two proposed the introduction of:

- a feature pergola structure to the southern edge of the space providing a framework for climbing plants and creating a semi-perforated wall of greenery and canopy. This would act as a screen and buffer from the adjacent road noise and add important leaf cover to filter air particulates. The planting would also provide seasonal colour as well as shade for the seating.
- integrated feature lighting making the lower level hedging and planting beds would become a more prominent focal point in the space.
- Seating centred around the feature trees and new planting

This design is proposed to be reviewed as part of this Issues' Report to refocus the benefits of the project to align with the City's Climate Action Strategy objectives and the Cool Streets and Greening Programme's requirements.

### Issues report – July 2022

- Total Estimated Cost (excluding risk): £418,445 (set at Gateway 3).
- Spend to date: £81,992 (including evaluation costs for all phases and fee commitments)
- Costed Risk Against the Project: 0
- CRP Requested: 0
- CRP Drawn Down: 0
- Estimated Programme Dates: The project has been on hold since 2020 because of the withdrawal of TfL funding as a result of the pandemic. The previous completion date was late 2020. The revised completion date is summer 2023.
- Scope/Design Change and Impact:

The project aims to deliver an enhanced and enlarged public space at Little The project funding strategy included a mix of S106 and TfL funds.

However, following the impact of the pandemic on TfL's overall financial position and ongoing uncertainty around future funding, £100k of TfL LIP funding was withdrawn from this project, and the project was subsequently put on hold in 2020.

Officers identified some project efficiencies, however the loss of the TfL funds and additional costs as a result of inflation, mean that not all of the planned improvements will be affordable, and the original project objectives will not be met.

Since the Gateway 3 approval, the City has adopted the Climate Action Strategy (CAS) which seeks to introduce more climate resilience measures in the public realm through the implementation of the Cool Streets and Greening Programme (CSG). The CSG programme is a £6.8m programme to be implemented over 4 years.

This site has been identified as a priority project of the Cool Streets and Greening programme as it has great potential to incorporate climate resilience measures due to its location, topography and greening capacity. In February 2022, the Cool Streets and Greening Programme report for Year 2 was approved and this included a funding allocation of £165,000 to widen the scope to deliver climate resilience measures as part of this project. This funding is specific to deliver climate resilience measures and is not able to be used to offset the loss of TfL funding to deliver minor accessibility measures.

#### **Gateway 4 – September 2023**

- Total Estimated Cost (excluding risk): £650k - £780k (for recommended option)
- Spend to date: £120,267 (including evaluation costs for all phases and fee commitments)
- Costed Risk Against the Project: 0
- CRP Requested: 0
- CRP Drawn Down: 0
- Estimated Programme Dates: The project has been on hold since 2020 because of the withdrawal of TfL funding as a result of the pandemic. The previous completion date was late 2020. The revised completion date is summer 2023.

#### Slippage:

##### a. Cost/Scope

- Officers investigated opportunities to include minor accessibility improvements and secured additional TfL funding allocation of £75,000 (subject to the LIP 2024-25 programme report being approved by committees in early 2024).
- Following initial site surveys and analysis, officers identified additional SuDs opportunities which is welcome considering the site's proximity to the City's Flood Risk Area.
- The change in scope to include minor accessibility improvements and additional SuDs (including a carriageway rain garden) has led to the increase of the overall estimated project cost range.
- It is proposed to fund the increase from additional funds from the Cool Streets and Greening Programme (subject to committee approval of the next CSG Programme Update Report) and TfL LIP 2024-25 (subject to committee approval of the next LIP Programme Update Report).

##### b. Programme

- The last reported programme provided an indicative construction start date of Summer 2023. The revised indicative start date is now Spring 2024. This delay was caused by the following 2 factors:
- The project was put on hold as part of the wider corporate projects review in July 2022. Officers were able to resume design work in January 2023.

The programme was further impacted by additional design work related to the additional scope referenced above (minor accessibility enhancements and additional SuDs).

### **Cool Streets and Greening Programme update report – May 2024**

The project funding strategy has been amended since the Gateway 4 report was approved in September 2023. The Streets and Walkways Sub-Committee agreed the following recommendation in May 2024 as part of the Cool Streets and Greening Programme report:

- *Agree the increase in the Cool Streets and Greening allocation for the Little Trinity Lane project of £150,000 to replace S106 funds that are no longer available and fund additional planting, utility works and the costed risk provision.*

Members also approved the following recommendations as part of this report:

*Delegate approval and drawdown of the Costed Risk Provision for the projects in the programme to the Chief Officer if one is sought at Gateway 5.*

### **Gateway 5 – July 2024**

Total Estimated Cost (excluding risk): £780k

Spend to date: £159,284. This includes design development for other projects as part of the Queenhithe and Vintry programme.

Costed Risk Against the Project: 0

CRP Requested: 0

CRP Drawn Down: 0

Estimated Programme Dates:

- Finalise construction package (July 2024)
- Mobilisation of Main Contractor (August-October 2024)
- Felling of trees in poor health (October 2024)
- Works start on site (November 2024)
- Works end on site (April 2025)
- Gateway 6 (July 2025)

### **Gateway 6 – August 2025**

Total Estimated Cost (excluding risk): £755,303

Spend to date: £755,303. This includes design development for other projects as part of the Queenhithe and Vintry programme.

Costed Risk Against the Project: 0

CRP Requested: 0

CRP Drawn Down: 0

Programme: the project was completed as per the programme set at the last gateway.

Appendix 2 – Risk Register

City of London: Projects Procedure Corporate Risks Register

Project name: Mansion House Station Environs - Little Trinity Lane

Unique project identifier: 11945

Total est cost (exc risk) £780000

PM's overall risk rating	Medium	Corporate Risk Matrix score table			
		Minor impact	Serious impact	Major impact	Extreme impact
	Avg risk pre-mitigation 0.0	Likely 4	8	16	32
	Avg risk post-mitigation 0.0	Possible 3	6	12	24
	Red risks (open) 0	Unlikely 2	4	8	16
Amber risks (open) 0		Rare 1	2	4	8
Green risks (open) 0					

Costed risks identified (All)	£160,000.00	21%	Costed risk as % of total estimated cost of project
Costed risk pre-mitigation (open)	£0.00	0%	
Costed risk post-mitigation (open)	£0.00	0%	
Costed Risk Provision requested	£60,000.00	8%	CRP as % of total estimated cost of project

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

Issues (open)	1	Open Issues	Extreme	Major	Serious	Minor
			0	0	1	0
All Issues	1	All Issues	0	0	1	0
Cost to resolve all issues (on completion)		£0.00	Total CRP used to date		£0.00	

City of London: Projects Procedure Corporate Risks Register

Project Name:			Mansion House Station Environs - Little Trinity Lane				PM's overall risk rating:		Medium		CRP requested this gateway		£ 60,000		Average unmitigated risk		0.0		Open Risks		0				
Unique project identifier:			11945				Total estimated cost (exc risk):		£ 780,000		Total CRP used to date		£ -		Average mitigated		0.0		Closed Risks		11				
General risk classification										Mitigation actions										Ownership & Action					
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/Realised & moved to test	Comment(s)		
R2	4	(2) Financial	Archaeological finds	This would require a watching brief and impact cost and lengthen the programme	Unlikely	Minor	2				the works will not be in depth so the risk is minor of finding archaeology. A fee allocation for a possible watching brief will be included in the Gateway 5 budget.		Unlikely	Minor		2	£0.00		15/08/2023	Gill Howard	Laila Ben-Hassoul	31/01/2025			
R3	4	(1) Compliance/Regulatory	Objections to the statutory consultation on the traffic orders to move the Doctor's Bay by a few metres westbound.	This risk is low as the relocation is only a few metres and officers have identified the interested party to engage with and have	Unlikely	Minor	2				Engagement with the Doctor's practice and local occupiers to highlight the benefits of the minor relocation of the Dr's bay.		Unlikely	Minor		2	£0.00		15/08/2023	Gill Howard	Laila Ben-Hassoul	31/01/2025	Relevant only for Phase 2		
R4	4	(2) Financial	Utility issues lead to increased costs and impact scope of works	would impact on budget, design scope and programme	Possible	Major	12	£60,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	A radar survey, Utility C4 enquiries and trial holes in several locations have been undertaken. These surveys have informed the design development and minor layout changes have been undertaken to minimise conflict with utilities. However once excavation works start, there is a possibility that further utility issues arise.		Unlikely	Serious	£30,000.00	4	£0.00		15/08/2023	Gill Howard	Laila Ben-Hassoul	28/02/2025	The £30K CRP allowance would cover fees, works and staff costs relating to engagement with utility companies and possible additional work on the design and/or on site		
R5	4	(2) Financial	Cost escalation due to variable material costs	increase cost of materials impact the project's budget	Possible	Serious	6	£30,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	The City's term contractor has a list of preferred suppliers; if some prices seem too expensive, they would seek various quotes to ensure competitive prices are secured - risk will be monitored closely with Term Contractor. Choice of materials or minor design changes would also be considered to keep costs down.		Possible	Minor	£10,000.00	3	£0.00		15/08/2023	Gill Howard	Laila Ben-Hassoul	31/03/2025	The £10K would cover additional costs down to standing down gangs and maintaining the site secure during the delayed works on site.		
R6	4	(2) Financial	Programme delays due to sourcing of materials and bespoke items	Programme delays due to sourcing of materials incurs leading to cost increase (additional prelims / labour costs / staff costs)	Possible	Serious	6	£30,000.00	Y - for costed impact post-mitigation	B - Fairly Confident	This is out of the City's control. However, the project team will identify and engage with suppliers as early as possible as well as ensuring multiple quotes are explored to ensure value for money.		Unlikely	Minor	£5,000.00	2	£0.00		15/08/2023	Gill Howard	Laila Ben-Hassoul	28/02/2025	The £5K would cover additional costs down to standing down gangs and maintaining the site secure during the delayed works on site.		
R7	4	(3) Environmental	Poor health of existing trees on site means that these trees may need to be removed and replaced	budget impact mostly	Possible	Minor	3	£0.00			Officers commissioned a tree survey and City Gardeners will undertake an assessment - any trees that need to be replaced will be budgeted for in the implementation budget	£0.00	Possible	Minor	£0.00	3	£0.00		15/08/2023	Gill Howard	Laila Ben-Hassoul	15/01/2025			



City of London: Projects Procedure Corporate Risks Register

Project Name:			Mansion House Station Environs - Little Trinity Lane				PM's overall risk rating:		Medium		CRP requested this gateway		£ 60,000		Average unmitigated risk		0.0		Open Risks		0		
Unique project identifier:			11945				Total estimated cost (exc risk):		£ 780,000		Total CRP used to date		£ -		Average mitigated		0.0		Closed Risks		11		
General risk classification											Mitigation actions					Ownership & Action							
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR/Realised & moved to Issue	Comment(s)
R8	4	(10) Physical	Unknown structural condition of the planter retaining wall may impact re-planting scope opportunities	this would impact the design scope and the delivery of benefits (e.g. greater amount of biodiversity planting)	Possible	Major	12	£30,000.00	Y - for costed impact post mitigation	B - Fairly Confident	Officers have undertaken surveys and		Possible	Minor	£10,000.00	3	£0.00		15/08/2023	Gill Howard	Leila Bea-Hazell	15/12/2024	The £10K would cover additional costs down to standing down gangs and maintaining the site secure during the delayed works on site.
R9	5	(5) H&S/vibration	Excavation of existing planter and planting could be classed as working at height in the section along Upper Thames St where the wall is higher	the right method statement needs to be adhered to in order to ensure safety at all times throughout the works.	Unlikely	Major	8	£0.00			The CDM Manager and Construction Manager have been notified and they will be engaging with the Main Contractor to develop the appropriate Method Statement and ensure risk assessments are undertaken prior to any works at height starting on site	£0.00	Rare	Major	£0.00	4	£0.00		30/04/2024	Gill Howard	Leila Bea-Hazell	15/12/2024	
R10	5	(2) Financial	Planting final cost comes in above budget.	The planting Plan has been designed - the detailed planting schedule will produced at the next stage and the final planting cost may come in higher due to inflation and import costs.	Possible	Serious	6	£10,000.00	Y - for costed impact post mitigation	B - Fairly Confident	Officers have based their planting budget based on other comparable schemes and a draft high-level estimate from City Gardens. If the final cost comes in higher, the planting scheme will be adapted to fit within allocated budget.	£0.00	Unlikely	Minor	£5,000.00	2	£0.00		01/07/2024	Gill Howard	Leila Bea-Hazell	31/03/2025	The £5K would cover additional planting costs
R11	5	(3) Reputation	Noise complaints	The site is close to hotels, offices and the Church. Complaints may be received.	Possible	Serious	6	£0.00			All occupants will be engaged on the agreed works time and development of the works phasing plan to ensure impact on events is kept to minimum and working hours will be communicated effectively through FMC Communication Liaison to minimise risks of noise complaints.	£0.00			£0.00		£0.00			Gill Howard	Leila Bea-Hazell	30/04/2025	

### Appendix 3 – Finance tables

- **Table 1: Expenditure to date: Mansion House Station Public Realm Improvements - 16100384**

Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	72,000	66,831	5,169
Legal Staff Costs	600	524	76
Open Spaces Staff Costs	6,500	6,809	(309)
P&T Staff Costs	118,550	109,285	9,265
P&T Fees	88,350	78,677	9,673
Env Servs Works	374,000	370,966	3,034
Open Spaces Works	40,000	42,973	(2,973)
Cost Risk Provision	60,000	-	60,000
Open Spaces Maintenance	80,000	80,000	-
<b>TOTAL</b>	<b>840,000</b>	<b>756,065</b>	<b>83,935</b>

- **Table 2: Table 2: Revised Budgets: Mansion House Station Public Realm Improvements - 16100384**

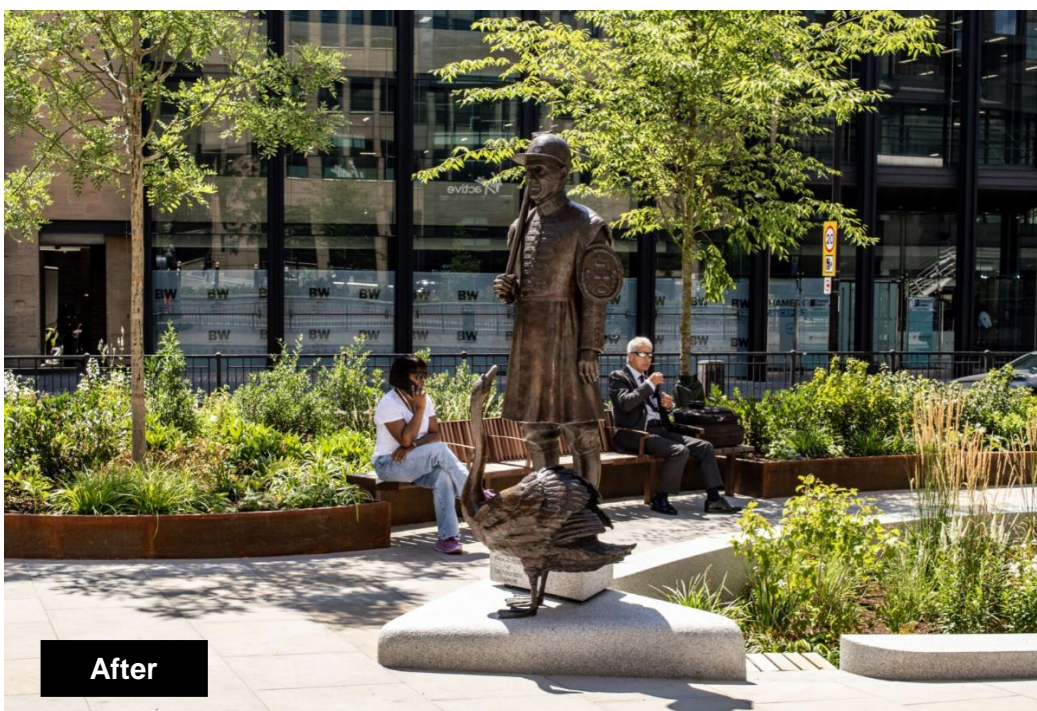
Description	Approved Budget (£)	Adjustments (£)	Balance (£)
Env Servs Staff Costs	72,000	(309)	71,691
Legal Staff Costs	600	-	600
Open Spaces Staff Costs	6,500	309	6,809
P&T Staff Costs	118,550	-	118,550
P&T Fees	88,350	-	88,350
Env Servs Works	374,000	(2,973)	371,027
Open Spaces Works	40,000	2,973	42,973
Cost Risk Provision	60,000	-	60,000
Open Spaces Maintenance	80,000	-	80,000
<b>TOTAL</b>	<b>840,000</b>	<b>-</b>	<b>840,000</b>

- **Funding strategy:**

<b>Funding Source</b>	<b>Funding Allocation (£)</b>
TfL - LIP 2017/18	14,425
TfL - LIP 2018/19	45,053
TfL - LIP 2019/20	7,487
TfL - LIP 2022/23	25,000
S106 - 39-53 Cannon Street - LCE	121,090
S106 - 39-53 Cannon Street - Transport	21,350
S106 - Bucklersbury House - LCE	100,900
OSPR - CAS Cool Streets & Greening	504,695
<b>TOTAL</b>	<b>840,000</b>

## Appendix 4 – pre and post-implementation visuals

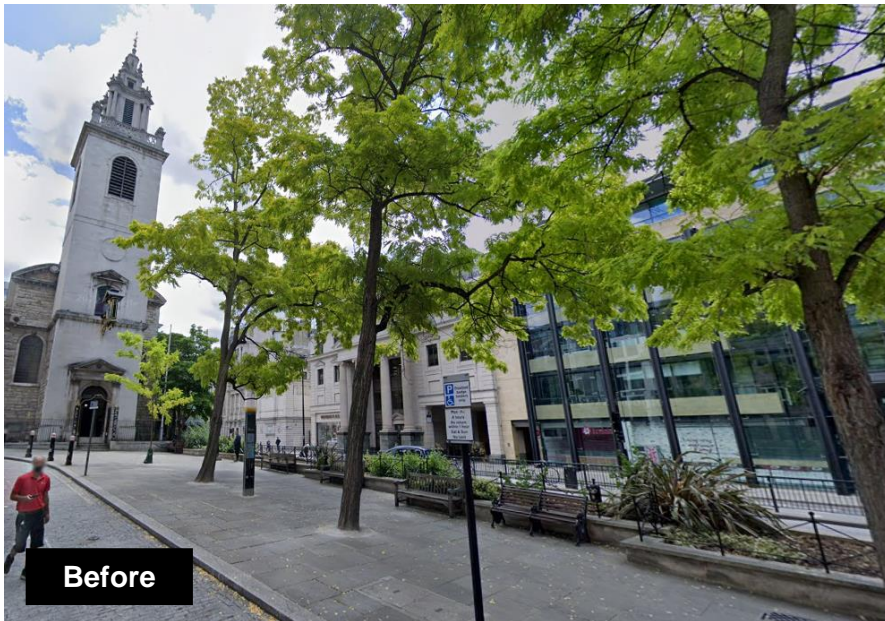
View towards Upper Thames Street:



Transformed area with CorTen edge planter with new trees and new accessible benches; new rain garden with granite kerbs and the Barge Master and Swan statue in a more prominent location.



**View towards St James Garlickhythe Church:**





After (2)

<b>Committees:</b> Streets and Walkways Sub [for decision] Projects and Procurement Sub [for information]	<b>Dates:</b> 16 September 2025 14 October 2025
<b>Subject:</b> 150 Aldersgate Street Section 278  <b>Unique Project Identifier:</b> 12348	<b>Gateway 6:</b> <b>Outcome Report</b> Light
<b>Report of:</b> Executive Director Environment Choose an item. <b>Report Author:</b> Stephen Oliver	<b>For Information</b>
<b>PUBLIC</b>	

## Summary

<b>1. Status update</b>	<b>Project Description:</b> Section 278 highways works including resurfacing in York stone and associated works in the vicinity of the development at 150 Aldersgate Street.  <b>RAG Status:</b> Green (Green at last report to Committee) <b>Risk Status:</b> Low (Low at last report to committee) <b>Costed Risk Provision Utilised:</b> £0 <b>Final Outturn Cost:</b> £121,717
<b>2. Next steps and requested decisions</b>	<b>Requested Decisions:</b> Members are requested to: <ol style="list-style-type: none"> <li>1 Note the contents of this report.</li> <li>2 Authorise return of unused funds to the developer, including any accrued interest as per the Section 278 agreement once the final accounts for these projects are completed.</li> <li>3 Agree to close this project.</li> </ol>

v.April 2019



<b>3 Key conclusions</b>	<p>3.1 The project was delivered within its budget (as at Gateway 5), and in line with its main objectives to:</p> <ul style="list-style-type: none"> <li>• Upgrade existing paving on Aldersgate Street and Braidwood Passage in keeping with adjoining areas.</li> <li>• An improved public realm making the City a more attractive place.</li> <li>• Meet the needs and objectives of the developer.</li> </ul>
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## **Main Report**

### **Design & Delivery Review**

<b>4 Design into delivery</b>	<p>4.1 Prior to the S278 works and the redevelopment of 150 Aldersgate Street the pavement on the western side of Aldersgate Street was predominantly York stone. The exception was a section in front of 150 Aldersgate Street which was surfaced in mastic.</p> <p>4.2 Braidwood Passage is a laneway between Aldersgate Street and Cloth Street. Existing paving on this laneway was removed by the developers to enable new services to be laid to the building.</p> <p>4.3 The S278 works re-laid paving in York stone on both Aldersgate Street and Braidwood Passage and achieved an overall upgrade to the public realm. Braidwood Passage has particularly been made more attractive as the developers have cladded a wall in high quality tiling and new lighting.</p>
<b>5 Options appraisal</b>	<p>5.1 The completed project delivered the original objectives by making improvements to the public realm around the new development.</p>
<b>6 Procurement route</b>	<p>6.1 The construction package was prepared in-house by the Highway Engineer and work on site was undertaken by the City's term contractor FM Conway.</p>
<b>7 Skills base</b>	<p>7.1 The project team had the necessary skills, knowledge and experience to manage delivery of this project.</p>
<b>8 Stakeholders</b>	<p>8.1 The project was delivered in close liaison with the developer to ensure the proposals met their needs as far as possible.</p>

### **Variation Review**

v.April 2019



<b>9 Assessment of project against key milestones</b>	9.1 The developers programme slipped by five months and this impacted on FM Conways' programme for repaving Braidwood Passage. Instead of delivering the works in two phases FM Conway implemented the works in one phase once the areas to be paved were available.
<b>10 Assessment of project against Scope</b>	10.1. The project scope identified at Gateway 5 was completed in full. This was <ul style="list-style-type: none"> <li>• Aldersgate Street and Braidwood Passage re-laid in York stone and remedial repairs to Cloth Street.</li> </ul>
<b>11 Risks and issues</b>	<p>11.1 Two identified risks occurred:</p> <ul style="list-style-type: none"> <li>• "Delays to works due to late release of highway by developer".</li> </ul> <p>At G5 a programme was agreed with the developers for FM Conway to deliver the works in two phases with the Braidwood Passage improvements implemented in April 2024 and Aldersgate Street in September 2024. Braidwood Passage was released by the developers after Aldersgate Street. With Braidwood Passage unavailable FM Conway could only implement the works in one phase starting in October 2024.</p> <ul style="list-style-type: none"> <li>• "Unforeseen technical and/or engineering issues identified".</li> </ul> <p>Some of the developers' thresholds on Braidwood Passage were incorrect and therefore some paving had to be lifted and re-laid by FM Conway. There were sufficient funds in the budget to fund the additional works, and no costed risk was utilised. Bespoke tiling has been installed on Braidwood Passage.</p> <p>Not until a sample was produced near to when the Braidwood Passage was due to be resurfaced did the project team realise that the tiling was three dimensional and the laying of the York stone paving would be more complicated with additional cuts.</p>
<b>12 Transition to BAU</b>	12.1 From completion of the works the delivered project is now managed through normal highway maintenance activities. A commuted sum has been retained for future maintenance.

## Value Review

13 Budget	<i>Estimated Outturn Cost (G2)</i>		Estimated cost £150,000 to £750,000 (including risk):
		<i>At Authority to Start work (G5)</i>	<i>Final Outturn Cost</i>
	<i>Fees</i>	£15,250	£0
	<i>Staff Costs</i>	£52,283	£40,077
	<i>Works</i>	£81639	£81639
	<i>Cost Risk Provision</i>	£19,250	£0
	<i>Total</i>	£168,422	£121,717
The final costings are yet to be ratified for staff costs. An agreed commuted sum will be retained from the remaining funds.			
14 Assessment of project against SMART objectives	14.1 The project delivered against the objectives to prioritise people walking and wheeling by delivering a high-quality pedestrian environment.		
15 Key benefits realised	15.1 Key benefits outlined in the Gateway 2 reports were realised, with the schemes meeting the needs of the new development and providing enhanced public realm around the development.		

## Lessons Learned and Recommendations

<b>16 Positive reflections</b>	16.1 A good working relationship and open communication between the project team and the developers once the site became available.
<b>17 Improvement reflections</b>	<p>17.1 The developer should have been more forthcoming with their programme slippage. The tiles installed on Braidwood Passage was an unforeseen issue. The extent of the three-dimensional nature of the bespoke tiles was not realised until a sample was shown to the project team and the implications for laying the York stone paving. A solution was however agreed between the developers and the project team, and the finished quality and budget were not impacted.</p> <p>17.2 Both of these issues can partly be attributed to the developers changing their representative the project team dealt with in the S278 negotiations up to G5.</p>
<b>18 Sharing best practice</b>	18.1 Information will be disseminated through the project staff and the department.

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### **Appendices**

<b>Appendix 1</b>	Project Coversheet
<b>Appendix 2</b>	Risk Register
<b>Appendix 3</b>	Finance Table
<b>Appendix 4</b>	Photographs before and after

### **Contact**

<b>Report Author</b>	Stephen Oliver
<b>Email Address</b>	Stephen.oliver@cityoflondon.gov.uk
<b>Telephone Number</b>	

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# Project Coversheet

## [1] Ownership & Status

### UPI:

**Core Project Name:** 150 Aldersgate Street S278

**Programme Affiliation** (if applicable):

**Project Manager:** Stephen Oliver

**Definition of need:** Under the Section 106 Agreement the developer is obligated to fund the required works on the public highway to mitigate the impacts as a result of the new development.

The works will make public realm improvements to Aldersgate Street and Braidwood Passage.

### Key measures of success:

- Improved public realm surrounding the development to help create an attractive environment that aligns well with other nearby schemes and relevant local strategies.
- Helps to promote pedestrian priority in the street and activating an existing public space by increasing passive security.
- Facilitates the development's operational requirements.

**Expected timeframe for the project delivery:** Q3 25-26 to Q4 25-26

### Key Milestones:

- January 2024 S278 agreement signed and fees received.
- March/April 2024 Braidwood Passage repaving.
- September 2024 Aldersgate Street repaving.
- September 2024 Cloth Street and Braidwood Place snagging and remedial works.

**Are we on track for completing the project against the expected timeframe for project delivery?** Yes at G5

**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:

Existing paving on Braidwood Passage that was originally going to be retained had to be re-laid due to a level issue created by the developer.

### 'Project Briefing' G1 report (as approved by Chief Officer 26/09/23:

Total Estimated Cost (excluding risk):

Lower Range estimate: £150,000

- Upper Range estimate: £750,000
- Costed Risk Against the Project:
- Estimated Programme Dates:

*Scope/Design Change and Impact:*

**'Project Proposal' G2 report (as approved by PSC xx/yy/zz): No report required**

- Total Estimated Cost (excluding risk):
- Resources to reach next Gateway (excluding risk)

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- Spend to date:
- Costed Risk Against the Project:
- CRP Requested:
- CRP Drawn Down:
- Estimated Programme Dates: Q3 25-26 to Q4 25-26

*Scope/Design Change and Impact:*

**‘Options Appraisal and Design’ G3-4 report No report required**

- Total Estimated Cost (excluding risk):
- Resources to reach next Gateway (excluding risk)
- Spend to date:
- Costed Risk Against the Project:
- CRP Requested:
- CRP Drawn Down:
- Estimated Programme Dates:

*Scope/Design Change and Impact:*

**‘Authority to start Work’ G5 report (as approved by Delegated Authority 17 January 2024**

**);**

- Total Estimated Cost (excluding risk): £158,233
- Resources to reach next Gateway (excluding risk) £108,233
- Spend to date: £7,524
- Costed Risk Against the Project: £19,250
- CRP Requested: 0
- CRP Drawn Down:
- Estimated Programme Dates:

The Planning Committee Report of 17/11/20 in respect of the 150 Aldersgate Street development noted that improvements could be made to Bartholmew Place “as an aspirational part of the scheme and long-term ambition subject to land ownership considerations” but only if it was adopted prior to the signing of the S.278 Agreement. Investigations into the ownership of Bartholmew Place indicate that the area is in multiple private ownerships and some parcels have no registered ownership. Highways have confirmed that they do not want to adopt the space and see no public benefit in doing so. For these reasons Bartholmew Place has not been included as part of the Section 278 improvements.

**Total anticipated on-going commitment post-delivery: A commuted sum of £9,061 has been included.**



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**City of London: Projects Procedure Corporate Risks Register**

Project name: 150 Aldersgate Street S278

Unique project identifier: PV12362

Total est cost (exc risk) £149172

PM's overall risk rating

Medium
3.8
3.9
0
3
6

Avg risk pre-mitigation

Avg risk post-mitigation

Red risks (open)

Amber risks (open)

Green risks (open)

Corporate Risk Matrix score table

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

Costed risks identified (All)

£19,250.00	13%
£19,250.00	13%
£0.00	0%
£0.00	0%

Costed risk as % of total estimated cost of project

" "

" "

Costed risk pre-mitigation (open)

Costed risk post-mitigation (open)

Costed Risk Provision requested

CRP as % of total estimated cost of project

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

Number of Open Risks	Avg Score	Costed impact	Red	Amber	Green
0	0.0	£0.00	0	0	0
3	5.0	£19,250.00	0	2	1
2	2.0	£0.00	0	0	2
2	5.0	£0.00	0	1	1
1	2.0	£0.00	0	0	1
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0
1	3.0	£0.00	0	0	1
0	0.0	£0.00	0	0	0
0	0.0	£0.00	0	0	0

Issues (open)

0
0

All Issues

Open Issues

All Issues

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

 Cost to resolve all issues  
(on completion)

£0.00

Total CRP used to date

£0.00

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City of London: Projects Procedure Corporate Risks Register

Project Name:			150 Aldersgate Street S278					PM's overall risk rating:			Medium		CRP requested this gateway				Average unmitigated risk		3.8		Open Risks		9		
Unique project identifier:			PV12362		Total estimated cost (exc risk):					£		149,172		Total CRP used to date		£ -		Average mitigated risk score		3.9		Closed Risks		0	
General risk classification																				Ownership & Action					
Risk ID	Gateway	Category	Description of the Risk	Risk Impact Description	Likelihood Classification pre-mitigation	Impact Classification pre-mitigation	Risk score	Costed Impact pre-mitigation (£)	Costed Risk Provision requested Y/N	Confidence in the estimation	Mitigating actions	Mitigation cost (£)	Likelihood Classification post-mitigation	Impact Classification post-mitigation	Costed Impact post-mitigation (£)	Post-Mitigation risk score	CRP used to date	Use of CRP	Date raised	Named Departmental Risk Manager/Coordinator	Risk owner (Named Officer or External Party)	Date Closed OR Realised & moved to issues	Comment(s)		
R1	5	(2) Financial	GATE 1 to 5 - Delays to works due to late release of highway by developer, COVID 19 restrictions, Brexit impacts or other external events 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 * Increased costs	Possible	Minor	3	£5,000.00	Y - for mitigation costs	B – Fairly Confident	* Budget and programme slack to account for likely low impact events	£5,000.00	Possible	Minor	£0.00	3	£0.00		08/02/2023	Gillian Waring	Stephen Oliver		Regular contact with the developers has not indicated any programme issues at present. The works are phased for 2 periods which will allow some flexibility.		
R2	5	(3) Reputation	GATE 1 TO 6 - Issues or delays in any required consents such as Permits 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, IL, etc; its likely the project may suffer from some form of unplanned delay, additional work and/or costs.	Rare	Minor	1	£0.00	N	A – Very Confident	* Good pre-planning and continually monitor & update throughout the project.	£0.00	Possible	Minor	£0.00	3	£0.00		08/02/2023	Gillian Waring	Stephen Oliver		Highway permits restricted to suspending bus stop and parking bay.		
R3	5	(3) Reputation	GATE 1 TO 6 - issue(s) with external engagement and buy-in lead to project delays; increased costs	Further time and therefore resource may be required if planned engagement work with local external stakeholders didn't go as planned	Possible	Minor	3	£0.00	N	A – Very Confident	* Early identification and engagement with key stakeholders.	£0.00	Possible	Minor	£0.00	3	£0.00		08/02/2023	Gillian Waring	Stephen Oliver		Main stakeholder is the developer		
R4	5	(4) Contractual/Partnership	GATE 1 TO 6 - Project supplier delays, productivity or resource issues impacts negatively on project delivery	Lack of supplier delivery results in delays to overall project programme, leading to the need for alternative arrangements to be put in place. This may require an additional resource.	Possible	Serious	6	£0.00	N	B – Fairly Confident	* Arrange early construction planning meetings with Conways to ensure that adequate resources are made available for construction phase. * Regular and on-going liaison between building contractor and highway contractor to ensure works areas are released as per programme	£0.00	Possible	Serious	£0.00	6	£0.00		08/02/2023	Gillian Waring	Stephen Oliver		Highways are aware of project and programme.		
R5	5	(2) Financial	GATE 1 TO 4 - Inaccurate or incomplete project estimates, including Boxers changes leads to budget increases.	An inaccurate budget estimate that leads to additional funding and/or time resource could lead to design changes/scope creep. More specifically, inflationary amounts predetermined earlier in a project may be found to be insufficient and require extra funding to cover any shortfall.	Possible	Serious	6	£0.00	N	B – Fairly Confident	* Monitor for scope creep * Regular catch-ups with term contractor to review costs during construction.	£0.00	Possible	Serious	£0.00	6	£0.00		08/02/2023	Gillian Waring	Stephen Oliver		Highways have factored in a Boxer increase to costs.		
R6	5	(2) Financial	GATE 1 TO 5 - Utility and utility survey issues lead to increased costs/ scope of works	At the earlier stages of a project, utility estimates are based on professional assessments as many utilities are hidden below ground at this stage. During construction when excavation starts, unidentified issues with required utility companies could result in extra resources being required.	Possible	Serious	6	£14,250.00	Y - for mitigation costs	B – Fairly Confident	* Work with design engineers to work out an appropriate sums to cover utility delays or on-site discoveries. If possible, offer designs to avoid costly utility works i.e. move tree pit locations to avoid utilities.	£14,250.00	Possible	Serious	£0.00	6	£0.00		08/02/2023	Gillian Waring	Stephen Oliver		Braidwood Passage will have had new services laid before the site is taken over by Conway.		
R7	5	(4) Contractual/Partnership	GATE 1 TO 6 - 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	Serious	4	£0.00	N	A – Very Confident	* Include regular meetings with the developer and local stakeholders * Include some slack in the programme to absorb low-level delays	£0.00	Unlikely	Serious	£0.00	4	£0.00		08/02/2023	Gillian Waring	Stephen Oliver				
R8	5	(8) Technology	GATE 5 - Unforeseen technical and/or engineering issues identified	Late identification of any engineering or technical issues may disrupt construction phase resulting in additional costs.	Possible	Minor	3	£0.00	N	B – Fairly Confident	* Undertake standard topo. and utility surveys * Consider trial holes if required * Site visits during development's construction	£0.00	Unlikely	Minor	£0.00	2	£0.00		08/02/2023	Gillian Waring	Stephen Oliver				
R9	5	(5) H&S/Wellbeing	GATE 5 - Accident during construction impacts on project delivery and/or costs	If an accident occurs on the construction site delays are likely to occur.	Rare	Serious	2	£0.00	N	A – Very Confident	Regular review of H&S paperwork to ensure it is up to date. Schedule regular site visits with the Principal Designer if considered necessary.	£0.00	Rare	Serious	£0.00	2	£0.00		08/02/2023	Gillian Waring	Stephen Oliver				
R11								£0.00				£0.00			£0.00		£0.00								
R12								£0.00				£0.00			£0.00		£0.00								
R13								£0.00				£0.00			£0.00		£0.00								
R14								£0.00				£0.00			£0.00		£0.00								
R15								£0.00				£0.00			£0.00		£0.00								
R16								£0.00				£0.00			£0.00		£0.00								
R17								£0.00				£0.00			£0.00		£0.00								
R18								£0.00				£0.00			£0.00		£0.00								
R19								£0.00				£0.00			£0.00		£0.00								
R20								£0.00				£0.00			£0.00		£0.00								
R21								£0.00				£0.00			£0.00		£0.00								
R22								£0.00				£0.00			£0.00		£0.00								
R23								£0.00				£0.00			£0.00		£0.00								
R24								£0.00				£0.00			£0.00		£0.00								



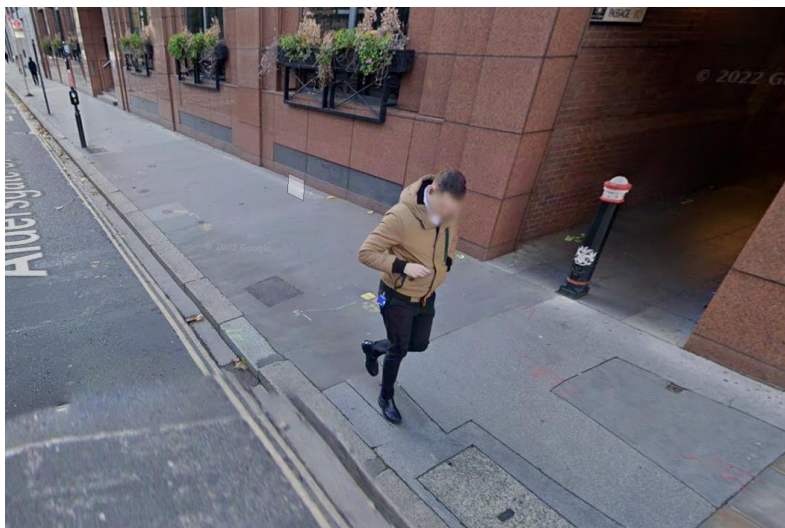
### Appendix 3

<b>Expenditure to Date: 150 Aldersgate Street</b>			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	28,041	27,490	551
P&T Staff Costs	24,242	14,498	9,744
P&T Fees	15,250		15,250
Env Servs Works	81,639	81,639	0
Cost Risk Provision	19,250		19,250
<b>Total</b>	<b>168,422</b>	<b>123,626</b>	<b>44,796</b>

Commuted maintenance to be retained of £9,061 to be retained from the final account.

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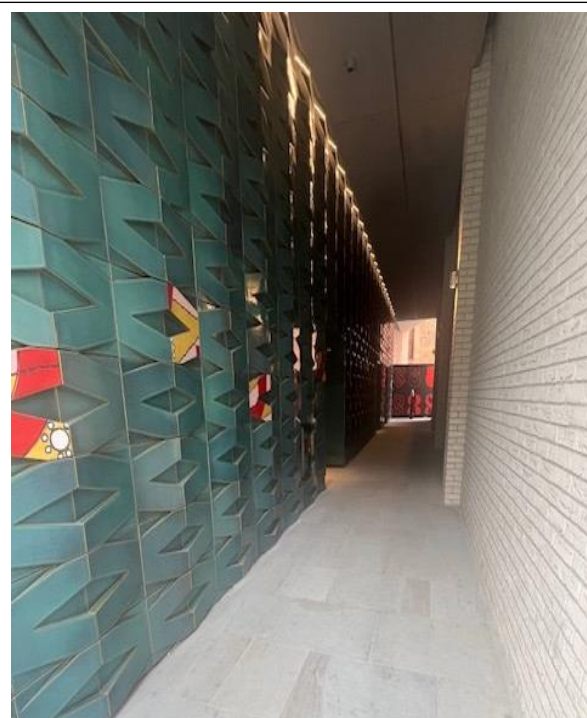
## Appendix 4



150 Aldersgate Street  
looking south

Left - before

Below- After



Above Braidwood Passage  
after the improvements.

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<b>Committees:</b> Streets and Walkways Sub-Committee - for decision Projects and Procurement Sub-Committee – for information	<b>Dates:</b> 16 September 2025 14 October 2025
<b>Subject:</b> 16 Old Bailey - Section 278 highway works  <b>Unique Project Identifier:</b> N/A	<b>Gateway 6:</b> <b>Outcome Report</b> Light
<b>Report of:</b> Executive Director Environment  <b>Report Author:</b> George Wright, Project Manager, Policy and Projects, City Operations	<b>For Information</b>
<h2>PUBLIC</h2>	

### Summary

<b>1. Status update</b>	<b>Project Description:</b> Section 278 highway works in the vicinity of the re-development at 16 Old Bailey, comprising new Yorkstone paving, granite setts, street nameplates, clutter removal and the introduction of a Restricted Parking Zone on Bishop's Court.  <b>RAG Status:</b> Green  <b>Risk Status:</b> Low  <b>Costed Risk Provision Utilised:</b> N/A  <b>Final Outturn Cost:</b> £168k
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<b>2. Next steps and requested decisions</b>	<b>Requested Decisions:</b> Members of Streets & Walkways Sub Committee are asked to: <ul style="list-style-type: none"> <li>• Approve the content of this Outcome Report and agree for the Project to be closed</li> <li>• Approve the return of funds remaining unspent from the Section 278 Works Payment (along with any accrued interest) to be returned to the developer</li> </ul>
<b>3. Key conclusions</b>	This was a small project that has been completed within budget. The highway works to the south and east of the site were completed as planned but the scope of work to the north of the site was delayed due to the refurbishment of the neighbouring building at 15 Old Bailey.

### **Main Report**

#### **Design & Delivery Review**

<b>4. Design into delivery</b>	Detailed construction designs were prepared by the City's highways team. Construction was undertaken by the City's highways term contractor and managed in-house by members of the City Transportation and Highways team.
<b>5. Options appraisal</b>	There was only one design option prepared.
<b>6. Procurement route</b>	Detailed designs were prepared by the City's highways team. The City's highways term contractors undertook construction works.
<b>7. Skills base</b>	The project team had the required resources, skills, knowledge, and experience to deliver the project.
<b>8. Stakeholders</b>	Engagement took place with local businesses during the construction phase. There were project review meetings with the developer's team and this enabled issues and queries to be dealt with in a timely and effective manner.

9. Assessment of project against key milestones	G5 report start date	Actual start date	
	February 2021	February 2021	
	G5 completion date (1 <sup>st</sup> phase)	Actual completion date	
	September 2021	September 2021	
	The first phase of the works (approx. 80%) were completed as per the programme outlined in the Gateway 5 report. Completion of the remaining 20% of work was then delayed by over two years due to the refurbishment of the neighbouring site at 15 Old Bailey. This highway works were finally completed in June 2025.		
10. Assessment of project against Scope	The project was delivered to the agreed scope.		
11. Risks and issues	All identified risks as part of the risk register exercise did not occur. The issue of the refurbishment of the neighbouring site at 15 Old Bailey and subsequent delays was not identified at Gateway 5. This did result in a substantial delay to final completion of the project.		
12. Transition to BAU	Following completion of the works, the delivered project is now managed through normal highway maintenance activities.		

## Value Review

<b>13. Budget</b>	<b>Item</b>	<b>At Gateway 5</b>	<b>Actual cost at Gateway 6</b>	
	Staff costs	£50,398	42,263	
	Utilities	£29,641	26,860	
	Fees	£5,454	5,300	
	Highway works	£127,603	93,944	
	Costed risk	£11,078	0	
	<b>Total</b>	<b>224,174</b>	<b>168,367</b>	
	<p>There is approximately £55k to be returned to the developer</p> <p><b>Please confirm whether or not the Final Account for this project has been verified.* No</b></p>			
<b>14. Investment</b>	N/A			
<b>15. Assessment of project against SMART objectives</b>	<ol style="list-style-type: none"> <li>1. Meeting the needs of the developer</li> <li>2. Implementing a scheme which benefits the public by providing a more pleasant environment for people.</li> <li>3. Delivering project within budget.</li> </ol>			
<b>16. Key benefits realised</b>	As above.			

### **Lessons Learned and Recommendations**

<b>17. Positive reflections</b>	Good liaison between the developer and local stakeholders.
<b>18. Improvement reflections</b>	Better local intelligence may have established that refurbishment works at 15 Old Bailey were being planned. These works delayed the project completion by over three years.
<b>19. Sharing best practice</b>	N/A
<b>20. AOB</b>	None

### **Appendices**

<b>Appendix 1</b>	Before and after Images
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### **Contact**

<b>Report Author</b>	George Wright
<b>Email Address</b>	<a href="mailto:George.wright@CityofLondon.gov.uk">George.wright@CityofLondon.gov.uk</a>
<b>Telephone Number</b>	07802 378812

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2015: 16 Old Bailey on the right hand side; Bishop's Court in the centre



2025: 16 Old Bailey following completion of s278 works.

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By virtue of paragraph(s) 3 of Part 1 of Schedule 12A  
of the Local Government Act 1972.

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<b>Committees:</b>  Streets and Walkway Sub Committee - <i>for decision</i> Projects and Procurement Sub Committee - <i>for information</i> Natural Environment Board – <i>for information</i>	<b>Dates:</b>  16 September 2025 14 October 2025 23 October 2025
<b>Subject:</b> Moorgate Crossrail Station Links: Finsbury Circus Western Arm  <b>Unique Project Identifier:</b> 12186	<b>Gateway 6:</b> <b>Outcome Report</b> Regular
<b>Report of:</b> Director of the Built Environment <b>Report Author:</b> Maria Curro, Policy and Projects, City Operations	<b>For Information</b>
<b>PUBLIC</b>	

## Summary

<b>1. Status update</b>	<b>Project Description:</b> <u>Summary</u> <ul style="list-style-type: none"> <li>• The Moorgate Crossrail Station Links (MCSL) project, seeks to improve the environment for people walking and cycling along Moorgate and surrounding areas.</li> <li>• The Finsbury Circus Western Arm scheme (Phase 2 A) forms part of the wider MCSL works, with the aim to enhance the public realm and introduce new greening along the arm.</li> <li>• The Finsbury Circus Western Arm scheme is also a core project of the Cool Streets and Greening programme and, therefore, utilises some of this funding to deliver the greening elements.</li> <li>• This report relates to the Finsbury Circus Western Arm relandscaping scheme only, as a stand-alone project.</li> <li>• A Gateway 3/4 report was approved by Committees in January 2023. A Gateway 5 report was approved in March 2024, under Delegated Authority.</li> </ul>
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v.April 2019

	<p><u>Finsbury Circus Western Arm Relandscaping Project Overview</u></p> <p>In 2019, Finsbury Circus Western Arm was closed to motorised traffic with the intent to create a public space once the Crossrail hoarding was removed. An enhancement proposal for Finsbury Circus Western Arm was put on hold in January 2022 due to the erection of hoarding/pit lane within the project area to accommodate the refurbishment works at 84 Moorgate. A positive outcome of this delay has been involvement of the Cool Streets and Greening Programme, leading to the preparation of a more ambitious soft landscaping design for the Western Arm.</p> <ul style="list-style-type: none"> <li>• The relandscaping project has delivered an attractive and enhanced high-quality public space at the Western Arm, leading to Finsbury Circus Gardens.</li> <li>• The project has introduced new greenery, with the introduction of trees and planting beds.</li> <li>• Green infrastructure included within the project will significantly increase the local biodiversity within the area and will help to deliver connected corridors for biodiversity.</li> <li>• The project has built-in climate resilient measures, supporting the City's Climate Action Strategy and Biodiversity Action Plan.</li> </ul> <p><b>RAG Status: Green</b> (Amber at last report to Committee)</p> <p><b>Risk Status: Low</b> (Low at last report to committee)</p> <p><b>Costed Risk Provision Utilised: £19,000</b></p> <p><b>Final Outturn Cost: £785,923</b></p>
<b>2. Next steps and requested decisions</b>	<p><b>Requested Decisions:</b></p> <p>Members of the Streets and Walkways Sub Committee are asked to:</p> <ol style="list-style-type: none"> <li>1. Note and approve the content of this outcome report.</li> <li>2. Authorise the Chamberlain's department to return unspent project funds to the Cool Streets and Greening Programme to be reallocated to other projects within the programme (subject to the verification of the final account).</li> <li>3. Agree to close the Finsbury Circus Western Arm project, Phase 2 A of the wider MCSL project.</li> </ol>
<b>3. Key conclusions</b>	<p>The project achieved the following measures of success:</p>

	<ul style="list-style-type: none"> <li>• To create more space for people to stop and rest, by introducing additional seating throughout the project area</li> <li>• To increase the amount of greening within the Square Mile, by introducing trees and greening throughout the arm and to compliment the Finsbury Circus Gardens</li> <li>• To increase the amount of the climate resilient planting throughout the City, by introducing tree and planting species that require minimal maintenance and are climate resilient</li> <li>• To improve opportunities and corridors for biodiversity and deliver in the outcomes of the City's Biodiversity Action Plan</li> </ul> <p>Key learning and recommendations for the project include the following:</p> <ul style="list-style-type: none"> <li>• Identifying key design and construction risks early and mitigating these risks, including the London Underground tunnel, located directly beneath the western arm</li> <li>• Identifying key stakeholders to ensure that risks are identified and addressed within a timely manner. Project stakeholders included: London Underground and local businesses/occupiers, as well as several City departments including City Structures and City Highways</li> <li>• Early and ongoing engagement with stakeholders throughout the lifecycle of the project, to ensure opportunities are realised and risk is managed</li> </ul>
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## **Main Report**

### **Design & Delivery Review**

<b>4. Design into delivery</b>	<p>The City's Highways Team and Structure Team worked closely with the TfL Underground to understand and review the designs of the western arm, including location, proposed infrastructure, acceptable infrastructure load (i.e. soil weight), planting type, etc. Directly beneath the western arm is an underground subway tunnel.</p> <p>Design adjustments were made when required and it was agreed by TfL that the final design for the western arm was appropriate, as the infrastructure and planting does not interfere with the operation and safety of the London Underground tunnel.</p>
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<b>5. Options appraisal</b>	<p>Several initial design options were explored and in working closely with TfL Underground during the design process, it was identified that a reduction in planters was required due to the infrastructure load.</p> <p>The final design option was determined the most suitable for the western arm. Reasons for this included:</p> <ul style="list-style-type: none"> <li>• layout that provides opportunity for enhanced green infrastructure, planting and seating;</li> <li>• layout that ensures no disruption to underground utilities and the London Underground tunnel</li> <li>• layout that ensures people walking and wheeling can travel comfortably through the site.</li> </ul> <p>At the end of the construction, minor changes were made to the placement of benches to ensure they were positioned to account for walking routes and minor adjustments to the planter positions as a result of utilities. During the construction phase of the project, 12 cycle racks were removed and all have been reintegrated within the project area.</p> <p>The design for the western arm allows for the project objectives to be met, including enhancing biodiversity across the City, introducing greening and planting, as well as providing spaces for people to dwell and rest. Appendix 2 outlines the project objectives in more detail.</p>
<b>6. Procurement route</b>	<p>Standard City procurement routes were used, including the use of the Transportation and Public Realm framework for landscape architecture consultancy services.</p> <p>The City's Highways Team undertook the design of the western arm, and the City's term contractor, FM Conway, was used to deliver the project.</p>
<b>7. Skills base</b>	<p>The Project Team had the skills, knowledge and experience to manage and deliver the project.</p>
<b>8. Stakeholders</b>	<p>Local stakeholders, such as neighbouring buildings and businesses, were engaged throughout the lifecycle of the project and updated at key project milestones. TfL Underground were engaged throughout the design process to ensure the suitability of the design, due to the tunnel beneath the western arm.</p> <p>Ward Members were briefed at key project milestones, through project briefing notes.</p> <p>An online consultation for the scheme was undertaken by Commonplace as part of the wider area Healthy Streets Plan, held between November to December 2023. The majority of</p>

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	respondents were in favour of the project, citing enhanced green space, the addition of greenery which will enhance biodiversity within the area, and the introduction of seating within the space as a priority.
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### **Variation Review**

<b>9. Assessment of project against key milestones</b>	<p>A traffic order to prevent motor vehicles using the western arm to exit Finsbury Circus onto Moorgate was implemented in 2019, with the intent to utilise this reclaimed carriageway space to create a new public space linking to the planned refurbished Finsbury Circus Gardens.</p> <p>A 5-year programme delay on progressing the public space was incurred. Initially due to the delays by Crossrail in vacating the western arm. This was promptly, followed by hoarding to facilitate an adjacent development (84 Moorgate) using the area as a pit lane until August 2024.</p> <p>As such, an enhancement proposal for Finsbury Circus Western Arm was put on hold in January 2022. A positive outcome of this delay has been involvement of the Cool Streets and Greening Programme, leading to the preparation of a more ambitious soft landscaping proposal for the Western Arm. Other positives include the extended timeframe to engage with TfL Underground and local businesses.</p> <p>The highway works were completed within a five-month schedule, with ongoing communication with local stakeholders updating them on project progress.</p>
<b>10. Assessment of project against Scope</b>	<p>The landscaping project met all the objectives listed in Appendix 2. A brief summary of achieved objectives are as follows:</p> <ul style="list-style-type: none"> <li>• Attractive and enhanced high-quality public space, leading to the Finsbury Circus Gardens</li> <li>• Introduction of new greening, including several trees and planting beds to enhance local biodiversity, as well as seating and benches</li> <li>• Work to implement and deliver the outcomes of the City's Biodiversity Action Plan</li> </ul>
<b>11. Risks and issues</b>	<p>At the initiation of the project, it was identified that the central project risk was the London Underground tunnel, located beneath the western arm. In identifying this issue early on within the project lifecycle and design process, provided the Project Team the opportunity to mitigate the risk by closely working the City's Structure Team and London Underground in design feasibility.</p>

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	Other risks and issues identified included the use of the western arm as a pit lane to accommodate the development at 84 Moorgate and the delays associated with the Crossrail compensation.
<b>12. Transition to BAU</b>	The project is now complete and has been passed over to the City's Highways Maintenance Team and City Gardens to manage. The scheme was designed and built to the City's specifications and approvals, and the City will claim the required commuted maintenance sum at the time of the final account verification.

### Value Review

<b>13. Budget</b>	<table border="1"> <tr> <td><i>Estimated Outturn Cost (G2)</i></td><td colspan="2">At the Gateway 2 stage of the project, there was no consideration of any relandscaping at the Finsbury Circus Western Arm. Relandscaping proposals were considered at the Gateway 3/4 of the wider Moorgate Crossrail Station Links project, following confirmation of funding for the landscaping from the Cool Streets and Greening programme.</td></tr> </table>		<i>Estimated Outturn Cost (G2)</i>	At the Gateway 2 stage of the project, there was no consideration of any relandscaping at the Finsbury Circus Western Arm. Relandscaping proposals were considered at the Gateway 3/4 of the wider Moorgate Crossrail Station Links project, following confirmation of funding for the landscaping from the Cool Streets and Greening programme.																						
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	<table border="1"> <tr> <th></th><th><i>At Authority to Start work (G5)</i></th><th><i>Final Outturn Cost</i></th></tr> <tr> <td><i>Fees</i></td><td>49,045</td><td>46,033</td></tr> <tr> <td><i>Staff Costs</i></td><td>140,955</td><td>86,528</td></tr> <tr> <td><i>Works*</i></td><td>510,464</td><td>498,080</td></tr> <tr> <td><i>Maintenance**</i></td><td>155,282</td><td>155,282</td></tr> <tr> <td><i>Costed Risk Provision</i></td><td>98,000</td><td></td></tr> <tr> <td><i>Costed Risk Provision Drawdown</i></td><td></td><td>-19,000</td></tr> <tr> <td><i>Total</i></td><td>953,746</td><td>785,923</td></tr> </table>			<i>At Authority to Start work (G5)</i>	<i>Final Outturn Cost</i>	<i>Fees</i>	49,045	46,033	<i>Staff Costs</i>	140,955	86,528	<i>Works*</i>	510,464	498,080	<i>Maintenance**</i>	155,282	155,282	<i>Costed Risk Provision</i>	98,000		<i>Costed Risk Provision Drawdown</i>		-19,000	<i>Total</i>	953,746	785,923
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<i>Costed Risk Provision Drawdown</i>		-19,000																								
<i>Total</i>	953,746	785,923																								
	<p>The Final Account for this project has not been verified.</p> <p>The final outturn cost further includes project maintenance post-project completion.</p>																									
<b>14. Investment</b>	Not applicable.																									
<b>15. Assessment of project</b>	The Finsbury Circus Western Arm relandscaping project achieved its SMART objectives of:																									

v. April 2019

<b>against SMART objectives</b>	<ul style="list-style-type: none"> <li>• Create more space for people to stop and rest, supporting the objectives of the Transport Strategy</li> <li>• Increase greening within the Square Mile, through an enhanced space within the western arm</li> <li>• Increase the amount of the climate resilient planting throughout the City, by introducing green infrastructure and planting species that are appropriate for the local environment</li> <li>• Improve opportunities and corridors for biodiversity and deliver the outcomes of the City's Biodiversity Action Plan, by planting tree and plant species that are biodiverse</li> </ul> <p>Within the project area, 11 new benches were introduced providing space for 60 people to sit. Nine new trees and 134 sq.m of planting.</p>
<b>16. Key benefits realised</b>	<p>The relandscaping project implemented measures that improve the public realm and the experience of walking, wheel and spending time on the street; and introduce greening that increased local biodiversity.</p> <p>In 2019, Finsbury Circus Western Arm was closed to motorised traffic with the intent to create a public space. This change allowed for maximum space within the western arm to be utilised for the relandscaping project.</p>

### **Lessons Learned and Recommendations**

<b>17. Positive reflections</b>	<p>The project was subject to a 5-year programme delay to ongoing Crossrail works and delays in vacating the western arm. This was followed by further delays due to the western arm being used as a pit lane for the development of 84 Moorgate. A positive outcome of this delay has been involvement of the Cool Streets and Greening Programme, leading to the preparation of a more ambitious soft landscaping proposal for the Western Arm. This has resulted in a diverse array of planting, which has increased the biodiversity and local environment at the western arm.</p> <p>Throughout the project, the project team collaborated early within the project lifecycle and effectively with TfL Underground and City's Structure Team when developing proposed design options for the western arm. Regular communications and engagement have resulted in a final design that meets the project objectives.</p>
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v. April 2019

	<p>The City Highways Team effectively managed the construction programme and proactively addressed any construction issues, including working with City Gardens to ensure appropriate tree planting depth taking into consideration the underground tunnel structure.</p> <p>The new public space at the western arm was opened in May 2025 already appears to be well liked and used.</p>
<b>18.Improvement reflections</b>	<p>The key lesson identified is the importance to work closer with local/adjacent developers to better understand their planned needs for use of the public highway during their construction. 84 Moorgate was constrained with options for facilitating their refurbishment, but there has been a delay to the public of the delivery of a new public space. There were cost increases incurred by the project because it was delayed, which were not directly attributable to the actions of the project. The project was not able to recover the costs from the developer at 84 Moorgate.</p> <p>Planned enhancement schemes need to be better highlighted to colleagues dealing with construction logistic plans, so that earlier visibility of issues of conflict for space can be identified.</p>
<b>19.Sharing best practice</b>	Dissemination of information through team and project staff briefings has taken place.
<b>20.AOB</b>	None

## Appendices

<b>Appendix 1</b>	Project coversheet
<b>Appendix 2</b>	Project objectives
<b>Appendix 3</b>	Final project costs
<b>Appendix 4</b>	Before and after photos

## Contact

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## Project Coversheet

### [1] Ownership & Status

**UPI:** 12186

**Core Project Name:** Finsbury Circus Western Arm

**Programme Affiliation** (if applicable): Moorgate Crossrail Station Links (MCSL) project

**Project Manager:** Maria Curro

**Definition of need:** The competition of the Finsbury Circus Western Arm relandscaping project.

#### **Key measures of success:**

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

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

#### **Key Milestones:**

- Finalise detailed designs and cost estimates – Fall 2023
- Undertake local stakeholder engagement – Fall 2023/Winter 2024
- Prepare G5 report – Winter 2024
- Finalise construction information - Winter 2024
- Scheme implementation – Spring/Summer 2024
- Gateway 6 will be submitted Fall 2024
- Project completion – Summer 2025

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

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

### [2] Finance and Costed Risk

#### **Headline Financial, Scope and Design Changes:**

**'Project Proposal' G2 report: Moorgate Crossrail Station Links project (as approved by SWC and PSC 2/11/13)**

*Scope/Design Change and Impact: Previously combined with the Phase 1 work and, therefore, difficult to disaggregate.*

**'Options Appraisal and Design' G3 report: Under Urgency Report (as approved by SWC and PSC 2/19/14)**

- Total Estimated Cost (excluding risk): £2m - £3.5m
- Resources to reach next Gateway (excluding risk): £20,513
- Spend to date: £380,000
- Costed Risk Against the Project: None
- CRP Requested: None
- CRP Drawn Down: None
- Estimated Programme Dates: 2018 (for Crossrail station completion)

*Scope/Design Change and Impact: no change*

**'Options Appraisal and Design' G4 report: Issues Report (as approved by PSC 10/07/19 and SWC 22/07/19)**

- Total Estimated Cost (excluding risk): £3.6m (Phase 1 and 2)
- Resources to reach next Gateway (excluding risk): £182,952 (Phase 2)
- Spend to date: £1,092,026 (Phase 1)
- Costed Risk Against the Project: None
- CRP Requested: None
- CRP Drawn Down: None
- Estimated Programme Dates: 2020/early-2021 (for Crossrail station completion)

*Scope/Design Change and Impact: Members approved the revised approach to meeting overall project objectives, including agreement to the identified way forward at the Moorgate/Ropemaker Street junction and to agree to allow for further exploration of pedestrian enhancements along the Moorgate corridor and at the Moorgate/London Wall junction.*

**'Authority to start Work' G5 report – Finsbury Circus Western Arm**

- Total Estimated Cost (excluding risk): £3.1m - £6.3m (specific to MCSL project)
- Resources to reach next Gateway (excluding risk): £756,746
- Spend to date: NA
- Costed Risk Against the Project: £98,000
- CRP Requested: NA
- CRP Drawn Down: NA
- Estimated Programme Dates: 2023/2024

*Scope/Design Change and Impact: 5-year programme delay as a result of the extensive design considerations, such as Crossrail infrastructure beneath the western arm, to ensure the project is delivered on budget and to stated milestones and have been amended as a result.*

**Total anticipated on-going commitment post-delivery [£]: £5,282** cleansing maintenance and **£150,000** costs included within capital project costs **Programme Affiliation [£]:** Moorgate Crossrail Station Links project

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Appendix 2: Finsbury Circus Western Arm Re-Landscaping Project Objectives

Project Objective	Additional Information	Climate Action Strategy	Transport Strategy	Corporate Plan 2024 – 2029
Attractive and enhanced high-quality public space, leading to the Finsbury Circus Gardens	<ul style="list-style-type: none"><li>• High quality materials were used when designing the Western Arm, including paving, planters, etc.</li><li>• The raised carriageway has provided the opportunity to create an enhanced space and maximised the opportunity for the introduction of greening, tree planting, seating, etc.</li></ul>	<ul style="list-style-type: none"><li>• Increase quality of provision of green space within the Square Mile and wider City Corporation spaces</li><li>• Introduce climate-resilient and adaptive landscaping in planned works</li></ul>	<ul style="list-style-type: none"><li>• Outcome 1: The Square Mile’s streets are great places to walk, wheel and spend time</li><li>• Outcome 3: The Square Mile is accessible to all</li><li>• Outcome 6: The Square Mile’s air and streets are cleaner and quieter</li></ul>	<ul style="list-style-type: none"><li>• Leading Sustainable Environment</li><li>• Vibrant Thriving Destination</li><li>• Flourishing Public Spaces</li></ul>
Introduction of new greening, including several trees and planting beds, as well as seating and benches	<ul style="list-style-type: none"><li>• 134 sq. m of new greening introduced within the space.</li><li>• Nine new multi-stemmed trees introduced within the space.</li><li>• Seven new planting beds introduced, with a diverse array of planting and other greening.</li><li>• 11 new benches, several including</li></ul>	<ul style="list-style-type: none"><li>• Increase quality of provision of green space within the Square Mile and wider City Corporation spaces</li><li>• Introduce climate-resilient and adaptive landscaping in planned works</li><li>• Increasing tree cover by creating tree avenues</li><li>• Naturalising hardsurfaces</li></ul>	<ul style="list-style-type: none"><li>• Outcome 1: The Square Mile’s streets are great places to walk, wheel and spend time</li><li>• Outcome 6: The Square Mile’s air and streets are cleaner and quieter</li></ul>	<ul style="list-style-type: none"><li>• Leading Sustainable Environment</li><li>• Vibrant Thriving Destination</li><li>• Flourishing Public Spaces</li></ul>

	armrests, positioned across the project area, while maintaining appropriate access for those who walk and wheel.			
Introduction of green infrastructure and planting species that enhance local biodiversity, as well as built-in climate resilient measures	<ul style="list-style-type: none"> <li>Planting and greening included within the project, include a diverse array of species which are climate resilient.</li> <li>Trees included within the project are climate resilient.</li> </ul>	<ul style="list-style-type: none"> <li>Increase quality of provision of green space within the Square Mile and wider City Corporation spaces</li> <li>Introduce climate-resilient and adaptive landscaping in planned works</li> <li>Climate resilient planting for biodiversity</li> <li>Creating steppingstones for biodiversity</li> </ul>	<ul style="list-style-type: none"> <li>Outcome 1: The Square Mile's streets are great places to walk, wheel and spend time</li> <li>Outcome 6: The Square Mile's air and streets are cleaner and quieter</li> </ul>	<ul style="list-style-type: none"> <li>Leading Sustainable Environment</li> <li>Flourishing Public Spaces</li> </ul>
Work to implement and deliver the outcomes of the City's Biodiversity Action Plan	<ul style="list-style-type: none"> <li>Introduction of new planting and trees, and the diversity of these species, improve the local biodiversity.</li> </ul>	<ul style="list-style-type: none"> <li>More and better spaces for people and nature, including urban biodiversity</li> <li>Creating steppingstones for biodiversity</li> </ul>	<ul style="list-style-type: none"> <li>Outcome 1: The Square Mile's streets are great places to walk, wheel and spend time</li> <li>Outcome 6: The Square Mile's air and streets are cleaner and quieter</li> </ul>	<ul style="list-style-type: none"> <li>Leading Sustainable Environment</li> <li>Flourishing Public Spaces</li> </ul>

### Appendix 3: Final Project Costs

Table 1: Expenditure to date: MCSL Finsbury Circus Ph2A - 16100414			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
ENV Servs Staff Costs	72,655	44,216	28,439
Open Spaces Staff Costs	10,300	6,013	4,287
P&T Staff Costs	58,000	36,298	21,702
P&T Fees	49,045	46,033	3,012
Open Spaces Works	69,765	58,656	11,109
Works	440,699	439,425	1,274
<b>Cost Risk Provision</b>	<b>98,000</b>	-	<b>98,000</b>
<b>Drawdown</b>	<b>- 19,000</b>	-	<b>-19,000</b>
<b>Open Spaces Maintenance*</b>	<b>150,000</b>	<b>150,000</b>	-
<b>Cleansing Maintenance*</b>	<b>5,282</b>	<b>5,282</b>	-
<b>TOTAL</b>	<b>934,746</b>	<b>785,923</b>	<b>148,823</b>
<i>*Retained for future maintenance</i>			

Table 2: Funding Allocation	
Funding Source	Current Funding Allocation (£)
S106	148,568
Crossrail	348,000
OSPR	438,178
<b>TOTAL</b>	<b>934,746</b>

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#### Appendix 4: Finsbury Circus Western Arm Relandscaping Before & After Photos



Finsbury Circus Western Arm: Before (looking west toward Moorgate, Google 2024)



Finsbury Circus Western Arm: After (looking west toward Moorgate, 2025)





Finsbury Circus Western Arm: Before (looking east toward Finsbury Gardens, Studio Weave, 2025)



Finsbury Circus Western Arm: After (looking east towards Finsbury Gardens, 2025)

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