



Streets and Walkways Sub (Planning and Transportation) Committee

Date: TUESDAY, 23 JANUARY 2018
Time: 11.00 am
Venue: COMMITTEE ROOMS, 2ND FLOOR, WEST WING, GUILDHALL

Members: Christopher Hayward (Chairman)
Oliver Sells QC (Deputy Chairman)
Randall Anderson
Emma Edhem
Marianne Fredericks
Alderman Alison Gowman (Ex-Officio Member)
Deputy Clare James (Ex-Officio Member)
Alderman Gregory Jones QC
Paul Martinelli
Deputy Alastair Moss
Graham Packham
Jeremy Simons (Ex-Officio Member)

Enquiries: Amanda Thompson
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amanda.thompson@cityoflondon.gov.uk

Lunch will be served in Guildhall Club at 1PM
NB: Part of this meeting could be the subject of audio or video recording

John Barradell
Town Clerk and Chief Executive

AGENDA

Part 1 - Public Agenda

1. **APOLOGIES FOR ABSENCE**
2. **MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA**
3. **MINUTES**
To agree the public minutes and summary of the meeting held on 24 November 2017.
For Decision
(Pages 1 - 6)
4. **OUTSTANDING REFERENCES**
Report of the Town Clerk.
For Decision
(Pages 7 - 8)
5. **100 BISHOPSGATE S278**
Report of the Director of the Built Environment
For Decision
(Pages 9 - 20)
6. **COUSIN LANE - STREET ENHANCEMENTS**
Report of the Director of the Built Environment
For Decision
(Pages 21 - 32)
7. **60-70 ST MARY AXE**
Report of the Director of the Built Environment
For Decision
(Pages 33 - 58)
8. **SPECIAL EVENTS ON THE HIGHWAY**
Report of the Director of the Built Environment
For Decision
(Pages 59 - 80)
9. **CULTURE MILE POP-UPS**
Report of the Director of the Built Environment
For Decision
(Pages 81 - 102)

10. **TUDOR STREET**
To receive any update

For Information

11. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
12. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**
13. **EXCLUSION OF THE PUBLIC**

MOTION – That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items of business on the grounds that they involve the likely disclosure of exempt information as defined in Part I of Schedule 12A of the Local Government Act as follows:-

For Decision

Part 2 - Non-public Agenda

14. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**
15. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

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STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) **COMMITTEE**

Friday, 24 November 2017

Minutes of the meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held at the Guildhall EC2 at 10.30 am

Present

Members:

Christopher Hayward (Chairman)
Randall Anderson
Emma Edhem

Paul Martinelli
Graham Packham
Jeremy Simons (Ex-Officio Member)

Officers:

Amanda Thompson	-	Town Clerk's Department
Olumayowa Obisesan	-	Chamberlain's Department
Karen McHugh	-	Comptroller & City Solicitor's Department
Steve Presland	-	Department of the Built Environment
Iain Simmons	-	Department of the Built Environment
Ian Hughes	-	Department of the Built Environment
Alan Rickwood	-	City of London Police
Mark Lowman	-	City Surveyor's Department
Melanie Charalambous	-	Department of the Built Environment
Leila Ben-Hassel	-	Department of Community and Children's Services

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Oliver Sells QC, Marianne Fredericks, Alderman Alison Gowman, Deputy Clare James, Alderman Gregory Jones QC and Alastair Moss.

2. MEMBERS' DECLARATIONS UNDER THE CODE OF CONDUCT IN RESPECT OF ITEMS ON THE AGENDA

There were no declarations of interest.

3. MINUTES

RESOLVED – That the minutes of the meeting held on 17 October 2017 be agreed as a correct record subject to the following amendments:

6d) Temple Area Traffic Review

In response to a suggestion by a Member that Middle Temple Lane be included in the review, officers agreed that traffic entering and leaving the lane could be monitored.

4. **OUTSTANDING REFERENCES**

RESOLVED – That the list of outstanding references be noted and updated as appropriate.

Parking for Motorcyclists

It was agreed that this item could come off the OR list as the issue had been included in the Transport Strategy for 2018. Officers advised that details of what would be included in the strategy would be reported to the next meeting.

Two Way Cycling in Seething Lane/Muscovy Street

It was agreed that this item could come off the OR list as had now been resolved.

5. **ANNUAL ON-STREET PARKING ACCOUNTS 2016/17**

The Sub-Committee received the annual on-street parking accounts 2016/17 which were required to be reported to the Mayor for London.

Members noted the following:

- The surplus arising from on-street parking activities in 2016/17 was £6.313m; a total of £3.421m, was applied in 2016/17 to fund approved projects; and
- The surplus remaining on the On-Street Parking Reserve at 31st March 2017 was £20.121m, which would be wholly allocated towards the funding of various highway improvements and other projects over the medium term.

RESOLVED – That the contents of the report be noted before submission to the Mayor for London.

6. **REPORTS OF THE DIRECTOR OF THE BUILT ENVIRONMENT :-**

a) **100 Minories Area Enhancements**

The Sub-Committee considered a Gateway 5 report which was a high priority of the Aldgate and Tower Area Strategy and included public realm enhancements and highway changes in association with the hotel development at 100 Minories.

RESOLVED – To recommend

- 1) Give authority to start work on Phase 1 (S278 works) at a total estimated implementation cost of £453,229;
- 2) Approve the design for Phase 2 (Option2) to progress to Gateway 5 at a total estimated cost of £67,695 to be funded from TfL Local Implementation plan 2017/18;
- 3) Provide officers with the authority to undertake all the necessary processes to implement the proposed traffic changes and legal agreements associated with the project.

b) City Wide Pedestrian Model

The Sub-Committee received a Gateway 6 report relating to the City Wide Pedestrian Model.

RESOLVED – To

- 1) Note that both the Planning and Transportation and Resource Allocation Committees have approved the allocation of £60,000 of TfL funding for further development of the pedestrian model;
- 2) Authorise officers to extend the project budget by £55,000 in order to procure WiFi data from Telefonica, and to commission Space Syntax to use this data to update their model in the Eastern City Cluster area. This will be entirely funded by TfL; and
- 3) Note that the procurement route will require sole source waivers in order to procure services directly from Space Syntax Ltd and Telefonica.

c) City Wayfinding Signage Review

The Sub-Committee received a report summarising the findings of the City wayfinding signage review and detailing the options appraisal undertaken by consultants Applied Wayfinding.

RESOLVED – To approve proposals to

- 1) Introduce Legible London as the core wayfinding system in the City of London to improve the experience of walking in the Square Mile;
- 2) Progress the scheme development phase to inform the gateway 5 report;
- 3) Work with internal and external stakeholders to promote existing - and develop new - digital wayfinding products;

- 4) Promote awareness of the benefits of cues & clues that can assist intuitive wayfinding and placemaking, particularly in visitor destinations such as Culture Mile.

d) **Islington's Controlled Parking Zone Change**

The Sub-Committee received a report concerning Islington's Controlled Parking Zone which provided the data collected before and after the implementation of their changes in order to monitor the impacts of their scheme on the City's highway network.

Officers advised that analysis of that data had shown that there had been an increase in parking displaced onto the City's street, however there were still plenty of parking spaces available within the City and no comments or complaints had been received from the City community.

RESOLVED – To note the monitoring outcomes and accept Islington's Controlled Parking Zone changes.

e) **Liverpool Street & Moorgate Crossrail Ticket Halls**

The Sub-Committee considered a Gateway 5 report concerning proposals for the reinstatement of the highways surrounding the Liverpool Street & Moorgate Crossrail ticket halls.

RESOLVED – To

1. Note that officers will be entering into a legal agreement with CRL for them to cover the staff, fees and works costs expended by the City in constructing the reinstatement works around the Liverpool Street and Moorgate ticket halls, as agreed by Members in June/July 2017;
2. Approve the implementation of the highway works with at an estimated total cost of £2.4m at Liverpool Street and £2.3m at Moorgate, subject to the final detailed costings being approved under delegated authority by the Director of the Department of the Built Environment in conjunction with the Town Clerk and Chairman and Deputy Chairman of the Streets and Walkways and Projects Sub-Committees;
3. Delegate authority for any adjustments between elements of the budgets to the Director of the Built Environment in conjunction with the Chamberlain's Head of Finance provided the total approved budget of is not exceeded. This includes access to an agreed Crossrail-funded contingency sum;
4. Authorise Officers to seek relevant regulatory and statutory consents, orders and approvals as may be required to progress and implement the scheme (e.g. traffic orders); and

5. Note that whilst the areas immediately surrounding the new Crossrail ticket halls will be completed by December 2018, the full reinstatement projects are unlikely to be completed until 2022.

f) **Bank on Safety**

The Sub-Committee received an update on how the Bank on Safety experimental scheme was initially performing against the approved key success criteria.

The Chairman reported that the London Taxi Drivers Association (LTDA) had written to him again regarding the impact on the taxi trade, and they had also been monitoring ranks and journey times both before and after the scheme which they would be sharing with the CoL in due course.

The Chairman advised that he had agreed to meet with the LTDA together with officers, however he had stressed that the scheme was only half way through its trial period and was still subject to further monitoring to assess whether it had met its objectives.

Members raised a number of questions regarding possible exemptions for taxis carrying blue badge holders, whether or not the scheme had caused problems elsewhere, and how cyclists and buses could be made to reduce their speeds.

RESOLVED - To note the progress made to date on monitoring the Bank on Safety experimental scheme and that a further report be received in summer 2018.

g) **Major Highway Works for 2018**

The Sub-Committee received and noted a report detailing the major highways works for 2018 and outlining how disruption would be kept to a minimum in line with statutory duties.

h) **City Lighting Strategy**

The Sub-Committee received a report concerning the City Lighting Strategy which sought to improve the quality, efficiency, sustainability and consistency of lighting for the whole City, providing a holistic approach to lighting and helping to ensure a safe, vibrant and pleasant night environment for businesses, residents and visitors.

The Strategy also considers the negative consequences of artificial lighting and how a healthy and sustainable balance can be achieved between light and darkness within the City, maintaining safety and security considerations as paramount.

RESOLVED - That the draft City Lighting Strategy be approved for public consultation to be initiated in January 2018.

i) **Highway Maintenance Efficiency**

The Sub-Committee received a report detailing the CoL's Highway Maintenance Efficiency Plan.

RESOLVED - To

- 1) Receive this report;
- 2) Receive a further report early next year regarding the Government's new Code of Practice for Well-Managed Highway infrastructure;
- 3) Receive and consider a third report later next year that considers the quality standards, performance levels and funding streams for highway & public realm maintenance the City wishes to adopt in the longer term.

7. **QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**

There were no questions.

8. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT**

There were no items of urgent business.

9. **EXCLUSION OF THE PUBLIC**

RESOLVED – That under Section 100A(4) of the Local Government Act 1972, the public be excluded from the meeting for the following items on the grounds that they involve the likely disclosure of exempt information as defined in Part 1 of Schedule 12A of the local government Act.

10. **NON-PUBLIC QUESTIONS ON MATTERS RELATING TO THE WORK OF THE SUB COMMITTEE**

There were no non-public questions.

11. **ANY OTHER BUSINESS THAT THE CHAIRMAN CONSIDERS URGENT AND WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

There were no non-public urgent items of business.

The meeting closed at 12.30 pm

Chairman

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Outstanding References - Streets and Walkways Sub Committee

Date	Action	Officer responsible	To be completed/ progressed to next stage	Notes/Progress to date
Ongoing Action 25 July 2016 27 September 2016 8 November 2016 6 December 2016 14 February 2017 16 May 2017 20 June 2017 24 July 2017 5 September 2017 17 October 2017	Swan Pier Swan Pier area is to be tidied up in conjunction with the delivery of the Fishmongers Ramp project which is due for completion Summer 2016	Director of the Built Environment	Ongoing	The matter had now been referred to the City Surveyor. Officers to update. Officers advised that a consultant had now been appointed to undertake a review of the repairs needed and that a report would be coming to the Sub-Committee after the recess. The Consultant was now undertaking loading testing which was due to be completed in October 2017. Officers reported that there had been a delay and completion date would now be December 2017.
20 June 2017	London Wall Place A member asked if all the necessary procedures had been put in place to promptly adopt the London Wall Place high walks and to ensure the lift that had been out of service functioned properly when these were reinstated?	Director of the Built Environment	Ongoing	Officers undertook to look into this. Officers advised that a report would be coming to the Sub-Committee after recess once assurance on technical compliance had been received. Officers undertook to report back on the process for doing this. Officers reported that it had not yet been confirmed that construction was completed and that the walkways were ready for adoption. The Sub-Committee would be advised as soon as this happened.

Outstanding References - Streets and Walkways Sub Committee

<p>24 July 2017 17 October 2017</p>	<p>22 Bishopsgate The Sub-Committee considered an outline options appraisal report of the Director of Built Environment concerning works to improve the public realm areas and security in and around the 22 Bishopsgate development (formerly known as 'The Pinnacle').</p>	<p>Director of the Built Environment</p>	<p>Ongoing</p>	<p>Reference was made to servicing and consolidation measures and officers agreed to report back on this.</p>
<p>17 October 2017</p>	<p><u>Bollards/Bakers Hall Court</u> It was agreed that this matter should be added to the list of Outstanding References.</p>	<p>Director of the Built Environment</p>	<p>Ongoing</p>	<p>Officers advised that the issue of vehicles mounting the pavement was due to the fact that the occupiers were using big vehicles and so they had been written too and asked to use smaller ones.</p> <p>A member stated that that action needed to be taken quickly and that consideration should be given to the addition of skinny bollards.</p>

Committees:	Dates:	
Streets and Walkways Sub-Committee Projects Sub	23 January 2018 17 January 2018	
Subject: 100 Bishopsgate S278	Gateway 3/4/5 Authority to Start Work	Public
Report of: Director of the Built Environment Report Author: Roland Jordaan		For Decision

Summary

Dashboard

- Project Status: Green
- Timeline: Gateway 5 – Construction expected to commence in July 2018
- Total estimated project cost: £839,797
- Spend to date: £99,421 of approved evaluation & design budget of £100,000
- Overall project risk: Green

The new buildings have been constructed in a way that necessitates the adjustment of existing footway levels along the Camomile Street frontage. Amending the constructed building is not an option, so officers have negotiated a position of mutual benefit to the City and the developer.

Progress to date

On 23 November 2011 planning permission was granted for an office and retail development (officially known as 100 Bishopsgate) on the land bounded by Camomile Street, Bishopsgate and St Mary Axe and a related S106 agreement was entered into. The location of the development is illustrated in **Appendix 1**.

On 6 September 2011 Members of the Planning and Transportation Committee granted approval for the City to negotiate and execute obligations in respect of those matters set out in the 'Planning obligations', including any necessary agreements under Section 278 of the Highways Act 1980.

The development creates a new building footprint. The S106 agreement included a covenant to secure city walkway through the site, replacing former highway across the site which was stopped up to enable the development to proceed. Officers will seek Member resolution for the declaration of City Walkway at the Planning and Transportation Committee on 9 January 2018. The City Walkway Plan is attached at **Appendix 2**.

A Gateway 1 & 2 project proposal was approved at Projects Sub-Committee (25 February 2016). The Projects Sub-Committee resolved that the project proceed to Gateway 3/4 via the Regular process.

The development was built to a level that necessitated significant changes to the existing back of footway levels along the Camomile Street frontage, which is considered to be a departure from standard City practice. This frustrated the developer's ability to discharge planning condition 14 (of planning permission 12/00129/FULL) which states, that the land between the existing building lines and the face of the proposed new buildings shall be brought up to street level, paved and drained in accordance with details to be submitted to and approved in writing by the City.

At the outset of the evaluation and design stage, it was anticipated that there may be more than one option when considering variations in the impact, scope and cost. The City and the developer have now met on several occasions to work towards a resolution to this matter. The outcome of these discussions is the one single option being presented in this report. The developer has asked that the Section 278 works take place between July and December 2018, which is deliverable if the proposal is approved early in 2018.

Background information

The development threshold levels along Camomile Street were constructed too high and resulted in unacceptable surface gradients for the proposed reinstatement of the land between the existing building lines and the face of the proposed new buildings. A solution would be to significantly alter the existing back of public footway levels along Camomile Street, which is considered to be a departure from standard City practice.

The developer requested the City's assistance in resolving this matter. This resulted in the City's Highways Team undertaking a redesign of the surface levels along the private/public interface along Camomile Street as part of the section 278 evaluation and design process. This led to the footways and carriageway levels being redesigned to provide suitable crossfalls.

If agreed, the City will sign a Section 8 agreement with Transport for London (TfL), permitting the City to implement the works on Bishopsgate, which forms part of the Transport for London Road Network.

Overview of Options

Officers have negotiated a position of mutual benefit to the City and the developer. The result is only one viable design option being presented in this report, as illustrated in Appendix 1.

Proposed way forward

The City and developer have been working towards a resolution that mitigates the consequences of the development's high threshold levels. The developer has

therefore agreed to fund the resulting additional Section 278 highway works. This includes extensive re-adjustment of kerb and footway levels and installation of additional drainage along Camomile Street (between Bishopsgate and St Mary Axe).

Recommendations

It is recommended that Members:

- Approve the adjustment of the evaluation budgets to reflect the expenditure incurred.
- Approve the implementation of the Section 278 highway works with an estimated cost of £674,060 as listed in the design summary in the main report and shown in the General Arrangement drawing (Appendix 1);
- Delegate authority for any adjustments between elements of the approved budget to the Chief Officer in consultation with the Chamberlain's Head of Finance;
- Delegate authority for any budget increases to the Chief Officer in consultation with the Chamberlain and Town Clerk, provided there is no change to the approved scope of works and the City receives upfront funding from the developer;
- Authorise the City to sign a Section 8 agreement (S.8) with Transport for London (TfL) permitting the City to implement the works on Bishopsgate, part of the Transport for London Road Network.
- Authorise Officers to seek relevant regulatory and statutory consents, orders and approvals (e.g Traffic Regulation Orders) as may be required to progress and implement the scheme; and
- Agree that the commencement of the Section 278 works be dependent upon full funding being first received from the developer.

Main Report

<p>1. Design summary</p>	<p>The design for the Section 278 works has been developed in close partnership with the developer. The new development requires extensive level changes to the front and back of existing footway; principally because the development threshold levels were constructed unacceptably high, compared to the existing back of footway levels. By way of mitigation and to meet the obligations set out in the planning permission, the developer has agreed to fund an enhanced package of Section 278 works. The scope of the highway work is shown in the General Arrangement drawing in Appendix 1 and includes:</p> <ul style="list-style-type: none"> • Resurfacing of the carriageway on St Mary Axe (between Exchequer Court and Camomile Street) and Camomile Street (between eastern side of St Mary Axe and Bishopsgate, excluding the northern side between Bishopsgate and Outwich);
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	<ul style="list-style-type: none"> • Resurfacing of the footways (including level changes where appropriate) on St Mary Axe (west side between Exchequer Court and Camomile Street), Camomile Street (south side between St Mary Axe and Bishopsgate) and Bishopsgate (eastern footway between Camomile Street and St Ethelburga's Church); • Construction of a footway crossover in granite setts at the new service entrance on St Mary Axe; • Construction of a 'side entry' raised table in granite setts on St Mary Axe (near its junction with Camomile St/Bevis Marks) to aid pedestrian movement • Removal and reinstatement of existing street furniture; • Installation of highway drainage; • Works which may as a consequence of any of the above be reasonably necessary to Statutory Undertakers' apparatus and all other equipment or structures under in or over the site; and • Installation of new road marking and traffic signs. <p>The S278 agreement also makes provision for the following street lighting works as indicated in Appendix 3:</p> <ul style="list-style-type: none"> • The installation of two street lights to the facade on Camomile Street, one street light on the facade on St Mary's Axe, three street lights to the facade of 99 Bishopsgate and two street lights fixed to the elevation of the podium part of the building.
2. Delivery team	<p>Project management and stakeholder engagement will be provided by the project team within City Transportation.</p> <p>Highway construction works on both City and Transport for London road networks will be delivered by the City's Highway Term Contractor (J.B.Riney & Co. Limited) with construction supervision undertaken in-house by City Highway Engineers. The City will enter into a Section 8 agreement with Transport for London, permitting the City to deliver the highways works on Bishopsgate.</p>
3. Programme and key dates	<p>Authority to Start Work: Janaury 2018</p> <p>Section 278 Construction works: July 2018 - December 2018.</p>
4. Outstanding risks	<p>Overall project risk: Green</p> <ul style="list-style-type: none"> a) Possible delays to commencing the highway works if signing of the second Section 278 Agreement is delayed; b) Possible delays to commencing the highway works if signing of the Section 8 Agreement with TfL is delayed; c) Possible delays to the highway works construction programme as a result of neighbouring highway works programmed to take place around the same time; d) Reputational risk if occupation of the development is delayed due to the highway works not being completed on time;

5. Budget

The Section 278 and S8 works will be fully funded by the developer through a Section 278 Agreement. The below tables set out the expenditure to date, evaluation and design budget adjustment and total estimated project costs.

Table 1: Expenditure to date - 16800341 - 100 Bishopsgate S278

Description	Approved Budget (£)	Expenditure (£)	Balance (£)
PreEv Env Servs Staff Costs	56,000	57,128	(1,128)
PreEv P&T Staff Costs	34,000	41,293	(7,293)
PreEv P&T Fees	10,000	1,000	9,000
TOTAL	100,000	99,421	579

(1) Expenditure figure includes unprocessed Q3 Staff costs up to 03/12/2017 of £8,124.39 and forecast spend of £2,500 from 04/12/2017 to committee report date.

(2) Expenditure figure includes unprocessed Q3 Staff costs up to 03/12/2017 of £8,492.27 and forecast spend of £3,000 from 04/12/2017 to committee report date.

Table 2: Budget Adjustment Required - 16800341 - 100 Bishopsgate S278

Description	Approved Budget (£)	Adjustment Required (£)	Revised Budget (£)
PreEv Env Servs Staff Costs	56,000	1,128	57,128
PreEv P&T Staff Costs	34,000	7,293	41,293
PreEv P&T Fees	10,000	(9,000)	1,000
TOTAL	100,000	(579)	99,421

(3) Underspend to be rolled forward to the next stage

Table 3: Total Estimated Cost of Project

Description	Evaluation Budget (£)	Implementation Budget (£)	Total Estimated Cost (£)
Env Servs Staff Costs	57,128	92,612	149,740
P&T Staff Costs	41,293	20,000	61,293
Fees	1,000	31,979	32,979
Utilities	-	140,000	140,000
Works	-	389,469	389,469
Maintenance	-	66,316	66,316
TOTAL	99,421	740,376	839,797

(4) Evaluation budget subject to Members approval

(5) Maintenance sum will be invoiced upon completion of works

In addition, the City will seek to secure the following via the second S278 Agreement;

- a commuted maintenance sum of £56,200 to offset the City's additional costs associated with maintaining the proposed new areas of granite setts and new utility inset covers over its expected lifetime of 20 years.

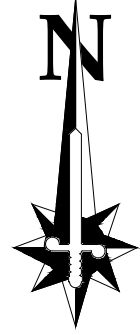
	<ul style="list-style-type: none"> a commuted maintenance sum of £10,116.25 to offset the City's additional costs associated with maintaining the proposed new street lighting over its expected lifetime of 20 years. <p>The two sums above are included in the table above.</p> <ul style="list-style-type: none"> a maintenance bond of £104,708, which is the City's estimated cost of installing replacement lighting to the areas of public footway to be lit by the developers colonnade lighting along Camomile Street; TfL's commuted maintenance sum of £80,103, to offset the additional costs associated with maintaining the highway works on the Transport for London Road Network (Bishopsgate). TfL's commuted maintenance sum of £2,000, to offset the additional costs associated with maintaining the proposed new street lighting on Bishopsgate. a lighting works payment of £142,583.40, which is the estimated cost of installing new street lighting in the vicinity of the development.
6. Success criteria	<ul style="list-style-type: none"> a. Work with the developer to ensure timely delivery of high quality highway improvements which successfully integrate the development into the local highway network; b. Work with the developer to meet their desire for an enhanced public realm; c. Improved facilities for pedestrians and cyclists.
7. Progress reporting	Monthly updates to be provided via Project Vision and any project changes will be sought by exception via Issue Report to Spending and Projects Sub Committees

Appendices

Appendix 1	Section 278 Highway Works General Arrangement Drawing
Appendix 2	City Walkway Plan
Appendix 3	Lighting Works Plan

Contact

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WORMWOOD STREET

OUTWICH STREET

BISHOPSGATE

CAMOMILE STREET

ST MARY AXE

Extent of proposed works on TfL highway

Extent of proposed works on CoL highway

- NOTES
1. DRAWING BASED ON TOPOGRAPHICAL SURVEY RECEIVED FROM SITE ENGINEERING SURVEYS LTD DRAWING NO. 2150-X91XX-102, DATED JUNE 2015.
 2. THIS DRAWING IS TO BE READ IN CONJUNCTION WITH ALL RELEVANT CONSTRUCTION DRAWINGS.
 3. NO INFORMATION TO BE SCALED FROM THIS DRAWING.
 4. WORKS SHALL COMPLY WITH THE CURRENT CITY OF LONDON SPECIFICATION FOR HIGHWAY WORKS.
 5. ACCESS TO BUSINESSES TO BE MAINTAINED AT ALL TIMES.
 6. FOOTWAY UTILITY COVERS TO BE ALIGNED TO PAVING WHERE POSSIBLE.
 7. ALL MATERIAL SPECIFICATION ON TLRN TO BE CONFIRMED AND AGREED WITH TFL.

- KEY
- NEW 300 x 200MM SILVER GREY FLAMED TEXTURED PORTEGESE GRANITE KERBS LAID WITH KERB FACE AS SPECIFIED BY ENGINEER .
 - NEW 300 x 200MM SILVER GREY FLAMED TEXTURED PORTEGESE GRANITE KERBS LAID AS RAMP .
 - NEW 300 x 200MM SILVER GREY FLAMED TEXTURED PORTEGESE GRANITE KERBS LAID WITH 0 KERB FACE.
 - NEW 300 x 150MM SILVER GREY FLAMED TEXTURED PORTEGESE GRANITE KERBS LAID WITH 0 KERB FACE.
 - NEW 600 x VARIED LENGTHS x 63MM SCOUTMOOR YORKSTONE PAVING TO BE LAID PERPENDICULAR TO HIGHWAY BOUNDARY ON 50MM SAND CEMENT AND JOINTED WITH FJM
 - NEW 400 x 400 x 63MM SCOUTMOOR YORKSTONE TACTILE PAVING TO BE LAID ON 50MM SAND CEMENT AND JOINTED WITH FJM.
 - NEW 600 x VARIED LENGTHS x 63MM WHITWORTH YORKSTONE PAVING TO BE LAID PERPENDICULAR TO HIGHWAY BOUNDARY ON 50MM SAND CEMENT AND JOINTED WITH FJM.
 - NEW 400 x 400 x 63MM WHITWORTH YORKSTONE TACTILE PAVING TO BE LAID ON 50MM SAND CEMENT AND JOINTED WITH FJM..
 - NEW 300x150x150MM SILVER GREY / MID GREY (70/30 MIX) GRANITE SETTS LAID ON 50MM FBC AND JOINTED WITH FJM.
 - PLANE OFF EXISTING 50MM CARRIAGEWAY SURFACING AND LAY NEW 225MM WIDE 50MM THICK HOT POURED MASTIC CHANNELS & HRA SBS TO 50MM DEPTH.
 - BREAK OUT EXISTING CARRIAGEWAY SURFACING ADJACENT TO NEWLY LAID KERB AND LAY NEW WEARING COURSE AS SPECIFIED BY TfL.
 - NEW YELLOW ROAD MARKING.
 - NEW WHITE ROAD MARKING.
 - NEW RED ROAD MARKING.

Rev No.	Date	Description	By
Revision			

PROJECT:

**100 BISHOPSGATE
S278 HIGHWAY WORKS
GENERAL ARRANGEMENT**

TITLE:

GENERAL ARRANGEMENT

CLIENT:

**HIGHWAY DESIGN
AND CONSTRUCTION**

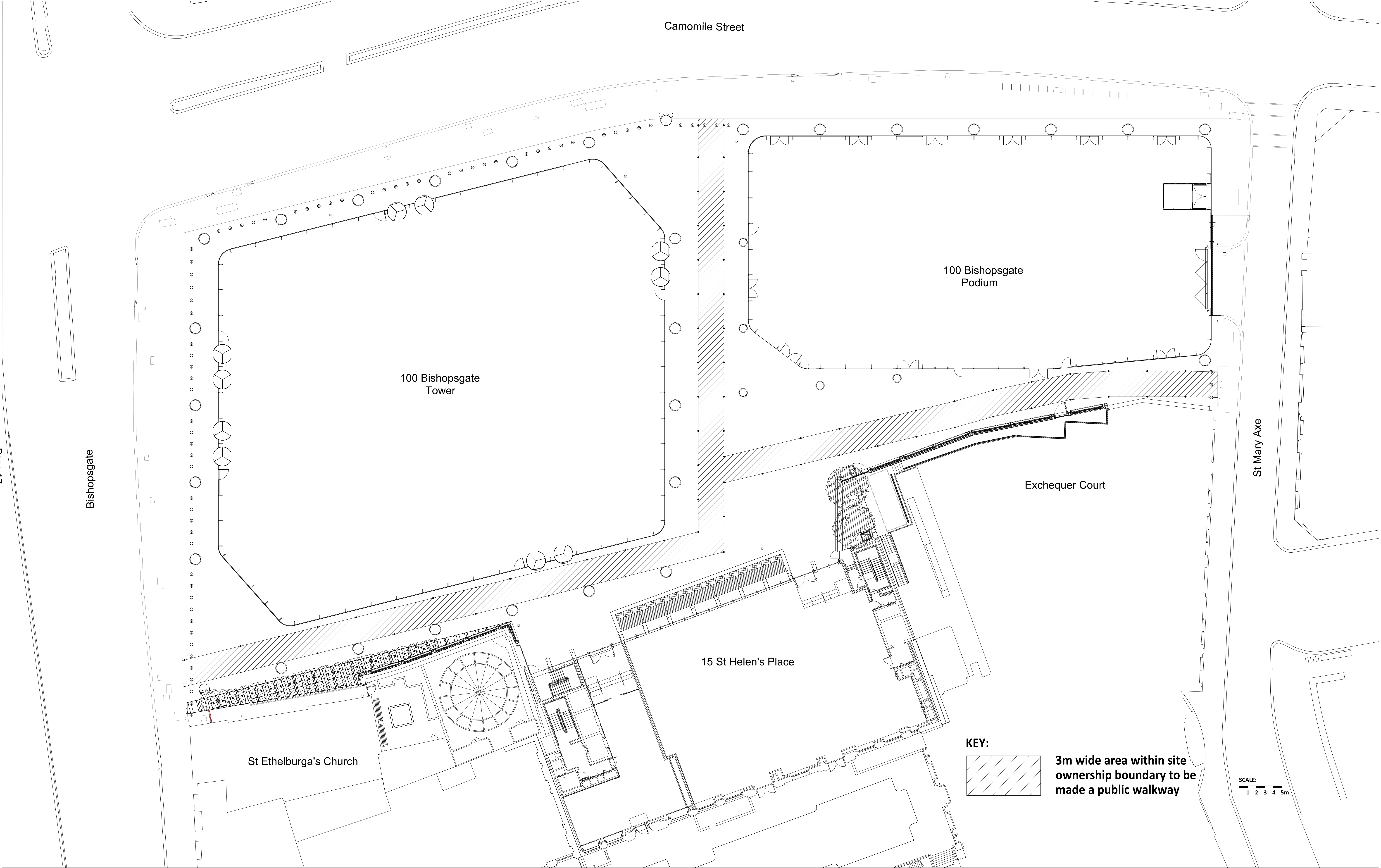
DEPARTMENT OF THE BUILT ENVIRONMENT
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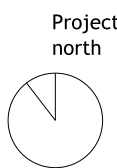
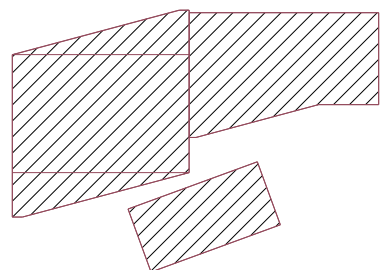
**CITY
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LONDON**

Sheet: 1 of 1	THIS MAP IS REPRODUCED FROM ORDNANCE SURVEY MATERIAL WITH THE PERMISSION OF ORDNANCE SURVEY ON BEHALF OF THE CONTROLLER OF HER MAJESTY'S STATIONERY OFFICE © CROWN COPYRIGHT 2016. ALL RIGHTS RESERVED. UNAUTHORISED REPRODUCTION INFRINGES CROWN COPYRIGHT AND MAY LEAD TO PROSECUTION OR CIVIL PROCEEDINGS. CITY OF LONDON 100023243 2016.
Date: March 17	
Designed by: NB	
Checked by: BM	
Scale & Drawing Size: 1:250@A1	
Revision: D	Drawing No: COL/100B/GA/TfL CoL

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Notes



Rev	Date	Description	Ckd
00	19.01.17	First Issue	MW
01	27.06.17	Studs shown and setting out updated	MW
02	07.08.17	Levels omitted from drawing	MW
03	22.08.17	Paving & slot drains omitted from drawing	MW
04	18.09.17	Public walkway hatch updated and scale bar added	MW

THIS DRAWING SUPERSEDES:
PLANNING DRAWING NUMBER 426-SK-0235
AND SKETCH DRAWING A-00-SK-931

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Client
Brookfield
Contractor
MULTIPLEX
Built to outperform.

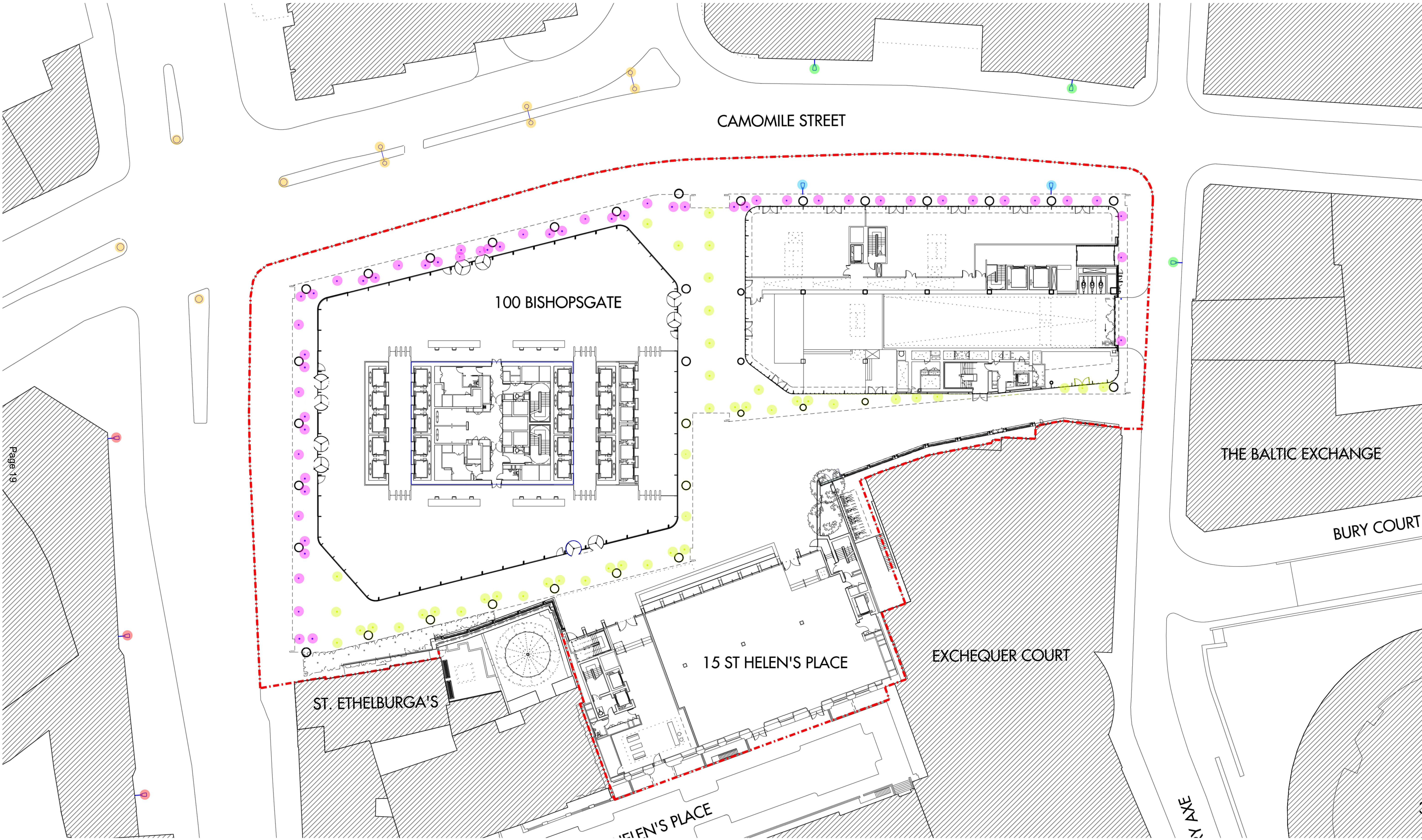
Allies and Morrison
Arney
Fender
Katsalidis
H | E | D
Hyland Edgar Driver
Landscape Architects

100 Bishopsgate
Sketch
Plan
Public Walkway Site Plan
Scale
1:200 @ A1
Building
100BG+155HP

Drawing number
A-00_SK_2813

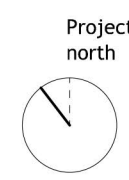
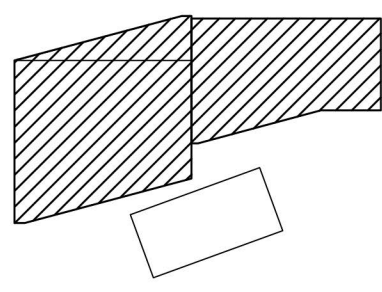
Revision
04

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Page 19

Notes



Rev	Date	Description	Ckd
01	06/05/17	Initial Release	IR
02	19/09/17	City Walkway lighting identified	IR

Rev	Date	Description	Ckd

Rev	Date	Description	Ckd

- KEY
- Colonnade downlighting - to be adopted by CoL
 - City walkway colonnade downlighting
 - Existing streetlight - untouched
 - Existing streetlight (CoL) - to be upgraded to iGuzzini WOW BH60
 - Existing streetlight (TIL) - to be upgraded to Philips Luma BGP625 T25 1 xLED300-4S/740 DM11
 - New iGuzzini WOW BH60 - installed and adopted by CoL

Note:
Do not scale from this drawing. Use figured dimensions only. All levels are in metres. All dimensions and levels shall be verified on site before proceeding with works. The architect must be notified of any discrepancy.

Client
Brookfield

Contractor
Brookfield MULTIPLEX **BM**
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SPEIRS+MAJOR

100 Bishopsgate
Lighting Layout
Street Lighting

Scale
1:250 @ A1
Building
100BG+15SHP
Drawing number
L-169XX-15.1

Revision
02

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Committees:		Dates:
Streets and Walkways Sub-Committee Projects Sub		23 January 2018 17 January 2018
Subject: Cousin Lane – Street Enhancements	Gateway 7 Outcome Report Light	Public
Report of: Director of the Built Environment Report Author: Maxime Tomas		For Decision

Summary

Dashboard

- **Project Status:** Green
- **RAG status:** Green
- **Timeline:**
Gateway 2 – February 2016
Authority to start works (Gateway 5) August 2016
Implementation – November 2016 – May 2017
Experimental Traffic Order – May 2017 – November 2017
- **Total Estimated Cost at Gateway 5:** £576,179
- **Total Cost of the project:** £472,784
- **Overall Project Risk:** Low

Summary of project completed

The City Public Realm team was approached in October 2015 by a property developer who proposed to fund improvements to Cousin Lane, in front of their building at Cannon Bridge House. The developer has invested significant funds to refurbish the building, and sought the assistance of the City Public Realm team to deliver an enhanced public space in Cousin Lane, based on the team's track record in delivering such projects.

The proposal sought to enhance Cousin Lane and provide an attractive, safe and accessible walking route, particularly for the many users of the Riverside Walk. The carriageway in Cousin Lane was raised to the existing footway level and surfaced with granite setts. This sought to create an enhanced sense of space within the local area and improved accessibility by providing level access across the lane. The granite kerb lines were maintained along the length of the street to preserve the existing carriageway/footway proportions.

The existing footway was paved with York Stone and the carriageway with granite setts, in accordance with the City Public Realm Supplementary Planning Document. Three new street trees were also planted. Up-lighters were installed adjacent to the refurbished building to highlight architectural features, and to enhance the townscape outside daylight hours.

An experimental Traffic Order was introduced upon completion of the enhancement scheme to rationalise vehicles entering Cousin Lane. The traffic regulation order only allowed occupier's vehicles to enter the Lane for deliveries and servicing

purposes, restricting access for other vehicles, thereby emphasising the pedestrian priority of the area during peak usage periods and enhance the walking environment. Following a successful monitoring period, with high levels of compliance and no objections made to the City, the Traffic Order was made permanent.

The project has been fully funded by the developer of Cannon Bridge House, under a voluntary Section 278 agreement. The project has been completed within the approved budget and underspend monies are to be noted. The underspend is largely due to the utilities estimate being lower than anticipated, and the associated budget not being used.

Recommendations

It is recommended that Members:

- Note the lessons learnt and authorise closure of the project;
- Authorise the return of the £103,395 underspend to the developer, under the terms of the S278 agreement.

Main Report

<p>1. Brief description of project</p>	<p>City's officers delivered an enhanced public space along Cousin Lane in conjunction with the development at Cannon Bridge House. The scheme sought to enhance Cousin Lane and provide an attractive, safe and accessible walking route, particularly for the many users of the Riverside Walk.</p> <p>The project has been fully funded by the developer of Cannon Bridge House, under a voluntary Section 278 agreement and involved raising the carriageway to footway level with granite setts, increasing the footway width, lighting improvements, the planting of new street trees, and the introduction of a traffic order to emphasise the pedestrian priority of the space. The voluntary contribution from the developer also includes a funding contribution for future maintenance of the trees and the hard landscaping.</p>
<p>2. Assessment of project against success criteria</p>	<p><i>1. An enhanced public realm, whilst maintaining the necessary function of the street;</i></p> <ul style="list-style-type: none"> • The function of the street has been maintained through the use of different material for carriageway and footway, and granite kerb lines were maintained along the length of the street to preserve the existing carriageway/footway proportions; • Three new street trees were planted in Cousin Lane, and lighting was upgraded to improve safety and amenity. <p><i>2. An improved walking route and connection to the Riverside Walk;</i></p> <ul style="list-style-type: none"> • The implementation of wider footways and the raised carriageway have enhanced the pedestrian environment,

	<p>and created an improved route to the Riverside Walk.</p> <ul style="list-style-type: none"> • The introduction of a traffic order has restricted the use of the street to servicing and deliveries only, and reduced the number of vehicles parked in the lane between drop offs. <p>3. <i>Greater quality and consistency of surface materials in the local area;</i></p> <ul style="list-style-type: none"> • York stone paving was introduced throughout the project area, replacing mastic asphalt to create a consistent street scape; • Granite setts were also used for the carriageway, replacing the asphalt <p>4. <i>Improved accessibility for all, particularly for those with mobility difficulties;</i></p> <ul style="list-style-type: none"> • The carriageway in Cousin Lane was raised to the existing footway level and surfaced with granite setts. This has improved accessibility for wheelchair users, pram users and people with mobility impairments by providing level access across the lane • The pedestrian crossing at the junction with Upper Thames Street was also improved via the introduction of a raised entry table. <p>5. <i>An enhanced setting for the designated heritage assets including the Cannon Street Station towers at the south-east corner and the Roman Governor's Palace scheduled ancient monument at the north-east corner.</i></p> <ul style="list-style-type: none"> • The choice of high quality material and specific lighting has improved the heritage assets
3. Key Benefits	<ul style="list-style-type: none"> • Three new trees installed • New LED lighting installed to improve safety and reduce consumption of energy • Cousin Lane is now fully accessible, particularly for those with mobility difficulties • Traffic reduced in the lane which improves local air quality and enhances the pedestrian experience • High quality material used, in accordance with the City's palette of materials • Flood risk reduced to adjoining properties through use of porous material and inclusion of more greenery, in accordance with the City Public Realm Supplementary Planning Document
4. Was the project specification fully delivered (as agreed at Gateway 5 or any	Yes

subsequent Issue report)				
5. Programme	The project was completed within the agreed programme			
6. Budget	The project was completed within the agreed budget			
		Approved Budget (£)	Expenditure (£)	Balance (£)
	Description			
	Pre Evaluation	33,678	33,674	4
	Staff Costs	91,386	90,553	833
	Fees	39,405	28,783	10,622
	Works	386,606	294,670	91,936
	Maintenance	25,104	25,104	0
	TOTAL	576,179	472,784	103,395
	Final Account Verification	Verified		
	There are no outstanding issues or actions to be taken.			

Review of Team Performance

7. Key strengths	<ol style="list-style-type: none"> 1. Good relationship and communication within the team 2. Roles and responsibilities clearly set out at the beginning of the project, leading to a smooth progress of each tasks 3. Good communication throughout the construction phase with local occupiers to minimise disruption 4. Flexible approach for the phasing of the works leading to less disruptions for the adjacent building works.
8. Areas for improvement	<ol style="list-style-type: none"> 1. Snagging works could have been co-ordinated better, to ensure these were completed sooner.
9. Special recognition	<p>The project was delivered to a tight programme set out by the building refurbishment programme (developer programme). The City officer's and terms contractor offered a lot of flexibility regarding the phasing of the works in order to carry out multiple construction works at the same time while deliveries to local occupiers were still ongoing.</p>

Lessons Learnt

10. Key lessons	<ul style="list-style-type: none"> • Importance of close communication with adjacent occupiers <p>Early engagement with the main occupiers adjacent to the project site, one of which had a property development running in parallel with the public realm works, ensured that the scheme was delivered with minimal disruption and with</p>
------------------------	--

	<p>support from key local stakeholders. The use of a new type of software to disseminate regular updates during construction was also trialled on this project, with positive feedback received.</p> <ul style="list-style-type: none"> • Good relationship with developer Early engagement and regular catch ups enabled a positive relationship with the developer from the outset of the project. This was key throughout the project from design, start on site, completion and post-implementation. The good working relationship enabled the programme of the project to adapt to the development's programme and coordinate works efficiently. The positive relationship also enabled the project team to report issues in a timely manner and to jointly identify solutions and agree ways forward. • Utilities estimates It is sometimes difficult to accurately estimate the cost of utility adjustments. Therefore, where possible, we are now seeking detailed utilities adjustment cost estimates from utilities companies at an earlier stage in the development of the project, to ensure more accurate budgeting of projects.
11. Implementation plan for lessons learnt	<p>The communication approach of the City Public Realm team has been updated, following the successful trial of a new type of software to provide regular updates to stakeholders during construction. This will help to ensure adequate and consistent communication with all project stakeholders throughout the life of all projects.</p> <p>The City Public Realm team will continue to communicate at an early stage with local stakeholders. This approach has proven successful in achieving buy-in to projects in the past, and has reduced the risk of receiving negative feedback as projects progress.</p>

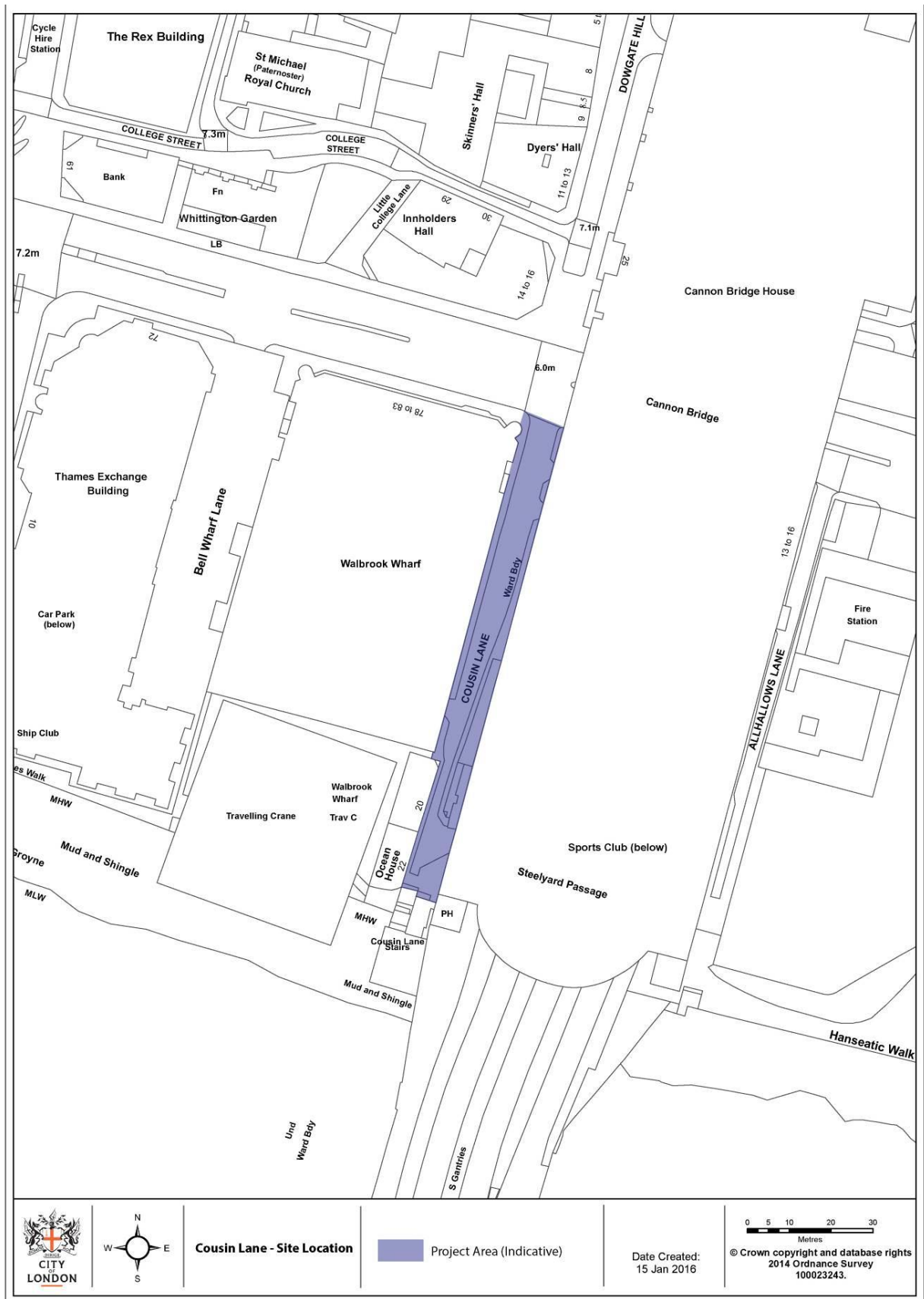
Appendices

Appendix 1	Site plan
Appendix 2	Design Layout
Appendix 3	Before and After images
Appendix 4	Finance table

Contact

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Email Address	maxime.tomas@cityoflondon.gov.uk
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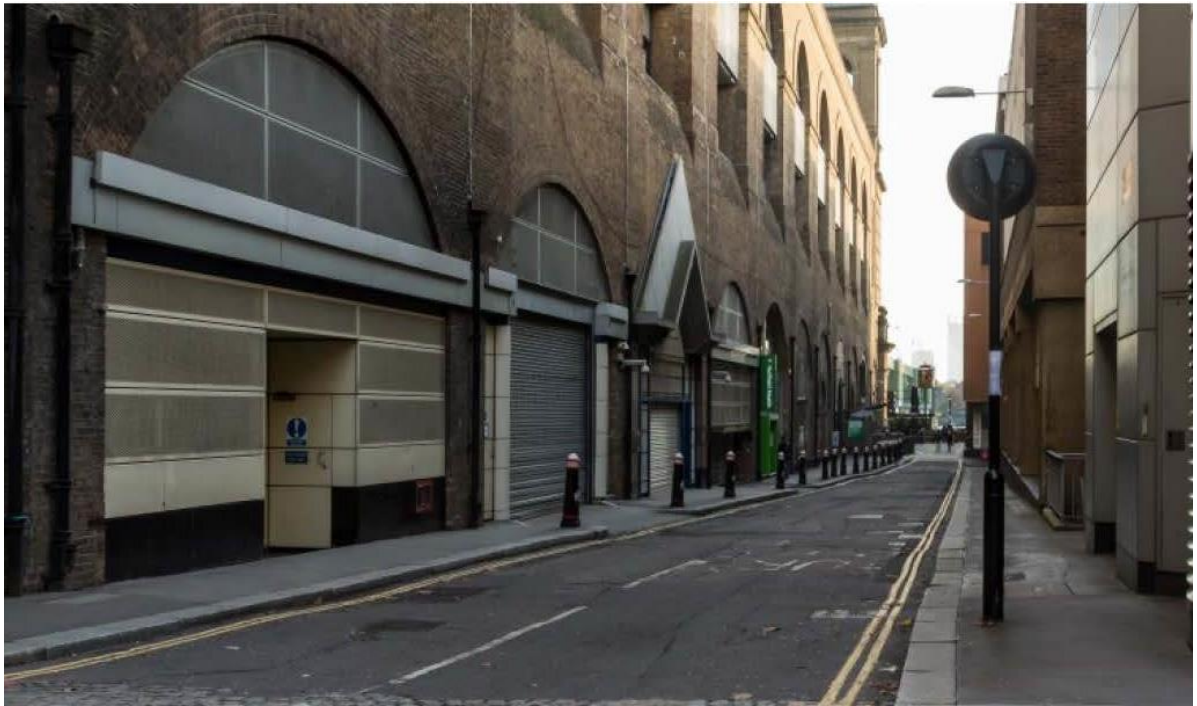
Appendix 1: Location Plan

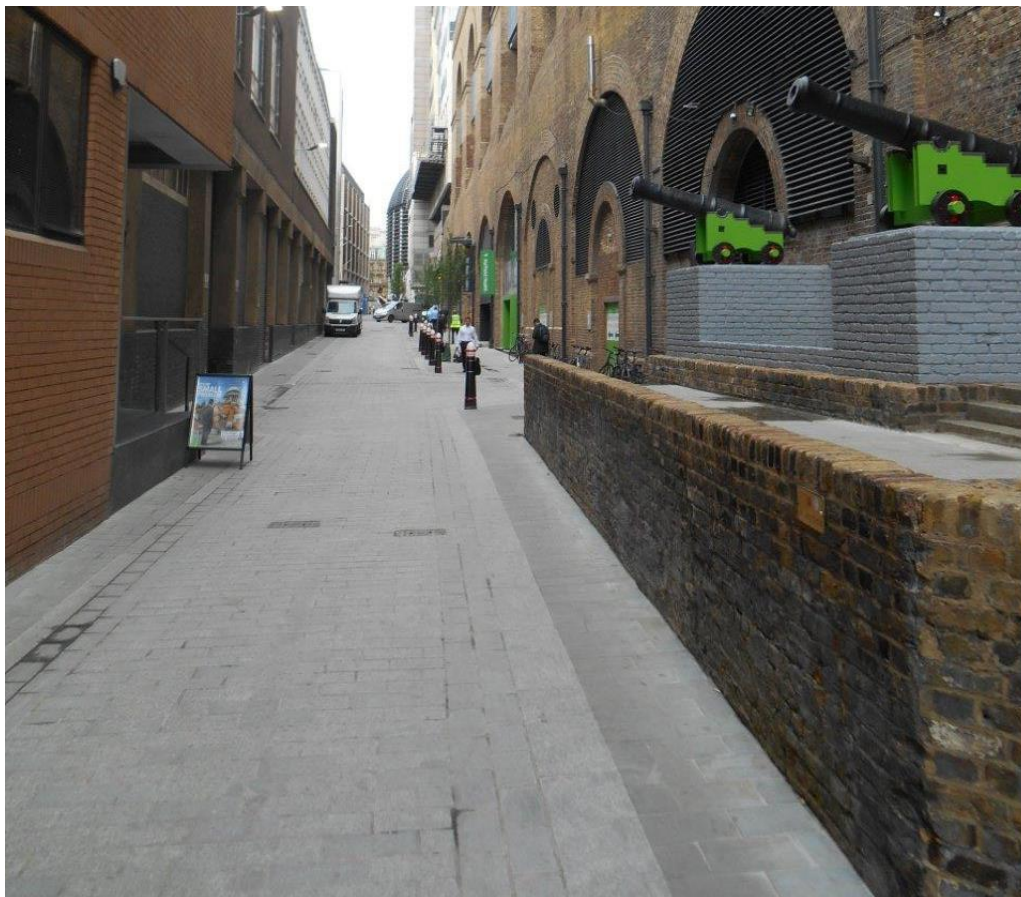


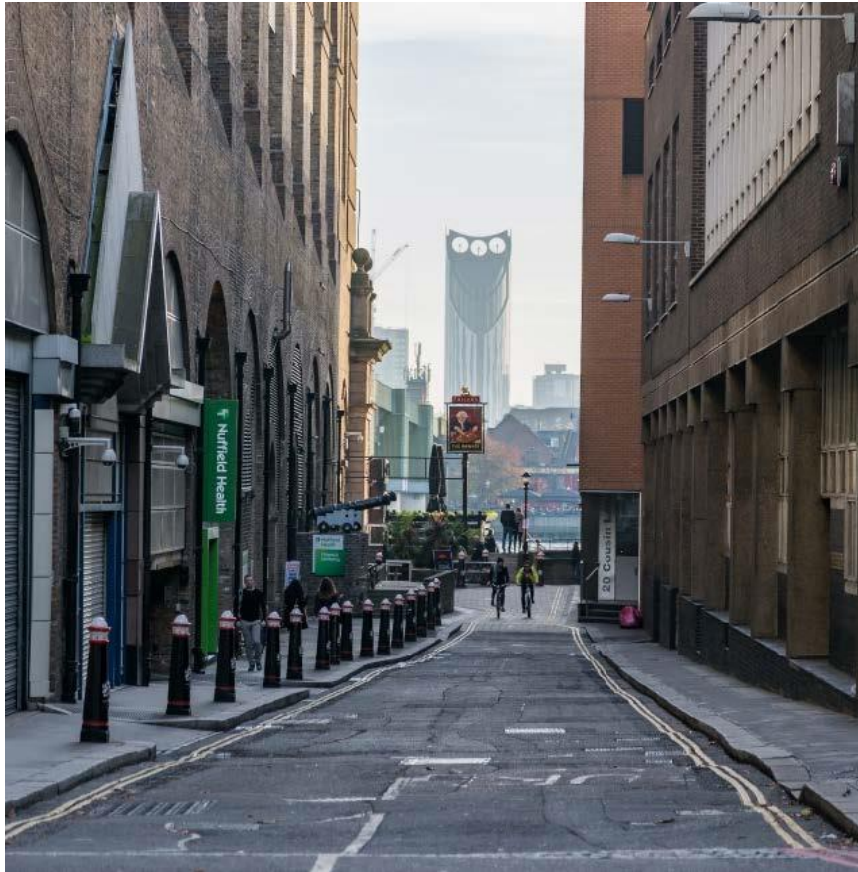
Version 7 – Sep 2016



Appendix 3: Before and After images







Appendix 4: Finance Table

Table 1: Cousin Lane Street S278 - Pre Evaluation - 16800340

Description	Approved Budget (£)	Expenditure (£)	Balance (£)
PreEv P&T Staff Costs	14,083	14,083	-
PreEv Env Servs Staff Costs	15,000	14,996	4
PreEv P&T FEES	4,595	4,595	-
TOTAL	33,678	33,674	4

Table 2: Cousin Lane Enhancements S278 - 16100340

Expenditure to date			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	58,354.00	58,272.27	81.73
Open Spaces Staff Costs	2,116.00	2,074.00	42.00
P&T Staff Costs	30,916.00	30,207.00	709.00
Fees	39,405.00	28,783.07	10,621.93
Works	386,606.00	294,669.84	91,936.16
Maintenance	25,104	25,104	0
TOTAL	542,501	439,111	103,391

L5-Cousin Lane Enhancements S278 (16100340 & 16800340)

Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Pre Evaluation	33,678	33,674	4
Staff Costs	91,386	90,553	833
Fees	39,405	28,783	10,622
Works	386,606	294,670	91,936
Maintenance	25,104	25,104	0
TOTAL	576,179	472,784	103,395

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Committees:	Dates:	
Streets and Walkways Sub-Committee Projects Sub Committee	23/01/2018 17/01/2018	
Subject: 60-70 St Mary Axe (EE114)	Gateway 4 Detailed Options Appraisal (Complex Route)	Public
Report of: Director of the Built Environment Report author: Na'amah Hagiladi		For Decision

Summary

Dashboard

Project status: Green

Timeline: Gateway 5 – Spring 2018

Project estimated to cost: £850k - £1.47m

Latest Approved Budget: £115,000

Spend to date: £90,177

Overall project risk: Low

Progress to Date

In June 2017 members approved a Gateway 3 report which set out a number of overarching design principles for a public realm project in the vicinity of the new development at 60-70 St Mary Axe (the “Can of Ham”). These principles are responses to a range of issues which were agreed between the City of London and the developer.

These principles (shown for information in Appendix 1) have defined the project scope, and several design options are now presented which aim to meet the project objectives, which are as follows:

- To deliver an enhanced public realm in the vicinity of 60-70 St Mary Axe;
- To reflect the objectives of the emerging Eastern City Cluster area strategy;
- To ensure that the required functions of the streets are maintained, and;
- To improve accessibility for all throughout the area.

Design approach

Initially a number of assessments were carried out in order to inform the design, namely transport assessments (including pedestrian traffic and kerbside activity surveys), and ground radar surveys to assess sub-surface conditions. The transport assessment showed that a significant number of pedestrians, around 1500 people at peak hours (morning and evening), use St Mary Axe during the day; this data corresponds with the outputs of the Citywide Pedestrian Model, which as well as verifying the current figures also predicts a substantial increase in pedestrian movement in the 2026 scenario, with pedestrian numbers predicted

to double to 3000 (in peak hours).

The pedestrian model also indicates that this section of St Mary Axe will become a major pedestrian desire line linking the new Crossrail station at Liverpool Street with the Eastern City Cluster. This increase in pedestrian movement requires a change to the way St Mary Axe is used, because there will be more pedestrians than can be safely accommodated whilst retaining the exiting footway and carriageway configuration. A landscape architect was therefore appointed to develop design options for the project, informed by the information from the aforementioned assessments and based on the project objectives approved at Gateway 3, with the primary focus on creating a re-configuration of St Mary Axe in order to support future pedestrian demand.

Overview of options

Three options have been assessed for St Mary Axe. The following provides an overview of each option; a full assessment of the three options is contained in the appraisal matrix appended to this report.

Option 1 is a direct response to current and future pedestrian demand, proposing the pedestrianisation of St Mary Axe by restricting access to all vehicles (except for occasional maintenance and emergency access) to create a new public space that will improve the experience of more vulnerable road users such as pedestrians and cyclists and deliver an enhanced public realm. This option meets all project objectives, and is also the option that is strongly favoured by the developer who is funding the project.

Option 2 attempts to provide an area of new public realm whilst retaining some vehicular access through a managed street arrangement. Whilst this option provides some benefit in terms of public realm improvement, the retention of traffic access compromises the ability to address future pedestrian demand and detracts from the sense of space. This option would also require the developer to manage the access to the street and the developer is not willing to enter into such an agreement.

Option 3 is a 'base' option which effectively enhances the current layout of St Mary Axe. This option does not provide any benefit in terms of future pedestrian demand, nor does it enhance the public realm or contribute to improved air quality. This option is also least favourable when considering the project objectives.

Independent of the three options for St Mary Axe, modest enhancement proposals have designed for Bevis Marks, Houndsditch and Goring Street to align with all three options, catering for pedestrian flows and servicing activity respectively.

Proposed way forward and summary of recommended options

It is recommended that Option 1 is taken forward for detailed assessment. This option best meets the objectives set out for the project and best provides measures to address future demands in the area. It also complements future changes needed in the Eastern City Cluster area to accommodate Crossrail and the mitigation of constructing consented schemes in the vicinity. Option 1 is supported by the City of London Police, and the developer has also written to the City of London expressing their strong preference for Option 1.

Results from the traffic survey analysis show that the surrounding road network

can adequately support the changes that may be required to mitigate the impacts of closing St Mary Axe to traffic (the plan at Appendix 6 shows an indicative revised traffic management layout). Such measures include the relocation of existing parking and disabled bays to nearby locations, as well as reversing the current direction of the one-way operation of Goring Street to run from north to south, thus maintaining resilience on the network. Removing traffic from St Mary Axe would also contribute to improved local air quality and encourage travel by more sustainable modes, in line with Corporate and Mayoral objectives, by facilitating pedestrian and cycle movement.

The next steps include developing the design in greater detail, taking sub-surface utilities and other factors into consideration; carrying out a Stage 2 Road Safety Audit; formal consultation with local stakeholders; and publishing a Traffic Order to formalise the removal of vehicle access from this section of St Mary Axe. It is anticipated that a Gateway 5 report will be submitted to the Chief Officer in spring 2018, with construction expected to commence later in 2018. This will enable the project to align with the developer's programme.

Financial implications

This scheme will be fully funded by the developer via a section 278 agreement, as set out in the terms of the relevant section 106 agreement; this includes the pre-evaluation work that has already been undertaken.

Table 1 below shows the resources expended to date. Table 2 sets out the resources required to reach the next gateway, and a brief explanation of the tasks to be completed with that funding.

Table 1: Resources Expended to date

Expenditure to date			
Description	Approved Budget (£)	Expenditure (£)	Balance (£)
PreEv P&T Staff Cost	13,068	13,068	0
PreEv Op Staff Costs	313	313	-
Env Servs Staff Costs	20,000	6,957	13,043
P&T Staff Costs	36,619	31,889	4,730
Fees	45,000	37,950	7,050
TOTAL	115,000	90,177	24,823

Table 2: Resources required to reach the next Gateway

Item	Reason	Cost (£)	Funding Source
Fees	Traffic Regulation Order process; utilities estimates; initial archaeological assessment; public consultation, Sustainable Urban Drainage System (SUDS) assessment	£30,000	Section 278 agreement (inc. underspend from previous Gateway)
City Public Realm & City Transport staff costs	Management of the project; liaison and consultation with stakeholders; commissioning surveys and other assessments	£50,000	
Highways staff costs	Producing detailed design; liaison with utility companies; production of cost estimates; production of construction package	£80,000	
Open Spaces staff costs	Input on planting design, inc. species selection	£5,000	
Total		£165,000*	

*This is the total cost for the next Gateway; the underspend of £24,823 from the previous Gateway will be utilised to meet this figure.

Recommendations

It is recommended that Members:

- 1) Approve option 1 for progression to the next Gateway;
- 2) Authorise the Gateway 5 report to be considered by the Chief Officer under Delegated Authority, as per the City's project procedure;
- 3) Authorise officers to pursue the necessary approvals, such as Traffic Regulation Orders.
- 4) Approval of funding as set out in Table 2 above.

See attached.

Appendices

Appendix 1	Schedule of Issues as approved at Gateway 3
Appendix 2	Site location plan
Appendix 3	Detail of St. Mary Axe: Option 1
Appendix 4	Detail of St. Mary Axe: Option 2
Appendix 5	Detail of St. Mary Axe: Option 3
Appendix 6	Plan of suggested alternative on-street parking and servicing locations
Appendix 7	Extract from Citywide Pedestrian Model

Contact

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Options Appraisal Matrix

	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
1. Brief description	This option looks to considerably transform St Mary Axe into a new public space, by removing vehicle access (but retaining maintenance and emergency access), prioritising pedestrians and cyclists, changing the surface material and introducing tree planting and street furniture.	This option offers a mid-level enhancement of St Mary Axe, providing greater pedestrian priority but with vehicle access retained. This is achieved by defining two areas: a pedestrian-focussed section with new seating and greenery; and a shared section with vehicle and cycle access retained.	This 'base' option does not transform St Mary Axe, but simply looks at surface improvements along the street with the current layout retained.
2. Scope and exclusions	<ul style="list-style-type: none"> • Removal of vehicular traffic from St Mary Axe; • New hard landscaping finishes; • New street furniture, including planting and seating • A revised traffic management layout • Proportionate HVM measures in accordance with the city's police and the CPNI requirements <p>Each option currently proposes the introduction of new York stone paving on Bevis Marks,</p>	<ul style="list-style-type: none"> • Two separated zones: vehicular path and pedestrian area; • New hard landscaping finishes; • New street furniture, including planting and seating • A revised traffic management layout • Proportionate HVM measures in accordance with the city's police and the CPNI requirements <p>Each option currently proposes the introduction of new York stone</p>	<ul style="list-style-type: none"> • Surface improvement to the existing street and pavements <p>Each option currently proposes the introduction of new York stone paving on Bevis Marks, Houndsditch and Goring Street, as well as raised entry tables at each end of Goring Street.</p>

	Option 1	Option 2	Option 3
	Houndsditch and Goring Street, as well as raised entry tables at each end of Goring Street.	paving on Bevis Marks, Houndsditch and Goring Street, as well as raised entry tables at each end of Goring Street.	
Project Planning			
3. Programme and key dates	Finalised design and cost estimates: January 2018 – May 2018 Gateway 5: May 2018 Implementation: September 2018 – January 2019, which is aligned with the developer's schedule		
4. Risk implications	<p><i>1. Risk:</i> Presence of sub-surface utilities impact on the design and cost <i>Action:</i> Preliminary surveys have already been carried out, and trial holes would be used to further determine the extent of utilities</p> <p><i>2. Risk:</i> Delay in construction works of 60-70 St Mary Axe building affect public realm works <i>Action:</i> Coordination meetings are planned to take place during Gateway 4 and 5 stages with all involved parties</p> <p><i>3. Risk:</i> Several construction sites operating in the area at the same time <i>Action:</i> All works would be conducted in coordination with neighbouring sites</p> <p><i>4. Risk:</i> Objections to traffic management raised through consultation process <i>Action:</i> Early consultation with all those occupiers which may be affected or impacted by the wider highway changes.</p>		

	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
5. Benefits and disbenefits	<p>Benefits:</p> <ul style="list-style-type: none"> • Creation of a new public space, including new planting and seating areas; • Improved pedestrian environment, consistent with the emerging priorities of the Eastern City Cluster area strategy; • Provide acceptable pedestrian comfort levels in future scenarios where pedestrian numbers increase significantly • Improvement to local air quality, and the promotion of active travel; • Aligns with the emerging proposals from the Eastern City Cluster Area Strategy review, and also with emerging security requirements; • Does not compromise the viability of further improvements in the ECC area, such as the southern section of St Mary Axe, Leadenhall Street and the Bishopsgate / Camomile Street junction 	<p>Benefits:</p> <ul style="list-style-type: none"> • Enhanced pedestrian environment, including new planting and seating areas; • Limited improvements to local air quality. <p>Disbenefits</p> <ul style="list-style-type: none"> • Possible conflict between vehicles, cyclists and pedestrians when vehicles are using the street • Offers limited improvement to future pedestrian comfort levels; • Requires a managed access agreement, with responsibility allocated to a third party. 	<p>Benefits:</p> <ul style="list-style-type: none"> • Improved materials (i.e. York stone paving) in accordance with the City Public Realm SPD <p>Disbenefits</p> <ul style="list-style-type: none"> • No improvements to pedestrian environment; • Offers no improvement to future pedestrian comfort levels; • No improvement to local air quality.

	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
	Disbenefits: <ul style="list-style-type: none"> • Possible conflict between pedestrians and cyclists (to be addressed prior to the next Gateway). 		
6. Stakeholders and consultees	<ul style="list-style-type: none"> • City Transportation • Highways Team • Open Spaces department • TH Real Estate (developer) • Foggo Associates (architects) • Affected frontages • Historic Environment • Access Team • Road Safety Team • London Buses • City Police 		
<i>Resource Implications</i>			
7. Total Estimated cost	£1,258,000 This estimate is based on the latest available information, and may vary as the detailed design work progresses; this estimate does not include expenditure to-date.	£1,465,000 This estimate is based on the latest available information, and may vary as the detailed design work progresses; this estimate does not include expenditure to-date.	£850,000 This estimate is based on the latest available information, and may vary as the detailed design work progresses; this estimate does not include expenditure to-date.

	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
		This option has a higher cost due to the use of granite setts and retractable bollards.	
8. Funding strategy	Fully funded through a Section 278 agreement, and in accordance with terms of the Section 106 agreement relating to the development at 60-70 St Mary Axe.		
9. Estimated capital value/return	Not applicable		
10. Ongoing revenue implications	The developer has committed to a financial contribution to the maintenance of the new public space, including the planting, via the s278 agreement. The amount of maintenance funding will be confirmed at the next Gateway.		
11. Investment appraisal	Not applicable		
12. Affordability	Fully funded through a Section 278 agreement, with no financial liability to the City of London.		
13. Procurement Strategy	It is proposed that the detailed design process is carried out 'in house' via the City Highways team. The works would be implemented via the City's term contract for highway works.	It is proposed that the detailed design process is carried out 'in house' via the City Highways team. The works would be implemented via the City's term contract for highway works.	It is proposed that the detailed design process is carried out 'in house' via the City Highways team. The works would be implemented via the City's term contract for highway works.
14. Legal implications	This option would require a Traffic Regulation Order to implement changes to the existing traffic	This option would require a Traffic Regulation Order to restrict vehicle access in St Mary Axe. A separate	None. The remains of the ancient City Wall crosses St Mary Axe and Goring

	Option 1	Option 2	Option 3
	<p>management layout, including the proposal to restrict vehicle access in St Mary Axe and to reverse the direction of the one-way operation on Goring Street (see section 13 for more details).</p> <p>The remains of the ancient City Wall crosses St Mary Axe and Goring street – as this is a Scheduled Ancient Monument it will require a consent for any work that may affect the monument. The proposed works would be designed to avoid any damage to the City wall and its setting.</p>	<p>TRO would be required to reverse the direction of the one-way operation on Goring Street (see section 13 for more details).</p> <p>The remains of the ancient City Wall crosses St Mary Axe and Goring street – as this is a Scheduled Ancient Monument it will require a consent for any work that may affect the monument. The proposed works would be designed to avoid any damage to the City wall and its setting.</p>	<p>street – as this is a Scheduled Ancient Monument it will require a consent for any work that may affect the monument. The proposed works would be designed to avoid any damage to the City wall and its setting.</p>
15. Corporate property implications	Not applicable		
16. Traffic implications	<p>This option proposes the permanent closure of St Mary Axe to vehicular traffic, with only maintenance and emergency access retained. A transport assessment has been carried out which demonstrates that this option can mitigate any resulting impacts</p>	<p>This option proposes the enhancement of St Mary Axe, but with an access management arrangement implemented to allow some traffic to access the street. The implications of this option broadly mirror those in option 1, but with some differences as set out</p>	<p>This option would only involve minor changes to the layout of St Mary Axe, and would therefore see Pedestrian Comfort Levels remain at level 'C' (in the 2026 scenario), which is below the acceptable level.</p>

	Option 1	Option 2	Option 3
	<p>on the surrounding highway network.</p> <p>The assessment took into consideration the need to extinguish the existing pay & display parking bays within St Mary Axe (a measure proposed in the original planning report for the development and contained in a subsequent condition). These bays, as well as on-street servicing activity, can be accommodated on surrounding streets without causing a negative impact on the network or on street users.</p> <p>The City's Pedestrian Modelling shows that St Mary Axe will become overcrowded in the 2026 scenario with no interventions (producing a Pedestrian Comfort Level of C, as per the Transport for London pedestrian comfort guidance document). This option is shown to deliver a Pedestrian Comfort Level of 'A' with current pedestrian numbers and a PCL of 'B+' in the future 2026 scenario, both of which are acceptable levels</p>	<p>below.</p> <p>This option is shown to deliver a Pedestrian Comfort Level of 'B minus', in the future 2026 scenario, which is below the accepted levels within the Transport for London pedestrian comfort levels guidance document. This level would drop further at times when vehicles access this area. Possible conflict between vehicles, cyclists and pedestrians when vehicles are using the street.</p>	

	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
	<p>as per the Transport for London pedestrian comfort levels guidance document and will therefore increase the attractiveness of this route. This would also serve to take some pressure off the parallel Bishopsgate, which is also forecast to experience a significant increase in pedestrian usage.</p> <p>The option would require a direction reversal of the current one-way operation on Goring Street, to retain resilience in the network, most notably for London Buses when on diversion in the area; vehicle tracking has been completed which shows the buses can use this revised layout.</p>		
17. Sustainability and energy implications	<ul style="list-style-type: none"> This option would significantly improve local air quality by removing traffic from St Mary Axe and introducing new greenery. 	<ul style="list-style-type: none"> This option would improve local air quality by introducing new greenery and reducing vehicle numbers in St Mary Axe. 	<ul style="list-style-type: none"> None.
18. IS implications	Not applicable		
19. Equality Impact Assessment	This option would improve conditions for pedestrians, cyclists	This option would improve conditions for pedestrians, cyclists	This option would deliver marginal improvements for pedestrians and

	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
	and those with mobility impairments, through the creation of a new public space with level surfaces throughout.	and those with mobility impairments, with level surfaces throughout.	those with mobility impairments, through the introduction of new York stone paving.
20. Recommendation	Recommended	Not recommended	Not recommended
21. Next Gateway	Gateway 5 - Authority to Start Work	Gateway 5 - Authority to Start Work	Gateway 5 - Authority to Start Work

	<i>Option 1</i>		<i>Option 2</i>		<i>Option 3</i>	
22. Resource requirements to reach next Gateway		Item	Reason	Cost (£)	Funding Source	
		Fees	Traffic Regulation Order process; utilities estimates; initial archaeological assessment; public consultation, Sustainable Urban Drainage System (SUDS) assessment	£30,000	Section 278 agreement (inc. underspend from previous Gateway)	
		City Public Realm & City Transport staff costs	Management of the project; liaison and consultation with stakeholders; commissioning surveys and other assessments	£50,000		
		Highways staff costs	Producing detailed design; liaison with utility companies; production of cost estimates; production of construction package	£80,000		
		Open Spaces staff costs	Input on planting design, inc. species selection	£5,000		
		Total		£165,000		

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Appendix 1

Schedule of Objectives as approved at Gateway 3

60-70 St Mary Axe – Issues, Objectives & Next Steps

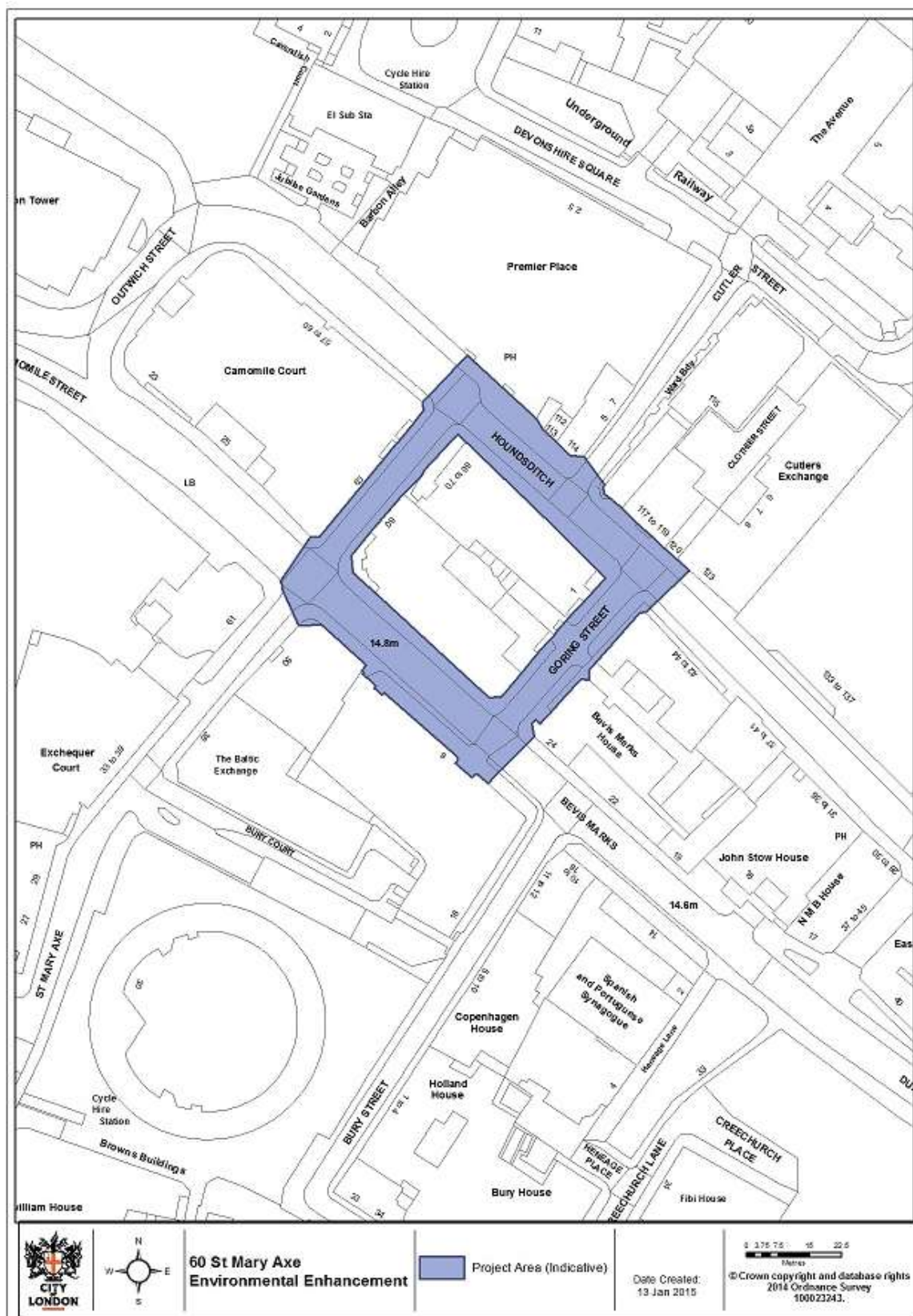
ID	Issue	Objective	Next steps
Environment			
E1	Meeting the levels and kerb lines that have been agreed.	EO1: To create a design that meets the needs of all stakeholders, and which can be appropriately maintained.	Liaise with key stakeholders who own buildings around the area to understand access requirements.
E2	Coordinating subservice infrastructure.		
E3	Telecommunications access to the building.		Commission a site investigation to determine the underground services and utilities that will inform the design options, and to see how we can coordinate subservice infrastructure.
E4	Avoiding service diversion where ever possible.		
E5	Negative perceptions of the area.	EO2: To create a design that makes the area attractive and improves perceptions of the area by using high quality, CoL standard materials in constructing the scheme.	Ensure that the final design creates a safer more attractive area – especially for pedestrians. Ensure that the final design is signed off by the CoL Highways Team, who know and work with the Col material palette standards.
Place making			
PM1	St Mary Axe to have a sense of place rather than simply a movement function.	PMO1: To provide defined ‘activity’ areas for the various users of the space, and ensure that the function, design and material palette of the public realm is coordinated	Commission a landscape architect to develop initial design options.
PM2	Attractiveness of retail unit.		
PM3	Enlivening of Bevis Marks and Houndsditch.	PMO2: To ensure that the design of the public realm works alongside the new development	

PM4	Provision of trees and / or other greenery where appropriate.	to make the area attractive, useable and easy to navigate around, for all users and at all times of day.	
PM5	Provision for public art.		
	Security		
S1	Accounting for the potential installation of bollards.	SO1: To ensure that users of the area feel safe and the public realm is designed to limit opportunities for anti-social behaviour, taking into account the evening and night-time use of the area	Review the Security Assessment and determine the main issues. Where possible seek alternative security solutions in keeping with the developing, Eastern Cluster Security Review Strategy.
S2	Reducing the risk of vehicles approaching at speed (along all vehicular routes and identifying ways to mitigate the issue).	SO2: To ensure that any necessary security measures and the implications thereof are identified and fully understood.	Liaise with COL internal colleagues to define a scope on anticipated security measures needed at the development site.
S3	Sufficient lighting of the public realm.	To ensure that the agreed building lighting and illumination levels are adhered to.	Ensure that the approach that has potentially been in the Planning Application is sufficient for the site requirements and ensure that the agreed design is implemented.
Transport			
T1	Servicing of existing premises on St Mary Axe.	TO1: To provide adequate space for all future vehicle uses of the space, including disabled parking, emergency vehicles, taxi pick up / drop off, loading and servicing activity.	Commission Transport Study to identify opportunities for servicing, pedestrian and cyclist facilities, and other street uses.
T2	Potential closure of St Mary Axe to traffic.		
T3	Access to on and off street loading bays needs to allow adequate traffic movement to be maintained.		
T4	Adequate provision of disabled parking.		
T5	Taxi Drop-Off/Pick-Up area where visitors can be dropped-off/picked up close to the front-door.		

T6	Efficient pedestrian movement, considering key desire routes throughout the area.	TO2: To ensure an adequate pedestrian and cyclist environment, including areas of pedestrian priority where appropriate.	
T7	Retained and enhanced pedestrian crossings.		
T8	Cycling routes in and around the site.		
T9	Adequate provision for cycle parking for users and visitors.		

Appendix 2

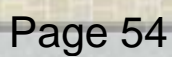
Site location plan



Detail of St. Mary Axe: Option 1



Detail of St. Mary Axe: Option 2

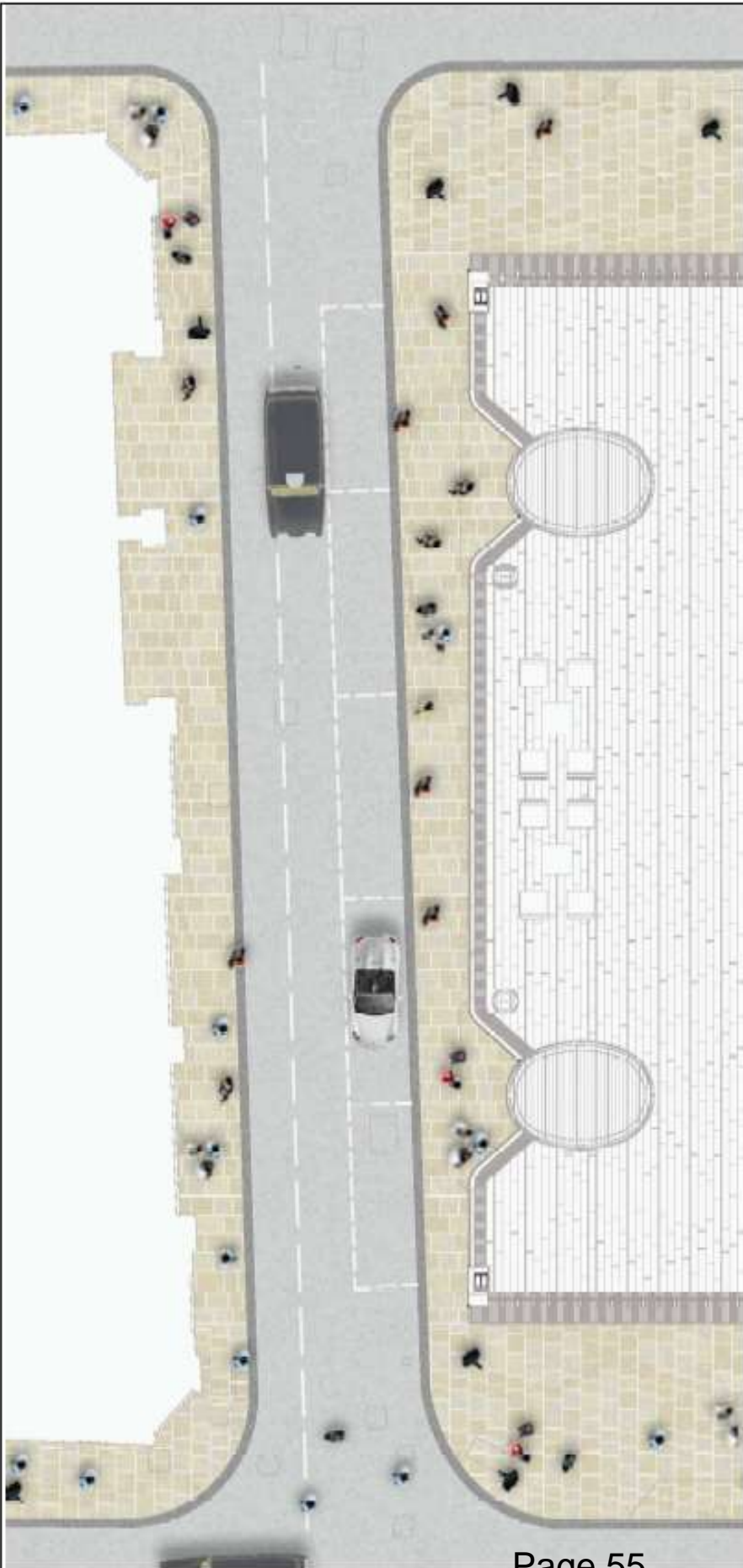


The study is a cross-sectional observational study, which means that the researchers were not able to make any causal inferences about the relationship between the variables. The study was conducted in a single point in time, and the data were collected from a single source, which is a limitation of the study. The study was conducted in a single point in time, and the data were collected from a single source, which is a limitation of the study.

Option 2

F	E	S	M
First Name	Last Name	Initials	Mobile Number
Mr.			
City of London			
Mr.			
75 St Mary Axe			
London			
Working At:			
Landmark Properties			
Morgan Vickers Access			
Supervisor:			
Developed Design			
Job:	Date:	Status:	
1-2806A	10/11/17	DH	
Program:	Created:	Modified:	
1-10A	EF	EF	

Appendix 5
Detail of St. Mary Axe: Option 3



OPTION 3 - LAYOUT
This layout is a detail of the proposed development for the site. It shows the proposed layout of the site, including the proposed building footprint, the proposed parking area, and the proposed pedestrian and cycle routes. The layout is based on the proposed development brief and the proposed site plan. It is intended to provide a clear and concise overview of the proposed development for the site.

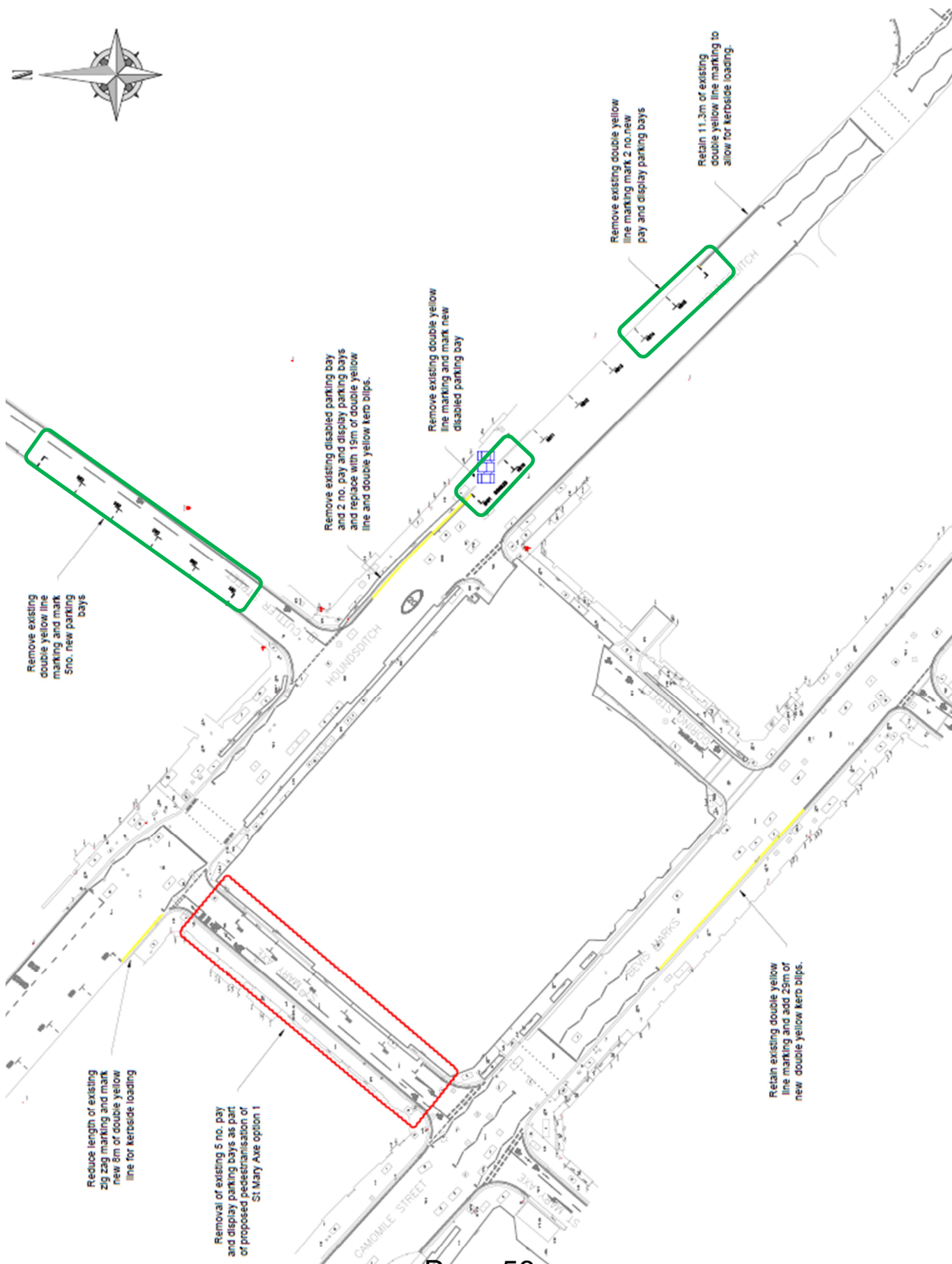
Option 3

Client	City of London				
Project	75 St Mary Axe London				
Project	Landscaping Masterplan Roadway and Pavement Improvement				
Project	Development Design				
Job	10/20/2020	Date	21/11/20	Drawn	
Project	10/20/2020	Project	10/20/2020	Project	10/20/2020
Project	10/20/2020	Project	10/20/2020	Project	10/20/2020

Appendix 6

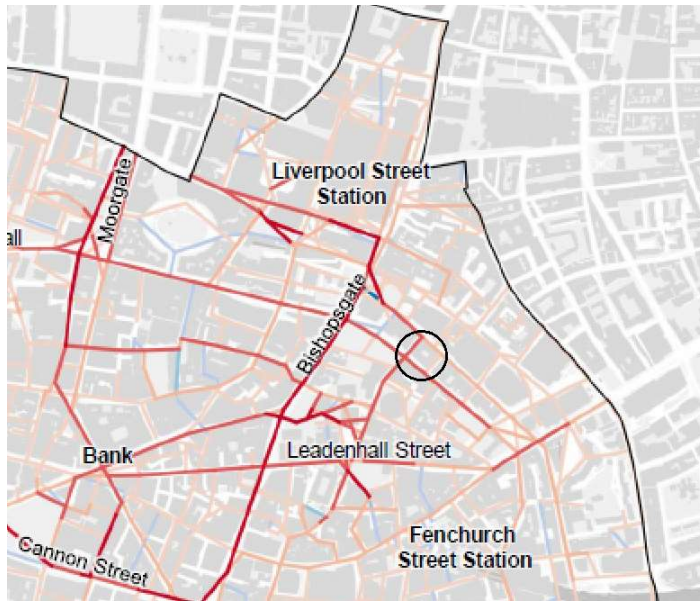
Plan of suggested alternative on-street parking and servicing locations

(Draft version, subject to revision)

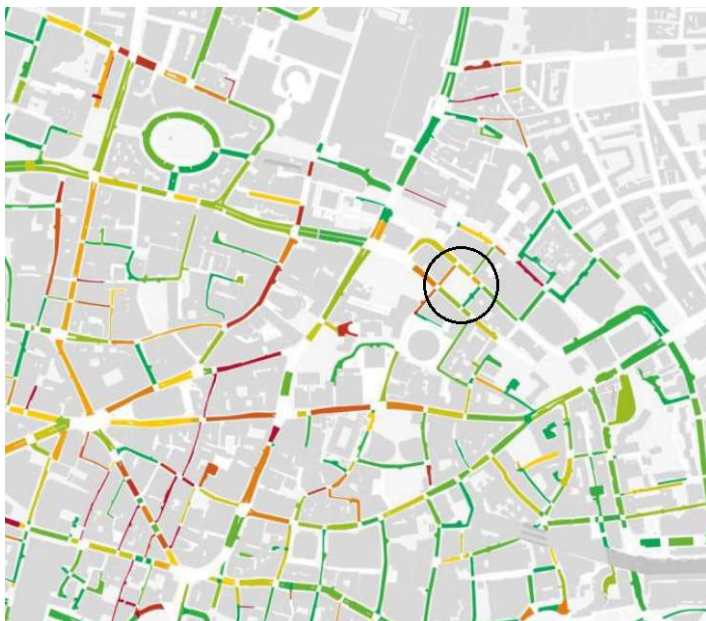


Appendix 7

Extract from Citywide Pedestrian Model



Above left: 2015 and 2026 morning peak scenario, highlighting (circled) the high volume of pedestrian's movement (about 1500 now, expected to be doubled in future scenario). Above right: 2026 peak model, highlighting the high volume of the two adjacent streets and St Mary Axe (circled) as connector between the two. While slightly lower than the two, it still within the highest rank. Below left: Pedestrian comfort level at morning peak highlighting the St Mary Axe area. The current state of St Mary Axe comfort level is assessed as level C. Below right: Air quality measure identifies the development area as located within high risk area due to vehicular traffic.





Committee(s)	Dated:
Policy & Resources Committee Culture, Heritage & Libraries Committee Streets & Walkways Sub Committee	18 January 2018 22 January 2018 23 January 2018
Subject: Special Events on the Highway	Public
Report of: Director of the Built Environment	For Decision
Report Author: Ian Hughes, Assistant Director (Highways)	

Summary

This report outlines the major special events planned for 2018, and provides Members with an opportunity to consider and comment on the appropriateness of these events, taking into account their nature, scale and impact, as well as the benefits they bring.

In summary, there are likely to be 17 major events planned for 2018, two more than last year, of which:

- 13 have taken place before;
- Three are one-off cultural events (for the Culture Mile, the Smithfield 150 and the London Festival of Architecture);
- One is taking place for the first time (Tommy's London Landmarks Half Marathon), which if successful will be facilitated for the next three years as per current guidelines.

This report also updates Members on the key issues and outcomes from events during 2017, one of which is the impact of counter terrorism measures on event planning. Some events have a high national & international profile, and most attract significant crowds, so the need to mitigate the risks of a terror related incident has become increasingly relevant.

Finally, for the first time this annual report also covers two new additional items, namely:

- The uses of the City's Anti-Terrorism Traffic Regulation Order in the last 12 months, specifically in relation to special events.
- The event-related 'benefits in kind' granted to charitable organisers in 2017;

Recommendation(s)

Members are recommended to:

- Agree to support the events outlined in the report and detailed in Appendix 1.

Members of Streets & Walkways Sub Committee are recommended to:

- Note the Benefits in Kind listed in Appendix 5.

Main Report

Background

1. This report provides an update to Members on those events that are currently planned for 2018, and looks back on events from 2017 in terms of lessons learned. Many of those events are aimed at promoting or raising money for charitable organisations, others seek to promote specific City strategies or Mayoral initiatives, and the small number of commercial events still raise money for charity, either directly through charitable partnerships or as an opportunity for participants to raise sponsorship.
2. Whilst these social and community benefits are understood and acknowledged, it is also important to ensure the impact of each event on residents, businesses and traffic is minimised, and that demand for the overall number of events is managed in a consistent and transparent manner.
3. It is essential that the planning and assessment of each major event takes place well in advance, as road closures can have a significant impact on the day-to-day life of those working and living in the City. Highway officers from the Transportation & Public Realm Division (T&PR) of the Built Environment lead this process with a structured and well-documented application and approval process.

The Event Approval Process

4. Members are reminded that event applications are initially considered by officers of SEEG (the Significant External Events Group), which includes Highways officers, the Town Clerk's Department, the Remembrancer's and City of London Police. SEEG considers the merits of each application, taking into account a range of factors such as traffic and residential impact, public safety and the capability of the event organiser.
5. The Director of the Built Environment has delegated authority to make traffic orders to allow roads to be closed for special events, so Member approval for each major event is not required. However there are established guidelines for officers to follow in determining the suitability of events, which also set out the procedure for event approval and provide advice for organisers.
6. In line with most local authorities, the City has a Safety Advisory Group (SAG), which meets when required to examine the safety aspects of an event, particularly for those events that have not been held in the City before or where safety concerns have been previously raised. The purpose of the SAG is to receive further details of the event from the organiser and for the emergency services, and other agencies to identify additional information or action that might be needed to assist the event organiser in delivering a safe event. Although a SAG is not a legal requirement, it is recommended as good practice.

7. The City's SAG is chaired by the City's Strategic Security Director, and the group comprises representatives from various City departments including Environmental Health and Contingency Planning, as well as organisations such as the police, the fire service, TfL and other interested parties.
8. As an example, the next SAG will be held on 20 February and will examine the safety aspects of three events, namely the London Landmarks Half Marathon, the Culture Mile at Beech St, and the Nocturne cycling event following the incident that occurred in 2017 outlined later in this report.

Events Calendar 2018

9. The following table summarises the major events due to take place this year. A timeline for events is also illustrated in Appendix 2. Those highlighted in red are covered in more detail later in the report.

Date	Day	Event	Detail
4 February	Sunday	Winter Run	Fun run
17 & 18 March	Sat & Sun	Culture Mile	Culture Mile related activities in Beech St
23 March	Sunday	London Landmarks Half Marathon	Charitable half marathon organised by Tommy's
22 April	Sunday	London Marathon	Amateur & elite race raising funds for sporting initiatives
28 May	Bank Holiday Monday	Vitality 10K Race	Race raising funds for sporting initiatives
June (TBC)	Two Weekdays	London Festival of Architecture	Possible event inc Bank junction closure
9 June	Saturday	Nocturne	High participant night-time cycling race
17 June	Sunday	Adidas City Run Mile	Fun run raising money for local and national charities
17 July	Tuesday evening	Standard Chartered Great City Race	Run with participants from City institutions and businesses
18 July	Wednesday	Cart Marking	Ceremonial event; Livery Company
28 & 29 July	Saturday & Sunday	Prudential RideLondon	TfL mass participation cycling event promoting Mayoral initiatives
5 August	Sunday	London Triathlon	Sporting event on TfL streets within the City
27 August	Saturday - Monday	Smithfield Street Party	Museum of London large-scale street party

21 September	Thursday evening	Bloomberg Square Mile Run	Fun run with participants from City institutions and businesses
14 October	Sunday	Royal Parks Half Marathon	Charitable run for Royal Parks Foundation
10 November	Saturday	Lord Mayor's Show & Fireworks	City Corporation ceremonial event and fireworks display
31 December	Monday	New Year's Eve	GLA & TfL sponsored firework display

Assessment Matrix

10. An Event Assessment Matrix is applied to each event to determine its benefits and dis-benefits (see Appendix 3), and it remains a highly useful tool to determine the merits (or otherwise) of any proposed event. Members approved the framework for the assessment matrix, which is summarised below.

Disbenefit		Benefit	
Disruption & Impact	Past / Likely Complaints	Policy Aims & Objectives	Charitable / Community Support
Daytime major road closures / Major impact (-5)	Serious, numerous & political (-5)	City heritage / cultural 'difference' / Corporate Plan (inc visitor & cultural strategies) (5)	Not for Profit' / Large charitable contribution / Overwhelming stakeholder support (5)
Evening major road closures (-4)	Numerous & political (-4)	London / National / International significance (4)	Charitable contribution (4)
Extensive weekend road closures / Medium impact (-3)	Numerous non-political (-3)	CoL Partner / City stakeholder (3)	Significant City community non-charitable benefit (3)
Limited weekend road closures (-2)	Some political (-2)	CoL Community Strategy (2)	Small charitable contribution (2)
Traffic holds / bubble / minor road closures (-1)	Small number (-1)	Member-only support (1)	Small community benefit (1)
No road closures No impact (0)	None (0)	No policy objective / No Member support (0)	Fully commercial (0)

11. For most events this year, that assessment is unchanged, although this report includes specific assessments for Tommy's London Landmarks Half Marathon and the Culture Mile event in Beech St. Overall, 12 of the 17 events for 2018 are considered 'Green', with three deemed 'Amber' (the Lord Mayor's Show, the Culture Mile and Great City Race) and none are 'Red'. (Two are yet to be assessed; the London Festival of Architecture & Smithfield 150.)

12. The Lord Mayor's Show has moved towards Amber as a direct result of the measures deployed to mitigate the risk from terrorist attack. The terrorist issue in general is covered later in this report, but the Show in 2017 required measures to be deployed much earlier and road closures to last longer, with consequences for TfL and Westminster's respective operations as a result.

Review of Events from 2017

Nocturne: Sat 10 June 2017 & Sat 9 June 2018

13. The Nocturne is an annual night-time cycling event run by Face Partnership centred around Cheapside and Guildhall. Given the increase in participants and spectators it has attracted in recent years, the new route has proved much more suitable than the original Smithfield location, resulting in an increased media profile, closer local stakeholder connections and continuing live TV coverage.
14. However, this year's event was marred by a collision between a member of the public wanting to cross the race route during the competition, and a cyclist taking part in the race and moving at speed. The nature and causes of that collision have been investigated by the City's Environmental Health team who assume those responsibilities as agents of the Health & Safety Executive when roads are closed for events.
15. The outcome of that investigation did not warrant the City withdrawing its support for the event in 2018, but it did highlight the implicit risks of managing such events. In particular, the importance of careful event planning, managing Health & Safety risks and employing effective stewarding all come into play. The recommendations made by the EHO team around stewarding, Health & Safety management and advance planning will of course be fed into this year's event plan, and shared with other event organisers in due course.

Standard Chartered Great City Race

16. This 5km race takes place every year and is successfully delivered by London Marathon Ltd. It typically takes place on a Thursday evening, although in 2017 the day changed to a Monday to accommodate a high-profile event at Guildhall.
17. This popular event draws over 5,000 runners from around 400 companies in the banking, accountancy, insurance, law and media industries. The timing of the race (7.15 pm) is specifically aimed at encouraging City workers to participate, and significant money is raised to support a number of local charities
18. As part of the three-year "root and branch" review of events on the highway, the possibility of holding this event at a weekend or an alternative day in the week was explored. Following discussion with London Marathon Ltd, moving the event to a weekend was discounted as the target audience of City workers and engagement with City businesses would be substantially reduced as a result.
19. It was however noted that there was less traffic impact when the event was held both earlier in the week and slightly later in July. For this reason, the 2018 event will now take place on a Tuesday (instead of a Thursday) and week later compared to previous years.

Counter Terrorism & Special Events

20. In the context of this report, recent events in the UK, Continental Europe and the United States have highlighted the vulnerability of crowded spaces to terrorist attack, and with incidents such as the Boston Marathon bombing, the Nice Bastille Day lorry attack and the Manchester bomb, special events and event venues have been recognised as being particularly at risk.
21. A recent study suggested that 50% of people may now be influenced by security when deciding whether to attend an event, concert or festival, suggesting there is a public expectation that events will be protected in some way. As a result, the City Corporation is working at a strategic and operational level with the GLA, Westminster, TfL, the City & Metropolitan Police forces and other security agencies to develop a consistent and proportionate approach; to reassure & protect the public and participants without impeding the look & feel of an event.
22. This has led to a new assessment process for the largest high profile events where mass participation, large spectator numbers, TV coverage and iconic locations combine to create a higher than usual threat level. This process involves the appropriate police force appointing a Security Coordinator to make recommendations to the event organiser on how to best mitigate that threat, including, but not limited to, 'vehicle as a weapon' attacks.
23. The City Corporation's role (when not the organiser) is then to work with the event planner to implement these recommendations, whilst at the same time being mindful of the City's other statutory responsibilities, including the need to minimise disruption from the event, and to keep the City's 'business as usual' function operating.
24. Questions about hostile vehicle mitigation are key to the current discussions between organisers, local authorities, police forces and government agencies. However, in the meantime, the complexity and workload on DBE officers involved in this process has considerably increased, even on well-established events run by experienced event organisers. Given the severe terrorist threat level is expected to continue into the long-term, resources to meet this need will soon have to be reviewed.

Anti-Terrorism Traffic Regulation Order (ATTRO)

25. In parallel to this increase in the potential terrorist threat level to the City, Members approved the establishment of a 'contingent' ATTRO in November 2016 to cover instances where the Commissioner of Police requested the City Corporation's consent to control traffic and pedestrians for anti-terrorist purposes. A joint protocol between the City Corporation, the City Police and TfL has been developed to manage this process, part of which involves reporting to Members the occasions and outcomes of using the ATTRO in the last year.

26. In the last 12 months, the ATTRO has only been used for a very small number of major events, namely:

- The 2016 New Year's Eve celebration
- The funeral of PC Keith Palmer at Southwark Cathedral (11 April)
- The IAAF Marathon event (6 August)
- The 2017 Lord Mayor's Show & Fireworks (11 November)
- Grenfell Tower Memorial Service at St Paul's Cathedral (14 December)
- The 2017 New Year's Eve celebration (anticipated use)

27. In relation to those events, the use of the ATTRO potentially allowed the City and Metropolitan Police services a greater ability to control traffic and pedestrians in a planned and 'in extremis' sense. However, in practice, the noticeable impact on the public was marginal and not over and above what might be termed a 'normal' major event plan. In addition, DBE (as the authorising department for the ATTRO) were not aware of any complaints specifically deriving from the use of the ATTRO.

New Events for 2018

London Landmarks Half Marathon – 25 March 2018

28. From the beginning, the organisers of the London Landmarks Half Marathon and their principle charity partner Tommy's have sought to work with the City and Westminster to deliver an annual event highly tailored to fit the City's cultural offer and give something back to the Square Mile. That means using a complex route of City, Westminster and TfL streets to showcase City landmarks & cultural attractions (see Appendix 4).

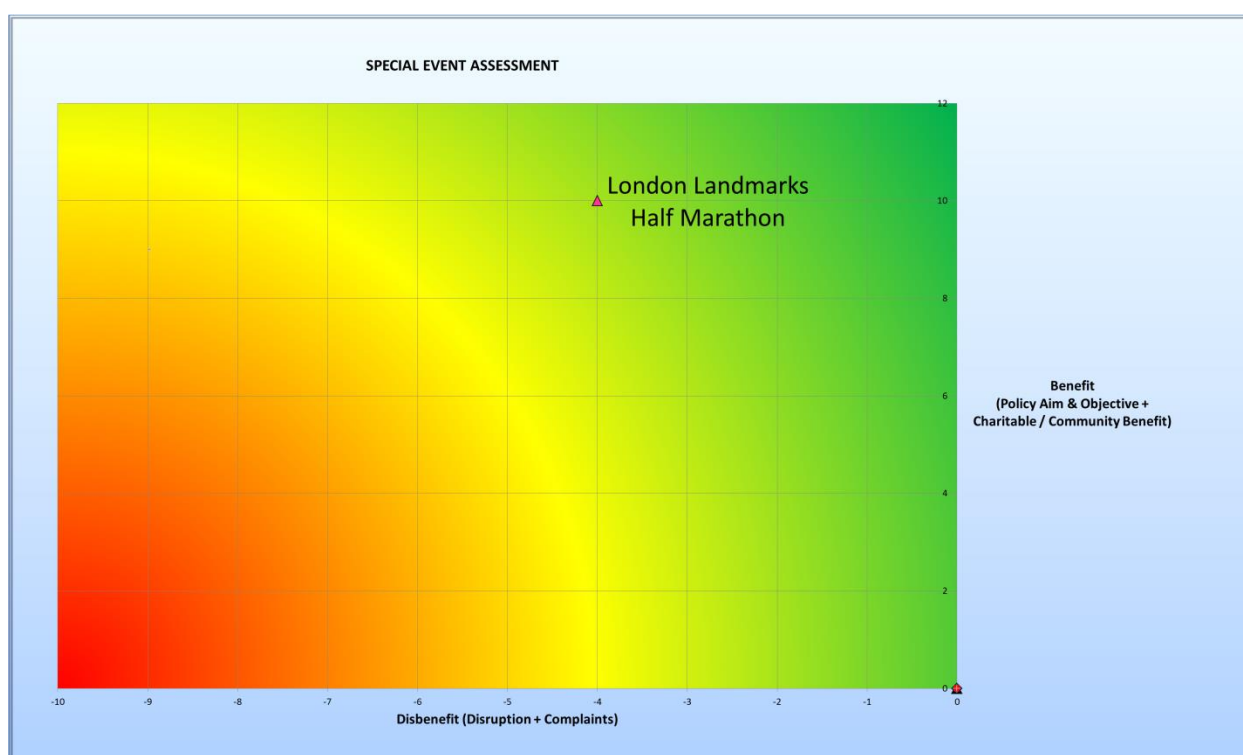
29. Planning for the event in March is now well advanced, including 10 activation points, 17 themed charity cheer stations and various musical performances set out along the route, as well as historical tours and cultural-themed treasure hunts for spectators to enjoy. Specific City attractions such as Dr Johnson's House, the sound of Bow Bells, the Roman Bath House and Guildhall's roman heritage will all be highlighted along the route.

30. The organisers have partnered with various schools with City connections, including the City's Academies at Highbury Grove and Shoreditch Park, training young people to become guides for the day and providing stages for the performing arts. Over 120 volunteering opportunities for young people have also been established through partnering with the Volunteer Police Cadets, the Scouts and London Youth, handing out medals at the finish, manning water stations and helping to run the bag drop operation for participants.

31. As this is the event's first year, the organisers are extremely keen to make a good impression, and have employed highly professional and experienced event planners to deliver what they hope will be a high quality, participative and fun event. Assuming the event is successful, the agreed policy is to offer organisers a three-year window before a further root & branch review takes place. This allows organisers to plan for the longer term with their commercial contracts and

partnering discussions without creating an expectation that an event is guaranteed a slot in the City's calendar in perpetuity.

Benefit / Disbenefit	Criteria		
		Rating	Score
Benefit	Policy Aims & Objectives	Visitor & Cultural Strategy	+5
	Charity / Community	Not for Profit / Large charitable contribution	+5
<u>Total Benefit</u>			+10
Disbenefit	Disruption & Impact	Extensive w/end road closures	-3
	Likely Complaints	Small number	-1
<u>Total Disbenefit</u>			-4



32. Otherwise, Members may recall that in December 2016, officers flagged that this event and a rival one proposed by London Marathon Ltd had the potential to significantly conflict with each other. Both intended to hold their inaugural events in March 2018, albeit with the London Marathon one largely based on TfL streets.
33. On balance, Members recommended the City make it clear to TfL that only one event should be supported, with the City's clear preference being the Tommy's proposal due to its significant additional benefit to the City. The risk of stakeholder 'fatigue', the cumulative network impact and the diluted business

case of holding two such similar events so close together were also seen as key to this decision.

34. Two alternative options were offered to London Marathon, namely changing the date to avoid this conflict, or changing the route to avoid both Westminster and the City. London Marathon chose the latter, so their 'Big Half' event will still take place on 4 March, but will now use streets in LB Southwark, Lewisham, Tower Hamlets & Greenwich. As the only effective river crossing available, Tower Bridge will form part of the route, but this has been agreed by TfL on the clear understanding that City streets are not to be used for the event, as resolved by Members in their earlier decision.

Cultural Events in 2018

35. This year is likely to see an increase in on-street cultural events as the City starts to position itself to promote the Culture Mile and to attract more organisers seeking to use the City as a backdrop for internationally renowned cultural events. In 2018, several new one-off events are likely to fall into this category.

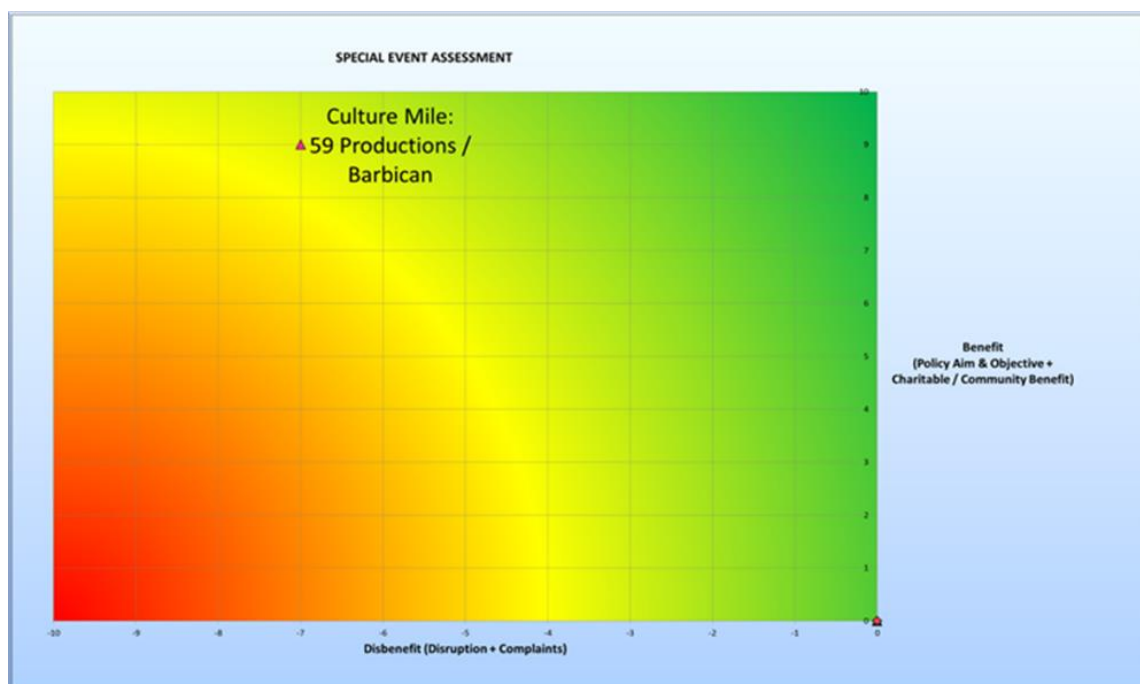
Culture Mile - Beech St Light & Sound Event: 17-18 March

36. This free (but ticketed) event proposed by the Barbican Centre & 59 Productions is part of the 'Open Fest' festival at the Barbican Centre, the Museum of London's family weekend, and is a flagship part of the Culture Mile initiative.
37. It will see Beech Street transformed over two nights into a space for pedestrians, with a light and music installation along the length of the tunnel turning the walls & ceilings into projection surfaces of constantly evolving patterns of light that respond to music. The piece of music chosen will be Karawane by Finnish composer Esa-Pekka Salonen, the featured composer in the Barbican's 2017/18 season. This work for chorus and orchestra has been recorded by the BBC Symphony Orchestra in concert at the Barbican Hall in December 2017.
38. Overall, the combined effect of world-class projection-mapping technology with an iconic but unusual location is designed to bring new audiences to the Culture Mile, and is considered to be a key Culture Mile initiative. It will involve all Culture Mile core partners, and is expected to bring a significant footfall to the area, representing an opportunity to draw people from one event to the other via the 'cultural spine' of Beech Street.
39. The event itself is proposed to be over a weekend, with the noise impacts assessed and co-ordinated with the City's Environmental Health team. The Barbican Residents Association are aware of the proposal and various steps are being taken to ensure the disruption to local residents will be minimised. Residents will be kept updated on the necessary road closures for the event, and a full communications plans will be developed for implementation in the new year.
40. In order to complete the extensive build and de-rig for this event, it is proposed to close Beech St for up to six days from Wed 14 to Mon 19 March, albeit access to the Barbican Estate car parks will be maintained. In addition, pedestrians may be

excluded for safety reasons for short periods during the construction and de-rig, as well as during the event itself.

41. Closing Beech St for that length of time will add to traffic in the area, with Aldersgate St, London Wall and Moorgate being used as diversions into the City. Streets to the north into Islington are also likely to be affected, so that both the City and Islington will need to keep their respective networks clear of other activities for the duration of the closure. In addition, buses that currently use Beech St will obviously have to divert, so bus stops in the vicinity of the Barbican entrance in Silk St will not be serviced for this period. As a result, final approval for the closure will be subject to appropriate discussion with, and consent from, LB Islington and Transport for London.
42. In terms of benefits, the event represents a major strategic priority for promoting and delivering the Culture Mile, and is expected to attract substantial press interest. It is supported by the Culture Mile partners and the local businesses that form the Culture Mile 'Network', suggesting it should be scored a total of +9 for significant policy implications and high stakeholder support.
43. In terms of impact, the six-day closure will require buses to be diverted and cause some localised congestion and disruption, albeit this can be managed through a comprehensive communications plan for residents, traffic and local Members. In addition, the impact on car park access and pedestrian routes will have to be carefully managed, but there will be air quality benefits in Beech St given the exclusion of traffic for the duration.
44. Given that a weekday daytime bus route closure is required, this suggests an overall disbenefit scored of –7, including some scope for complaints being received. However, with an effective advance communications plan, these impacts can be somewhat mitigated. An advance briefing of the Chairmen and Deputy Chairmen of your respective committees reiterated this point, in that despite support for the event itself, there were concerns about the length of the closure and the impact this might have. These concerns will be taken back to the organisers for them to review their arrangements accordingly.
45. Overall, that places this event in the 'Amber' zone, where there is the likelihood of some disruption caused by the extended closure either side of the event, but there are significant benefits in terms of the Culture Mile to justify supporting it.

Benefit / Disbenefit	Criteria		
		Rating	Score
Benefit	Policy Aims & Objectives	Corporate Plan	+5
	Charity / Community	Stakeholder support	+4
Total Benefit			+9
Disbenefit	Disruption & Impact	Daytime major road closures	-5
	Likely Complaints	Some political, small no.	-2
Tot. Disbenefit			-7



Culture Mile: 'Pop up' artworks - Spring 2018

46. As part for the Culture Mile 'pop up' events programme to activate the Culture Mile area, two further artworks are proposed to be installed in Spring 2018; one in Beech Street tunnel (for the tunnel wall panels) and one at the Beech Street / Aldersgate St junction (at the pedestrian crossing).
47. Neither artwork will require closures during their residency, but to allow for their installation, short term temporary road closures may be required. However, if they are needed, the installations will be co-ordinated and undertaken at weekends to minimise their impact.

City Outdoor Arts Programme

48. Following the closure of the City of London Festival in 2016, it was decided to repurpose funding to deliver a new model of outdoor cultural activity in the City that highlights its cultural and heritage offer. As an example, the *Londinium* programme saw activity focussed on closed spaces such as Guildhall Yard and Paternoster Square, with 57,000 visitors to the 38 events across the programme.
49. Two major outdoor events per annum (one in spring and one in autumn) are now planned to support this programme, with the 2018/19 focus being *Women: Work & Power*.
50. As part of this, it is hoped that a major event will take place in September / October 2018. At the time of writing, negotiations around the shape, nature and location of the event are still on-going, but it is anticipated that road closures will not be required.

London Festival of Architecture – June (TBC)

51. An initial approach has been made by the London Festival of Architecture to host this prestigious annual event in the Square Mile, potentially using Bank Junction as an event hub. Such an event would involve a range of activities in the area, led by various major partners under the LFA banner, and could involve a request to close Bank junction to facilitate it. Planning is still in its early stages and approval would require the consent of a number of key stakeholders including Transport for London, but Members' views will also be sought before approval is given.

Smithfield 150 Street Party: 27 August 2018 (Bank Holiday)

52. The Smithfield Market Traders Association, working with the Museum of London, is planning to put on a large-scale weekend street party to celebrate the 150th anniversary of the Market. Whilst planning is still in its early stages, the event intends to replicate the old St Bartholomew's Fair, and will feature food, music and historic re-enactments.

Sporting Events

53. Following a review undertaken by the Town Clerk's department, the Public Relations & Economic Development Sub Committee of the Policy and Resources Committee recently agreed that the City Corporation should take a more proactive and strategic approach towards sport engagement.
54. As part of this, it is hoped that future support for sport events will deliver greater community and strategic benefits, as well as enhanced exposure, in line with the City Corporation's corporate objectives over the next five years.
55. A process for assessing future requests for support will be developed in the new year and will initially be aimed at support provided for international sport events, such as the upcoming 2019 Cricket World Cup and the 2020 European Football Championships. However, it is hoped that this new approach will eventually be rolled out to incorporate mass participation events as well, to reflect the importance of these events to the City Corporation's overall contribution to sport. Further details on this will be provided in due course, and Members will be consulted on any new proposals for assessing special events.

Benefits in Kind

56. The City Corporation gives around £55m pa to charities either directly or through its trusteeship, but in addition, the City also gives significant benefits in kind, defined (for this purpose) as:
- Abatement of a full commercial rent;
 - Abatement of a fee or charge for services provided; or
 - Provision of goods or materials free of charge, or at a reduced charge.

57. The Director of the Built Environment has delegated authority to waive fees and charges on a case by case basis in accordance with the Member-approved guidance that sets out the likely circumstances where this can be done. For some time, DBE has summarised this information for the Finance Grants & Oversight Committee, but to improve transparency of the decision making behind this process, that Committee has now recommended that all current benefits in kind with no identifiable end date should be reviewed by the relevant department or Committee, and a recommendation made as to the on-going provision of each benefit.

58. Therefore, for the purposes of transparency, Members of Streets & Walkways Sub Committee (as the spending Committee for special event management) are asked to note the Benefits in Kind provided under this protocol and set out in Appendix 5. Further details on any particular benefit can be provided on request.

Conclusion

59. This report reviews the key points from last year's on-street events, and summarises the major events planned for 2018. The vast majority of events continue to be delivered successfully and safely, whilst City officers work with organisers to ensure the disruption they cause is minimised wherever possible.

60. However, the added dimension of counter terrorism is placing greater strain on resources for event organisers, police forces and the City Corporation.

Appendices

- Appendix 1 – Events Details for 2018
- Appendix 2 - Event Timeline for 2018
- Appendix 3 – Summary Assessment of Events for 2018
- Appendix 4 – London Landmarks Half Marathon Route Map
- Appendix 5 – Benefits in Kind for 2017

Background Papers

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APPENDIX 1 – EVENT DETAILS FOR 2018

EVENT	DAY & DATE	TIMES	ORGANISER	APPROVAL AUTHORITY	BENEFIT OF EVENT	NO.	EVENT HISTORY	CITY OF LONDON ROUTE
Winter Run	4 February	8 am – 2 pm	Human Race Ltd	City of London	Community event raising money for charity	16,000	4 th year	City Streets, and Westminster (WCC)
Culture Mile	17 & 18 March	6 day road closure	Barbican Centre	City of London	Community Event	1,000	First year	Beech Street
London Landmarks Half Marathon	25 March	7 am – 6 pm	Tommy's (with Human Race Ltd)	City of London & City of Westminster	Community & Charitable Event	30,000	First Year	Iconic sites within the City
London Marathon	22 April Sunday	7am-7pm	London Marathon Limited	Transport for London	Significant charity fund raising, plus surplus used to support specific sporting projects.	38,000	Established event of more than 20 years	Embankment & Upper / Lower Thames St
Vitality 10K Race	28 May Bank Holiday Monday	10am-12.30pm	London Marathon	Westminster / City of London	Funds from this race promote sporting initiatives to the City's resident and workforce	10,000	11 th year	WCC, Holborn, Holborn Viaduct, Cheapside to Bank area and

					population			back to WCC
London Festival of Architecture	June (TBC)	TBC	London Festival of Architecture	City of London	Series of animations to promote City's architecture and buildings	TBC	New (one-off)	Possibly Bank junction
Nocturne	9 June (Saturday)	Night	Face Partnership	City of London	High participant night-time cycling race	500	12 years overall but 3rd year for the new route	Cheapside, King Street, Gresham Street and immediate environs
Adidas City Rune Mile – Run Fast	17 June Sunday	8am-midday	Run Fast Ltd	City of London	Raising money for local and national charities.	2,000	6 th year	St Paul's, Cannon Street, Queen Victoria Street, Bank area, Cheapside
Standard Chartered Great City Race	17 July Tuesday evening	7pm-8.30pm	London Marathon Ltd	City of London	Popular with City institutions & sponsored by a City company. Funds also help promote sporting initiatives to the City's resident and workforce population	6,000	13 th year	City Road, London Wall, Bank area & Cheapside.

Cart Marking	18 July	7 am – 2 pm	Worshipful Company of Carmen	City of London	Historical City event to mark trade vehicles	1,000	Annual event	London Wall, Gresham St, Guildhall area
Prudential RideLondon	28/29 July Saturday /Sunday	7am-6pm	TfL (with London Surrey Cycle Partnership & London Marathon Trust Ltd)	Transport for London, City of London & other highway authorities	Mass participation event to promote cycling, inc Mayoral initiatives.	75,000	6 th year	Central CoL & Holborn, Holborn Viaduct
London Triathlon	5 August Sunday	7 am – 5 pm	Live Trio (IMG UK Ltd)	TfL, Westminster City Council	Sporting Event	15,000	Annual event	Lower route (Victoria Embankment)
Smithfield Street Party	25 – 27 August (bank holiday)	7 am – 6 pm	Smithfield Market Traders Association/Museum of London	City of London	150 Celebration of the Market	1,000	1 st year	Streets around the Market
Bloomberg Square Mile	21 September (evening)	5 pm – 8.30 pm	Square Mile Sport	City of London	Fun Run raising money for charity	5,000	More than 9 years	Gresham Street
Royal Parks Half Marathon	14 October Sunday	9am-midday	Limelight Sport	Royal Parks and Transport for London	Charitable event for Royal Parks Foundation.	15,000	11 th year	Victoria Embankment west of Blackfriars.
Lord Mayor's Show & Fireworks	10 Nov Saturday	7am-7pm	City of London	City of London / Westminster and Transport for London	Procession to facilitate the Lord Mayor's obligations to the Sovereign.	6,000	Ceremonial event.	City area west of Bishopsgate.

New Year's Eve Fireworks	31 December Monday	From b/w 2-10pm until after midnight	GLA	Transport for London, Westminster & City of London	Focus of the UK's End of Year celebrations	120,000	Annual Event	Blackfriars area & Westminster near London Eye

APPENDIX 2 – EVENT TIMELINE FOR 2018

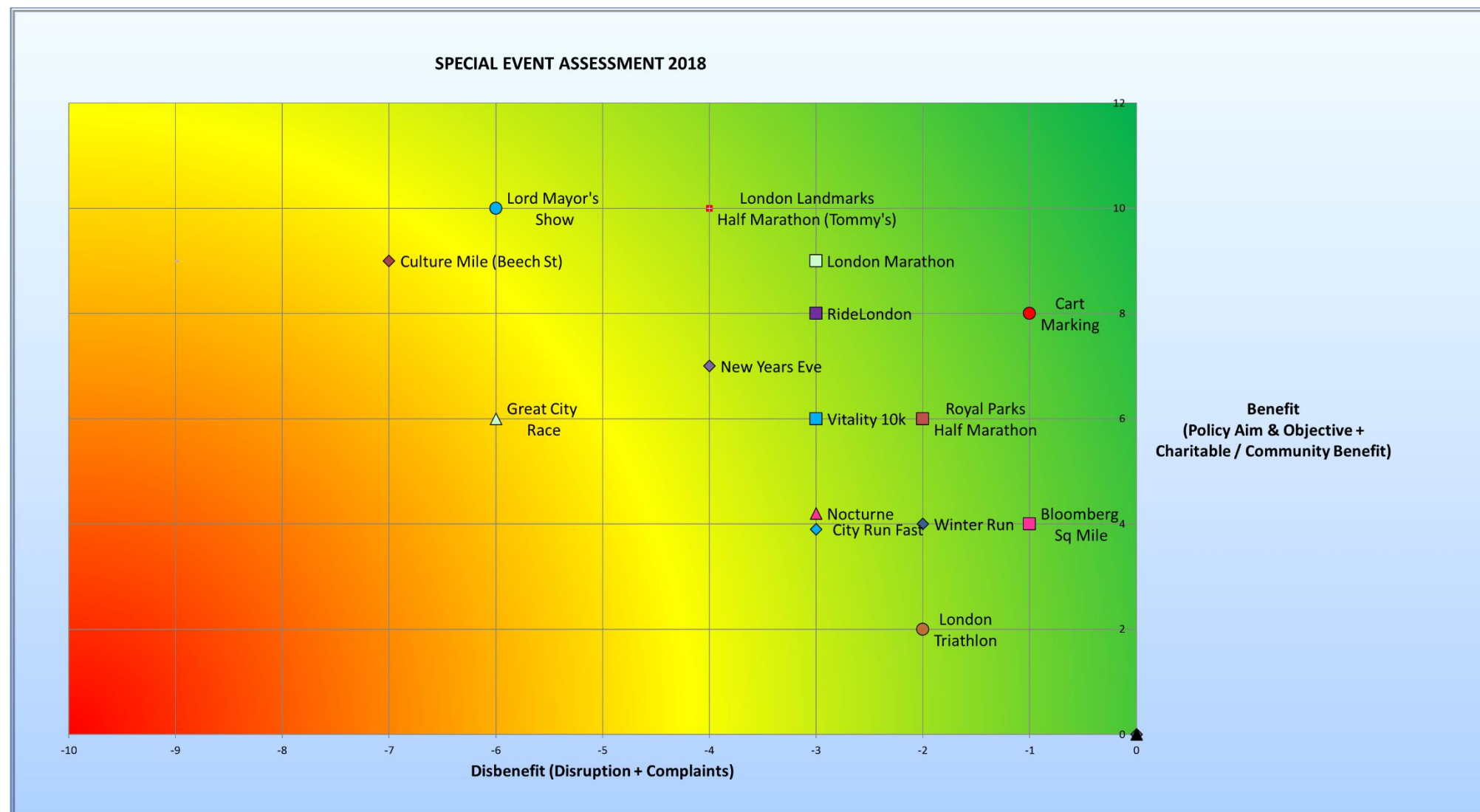
2018

Date	Event	Disruption
04/02/2018	Winter Run	-2
17&18/3/18	Culture Mile	-7
25/03/2018	London Landmarks Half M.	-4
22/04/2018	London Marathon	-3
28/05/2018	Vitality 10k Race	-3
09/06/2018	Nocturne	-3
17/06/2018	City Run Fast	-3
17/07/2018	Great City Race	-6
18/07/2018	Cart Marking	-1
28&29/7/18	RideLondon	-3
05/08/2018	London Triathlon	-2
25-27/8/18	Smithfield 150	TBC
21/09/2018	Bloomberg Sq Mile	-1
14/10/2018	Royal Parks Marathon	-2
10/11/2018	Lord Mayor's Show	-5
31/12/2018	New Years Eve	-4

	Embankment / Thames St only (w/e)
	Embankment / Thames St (Mon daytime)
	City (w/e)
	City (Mon-Fri, evening)
	City (Mon-Fri, daytime)

Month	Week	Cumulative Disruption									
		1	2	3	4	5	6	7	8	9	10
Jan	1										
	2										
	3										
	4										
Feb	5	Winter Run									
	6										
	7	Culture Mile									
	8										
Mar	9										
	10										
	11										
	12	London Landmarks									
Mar / Apr	13										
Apr	14										
	15										
	16	London Marathon									
	17										
May	18										
	19										
	20										
	21	Vitality 10k									
June	22										
	23	Nocturne									
	24	Run Fast									
	25										
June / July	26										
July	27										
	28	Cart	Gt City Race								
	29										
	30	RideLondon									
Aug	31	Triathlon									
	32										
	33										
	34	Smithfield 150 (TBC)									
Sept	35										
	36										
	37	Sq Mile									
	38										
Oct	39										
	40										
	41	Royal Parks									
	42										
Nov	43										
	44										
	45	Lord Mayor's Show									
	46										
Dec	47										
	48										
	49										
	50										
	51										
	52	New Year's Eve									

APPENDIX 3 – Summary Event Assessment for 2018



APPENDIX 4 – London Landmarks Half Marathon Map



APPENDIX 5 – Benefits in Kind (2017)

Event	Date 2017	Application Fee £	Other e.g. parking suspensions £	Total £
Bishop of London Retirement	2 February	65	25	90
Founders Day	8 February	300	600	900
Military procession	1 April	65		65
Romanian Easter	15 April	300	600	900
Brass on the Bus	30 April	65		65
St John's Parade	24 June	300	600	900
Art Night	1 July	65	25	90
Beer Fest	6 July	65	768	833
Cart Marking	12 July	300		300
RideLondon	29 July	600	1,200	1,800
Gigs 2017	4 August	65		65
Merchant Navy Day	3 September	300	600	900
Open House	16 September	65		65
St Matthews Day Parade	22 September	65		65
Sheep Drive	24 September	300	600	900
Wool Fair	24 September	300	1,100	1,400
Pearly Kings & Queens	24 September	300	600	900
Wreath Laying	28 October	300	600	900
Lord Mayor's Show	11 November	300	600	900
Lord Mayor's Show Fireworks	11 November	300	600	900
Remembrance Sunday	12 November	300	600	900
Aldgate Lantern Parade	1 December	65		65
Boars Head Procession	5 December	300	600	900
Grenfell Tower Memorial	14 December	300	600	900
New Year's Eve Fireworks	31 December	300	600	900
Total				£16,668

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Committees:	Dates:	
Streets and Walkways Sub-Committee Projects Sub-Committee Culture, Heritage and Libraries (for information)	23 January 2018 17 January 2018 22 January 2018	
Subject: Culture Mile Pop-ups	Gateway 6 Progress Report Light	Public
Report of: Director of the Built Environment		For Decision

Summary

Dashboard

- **Project Status:** Green
- **Timeline:** The project to be delivered between July 2017 and December 2018
- **Total Estimated Cost:** £1,035,000. This includes Phase 1 and the £470,700 requested for Phase 2.
- **Amount expended to date:** £416,000
- **Overall Project Risk:** Low

Culture Mile is an ambitious project to transform the northwest of the City into a world-class cultural destination. Cities around the world are creating cultural districts to enhance their offer and competitiveness. Officer research of existing districts has identified how important cultural programming is to achieving successful cultural districts. To reflect this, a new governance structure for Culture Mile places arts programming as a core component of Culture Mile activity, to be led by the Barbican Centre. The City's activities as described in this report, supports this broader programming workstream.

'Culture Mile Pop Ups' is the City's arts and events programme for this area, and this report updates Members on the project, and sets out proposals for the next phase of activity.

The first phase of the Pop Ups programme was approved by Planning and Transportation, Project Sub Committees and Resource and Allocation Sub Committee in July 2017, following endorsement of the programme from the Cultural Hub Working Party chaired by the Chairman of Policy and Resources Committee. This report now seeks to update Members on proposals for Phase 2 of the programme, from January 2018 to April 2018.

Phase 1 took place from July 2017 to November 2017 and delivered arts activity

and art installations in several locations in Culture Mile including Smithfield Rotunda Garden and Silk Street. The installations had an immediate and visible impact within the area marking it out as a creative destination, aiding way-finding for visitors and visually connecting the area, and gaining good press coverage and social media. On-street surveys confirmed this first phase being very successful, and 99% of the 200 respondents interviewed said they would like to see more art in the City. The total cost of Phase 1 was £565,000.

Phase 2 is proposed to be delivered from January 2018 to April 2018 and includes a series of artistic activities to be delivered following a seasonal approach that follows three themes:

- Spring: theme- 'Opening Up'
- Summer: theme – 'Festival'
- Winter: theme - 'Spectacle'

Phase 2 will deliver the 'Opening Up' Spring programme and planning for the Summer 'Festival' programme. This seasonal structure for the Pop Up programme was endorsed by the Culture Mile Working Party in October 2017. The Pop Ups programme is linked to larger Culture Mile events planned by our partners: Barbican Open Fest in March, and the Museum of London's Smithfield 150 in August. Specific highlights of the Pop Ups programme include: Beech Street lighting installations; Colourful Crossings; and a Wayfinding Pilot.

Financial Implications

To implement the next stage of the Pop Ups programme, approval is now sought for £470,700 to be allocated according to the table below. The proposed funding source for this piece of work is the £5m provision set aside by the Chamberlain from the City Fund for works associated with the Cultural Hub Look and Feel Strategy.

Phase 2 Project Costs

Item	Cost (£)
Fees	56,000
Works	364,700
Staff Costs	50,000
TOTAL	£470,700

See Appendix 2 for a detailed cost breakdown.

Beyond Phase 2 of the programme, the Town Clerk's and Chamberlain's Departments are reviewing the supplementary revenue requirements of Culture Mile, of which programming is a component. This revenue review will be presented to Committees in February. The amount sought for programming in

2018/19 will be comparable to 2017/18, however, thereafter Culture Mile will need to develop a fundraising strategy to create a mixed funding model whereby programming would be funded through a combination of increasing external contributions and decreasing City contributions. An amount of City seed funding will remain as a medium term supplementary revenue request. On this basis, this Pop Ups programme will be reported to Members as a business as usual activity following the conclusion of Phase 2.

Recommendations

It is recommended that:

Members of the Streets and Walkways and Projects Sub Committees:

1. Approve the outlined 'Phase 2' (2018) of the Culture Mile Pop-ups, comprising events, installations and greening in the public realm in support of the Culture Mile
2. Approve the Culture Mile way-finding pilot subject to approval of the agreed signage system for use across the City, as set out in the Gateway 3 / 4 report entitled 'City-wide way-finding signage review'.
3. Approve funding of £470,700 to implement the Culture Mile Pop-ups as set out in this report
4. Approve that officers seek any approvals, permits and consents necessary to implement Phase 2 of the Pop Ups programme.
5. Note that future reports on Pop Ups will be received on an annual basis.

Main Report

1. Reporting period	July 2017 – April 2018
2. Progress to date	<p><u>Culture Mile</u></p> <ol style="list-style-type: none"> 1. The City is currently developing Culture Mile and it aims to be an internationally renowned, vibrant and welcoming centre of arts, heritage and learning; a new cultural destination for London. This area is going through a huge transformation with the Museum of London moving to its West Smithfield site, plans to improve Beech Street, and the possibility of a new Centre for Music. 2. Culture Mile was launched publicly to the press in July 2017. Alongside this, Sir Simon Rattle has arrived at the LSO with celebrations in September 2017; the new Crossrail stations at Farringdon and Moorgate will open in December 2018. In addition, the City and the Mayor of London is supporting a series of low-emission initiatives in the area to improve air quality.

	<ol style="list-style-type: none"> 3. To coordinate all these changes in the public realm in the Culture Mile area, the City Public Realm team (CPR) is developing a “Look and Feel Strategy” that is currently out for formal public consultation. 4. As part of Culture Mile, the Pop Ups programme is being developed. The programme, whilst led by the City Public Realm Team, has been developed in conjunction with the Culture Mile team and partners (Barbican Centre, Guildhall School, LSO and Museum of London). In future, programming will be led by the Barbican with support from other partners including the City. 5. A Culture Mile branding and vision exercise, endorsed by Members, has stated that the principles for Culture Mile activity should be: ‘Joined Up’; ‘Experimental’; ‘Agile’ and ‘Generous’. The Pop Ups programme has been designed specifically to match these values. <p><u>Phase 1</u></p> <ol style="list-style-type: none"> 6. Phase 1 took place from July 2017- November 2017 and delivered arts activity including: ‘Joy and Peace’ art installations at two locations in Smithfield Rotunda Garden and along Silk Street; a ‘Joy and Peace Week’ festival; ‘Shadowing’ lighting installations; ‘Folk in a Box’ mini performance venue, and ‘archikids’ families workshops. 7. These temporary artworks allowed people to see the beginnings of the changes proposed for this area. The programme was designed to fit with the emerging themes of the Look and Feel Strategy, with installations testing specific principles and allowing for public engagement. 8. The installations had an immediate and visible impact within the area, marking it out as a creative destination, aiding way-finding for visitors and visually connecting the area. 9. The first phase proved very successful, with the artworks enjoyed by the wider public and gaining good press coverage and social media. For example, a video of the ‘Shadowing’ installation had over 17,000 views online. On-street surveys were undertaken to understand public reaction to the artworks, with one survey (of 200 people over a series of days) noted viewer reactions as making them feel ‘cheerful’, ‘relaxed’, ‘interested’ and ‘welcomed’ – and very few negative comments. Notably, 99% of respondents said they would like to see more art in the
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City. In addition, the City Public Realm team conducted engagement sessions with local residents, workers, visitors and passers-by. These sessions have been well-attended and it is notable that feedback on the installations had been positive.

Culture Mile Pop Ups: Strategy and Objectives and Phase 2

10. To create a structure and rhythm for the programme, a Culture Mile Pop Ups approach has been produced and endorsed by the Culture Mile Working Party. The approach is thematic, grouping activities into seasonal periods and links to major Culture Mile events. In 2018 these proposed events are 'Open Fest' in March, a programme of free events and performances in and around the Barbican, and the family festival at the Museum of London; and the street party to celebrate the 150th anniversary of Smithfield Market in August. In addition, there will be activity to mark the opening of Crossrail in December 2018.

11. The proposed Pop Ups programme (further details at Appendix 1) includes:

- **Spring: theme- 'Opening Up'.** Programme includes:
 - Beech Street large-scale lighting event and installation.
 - 'Colourful Crossings' to be implemented at the Beech Street/ Aldersgate Street junction
 - Other items include a lighting projection at the Aldersgate/ Beech Street junction
 - In addition, a 'Legible London' signage pilot has been proposed. This would see signage installed directing visitors to and from Barbican tube station and the Barbican Centre, Barbican Library, Guildhall School and Museum of London. This would be implemented only subject to a policy to install Legible London being approved at Gateway 3/ 4 (currently the City-wide signage is also being considered by Members via a separate report).
- **Summer: theme – 'Festival'.** Programme includes:
 - New playful, design-led street furniture in the Culture Mile
 - Summer programming: Smithfield Market 150th Anniversary festival events
- **Winter: theme - 'Spectacle'.** Programme to be developed.

	<p><u>Legible London</u></p> <p>12. The City has undertaken a City-wide Wayfinding review; with that project currently being considered at Gateway 3/4. That project recommends that the City move to a 'Legible London' signage system. Legible London is a pedestrian wayfinding system developed by Transport for London to support walking and cycling journeys around London. The system is designed to provide a consistent visual language and wayfinding system across the capital. The pilot proposed in this report is subject to the recommendations set out in the City-wide Wayfinding Gateway 3/4 report being approved by Members.</p> <p>13. Alongside this City-wide project, the City Public Realm and City Transportation teams have collaborated to set up a pilot scheme for Legible London in specific parts of the Culture Mile area. The trial will seek to install Legible London signage along routes:</p> <ul style="list-style-type: none"> • Between Barbican underground station and the Barbican Centre via the ground floor • Between Barbican underground station and the Barbican Centre via a highwalk route • Between Barbican underground station and the Museum of London; • Between St. Paul's underground station and the Museum of London <p><u>Beech Street</u></p> <p>14. Beech Street comprises one of the most significant challenges in Culture Mile. As an area with high air pollution and traffic, it has consistently been singled out by local residents and stakeholders as being a priority for radical improvement, for example in the Barbican and Golden Lane Area Strategy. The Pop Ups approach to Beech Street is for temporary artworks, and does not pre-judge any longer-term changes for Beech Street, but rather provides short to medium-term activation of the space to support Culture Mile whilst long-term changes are being determined.</p> <p>15. The Pop Ups programme is in two stages:</p> <ol style="list-style-type: none"> a high-impact event, opened to thousands of visitors over a period of 2 days in March 2018. It has been designed by 59 Productions, a company that design ambitious artistic productions including lighting installations for the National Theatre, the Met Opera in New York, the Sydney Opera House, the Olympic
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	<p>Games and more. The proposal is to transform Beech Street into an immersive audio-visual space, with the walls and ceiling of the tunnel becoming projection surfaces with artwork that responds to music. This event will involve the closure of the tunnel for the period, and appropriate permissions will be sought.</p> <p>ii. The second stage is a longer-term, interactive installation, placed within the tunnel and that will improve experiences for people walking through it on a day-to-day basis. This installation is intended to have a duration of 18 months – 2 years; beginning in April 2018.</p> <p><u>Colourful Crossings</u></p> <p>16. These are art installations that are painted onto the road surface at signalised crossings. They have been successfully implemented in Lambeth and Southwark, and provisional data from the Brixton colourful crossing project suggests that collisions have reduced since their installation. The project is being developed with the Road Safety team at the City. The designs are bright and eye-catching, and liven up otherwise tired parts of the city in a simple way. The proposal is that the colourful crossings be placed over two crossings at the Beech Street/ Aldersgate Street junction. The installation will take place only after a full safety audit has been undertaken.</p> <p><u>Development</u></p> <p>17. Members are also recommended to approve funding for the development of the Pop Ups programme in 2018, with the following elements planned:</p> <ul style="list-style-type: none"> a. Culture Mile temporary street furniture: New playful, design-led temporary street furniture including seating, is planned to be installed in the area of the Culture Mile, to be installed to coincide with the Clerkenwell Design Week, which will take place on 22-24 May 2018. b. Smithfield 150: As a major part of the Pop-Ups programme for 2017/18, the City Public Realm team will contribute to the Smithfield Market 150th anniversary celebrations. During the next few months officers will work with the Museum of London and the Market to develop proposals. c. In addition, the programme will be developed to include items such as: poetry and dance projects; partner/champion projects (e.g. a possible
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	<p>wayfinding/ digital project); a summer artwork; a Pop Up Parks family trail; sound installation; mural commissions; further greening; and branding design schemes.</p> <p>18. Each project within the Pop Ups programme will be subject to various appropriate permissions. Road closure applications; planning permission; and listed building consents will be applied for where appropriate.</p>
<p>3. Next steps</p>	<p><u>Reporting</u></p> <p>19. As the Pop Ups programme is identified as a core component of Culture Mile activity with a proposed revenue budget being established for Culture Mile programming (to be reported on in February 2018), Pop Ups would therefore transition to a 'business as usual' activity and would be reported to Members on that basis in subsequent Gateway 6 reports.</p> <p>20. In addition, Culture Mile programming is governed via the Culture Mile processes, which include reporting to the Members' Culture Mile Working Party and the Chief Officer's Culture Mile Programme Board.</p> <p><u>Financial Implications</u></p> <p>21. To date £565k has been allocated to phase 1 of the Pop Ups project (£416k spent to date; £149k committed). To implement the next stage of the programme, approval is now sought for £470,700 to be allocated according to the table below. The proposed funding source for this piece of work is the £5m provision set aside by the Chamberlain from the City Fund for works associated with the Culture Mile Look and Feel Strategy.</p> <p>Please see Appendix 2 for a detailed cost breakdown.</p> <p><u>Procurement</u></p> <p>22. City Corporate procurement processes will be followed throughout.</p> <p>23. In some cases artists will be selected and appointed via the Artistic Exception route that takes into account the specialist nature of commissioning artworks. This approach has been agreed with City Procurement.</p>

	<p>24. In the case of the Legible London signage, TfL have a framework contract in place that it is proposed the City use; the Comptroller and City Solicitor, and the Procurement service have been consulted on this matter.</p> <p><u>Recommendation</u></p> <p>25. This report recommends approval of £470,700 for implementation of artworks and design development for the next phase, to include the City Public Realm team's contribution to the Smithfield Market 150th Anniversary events.</p>
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Appendices

Appendix 1	Pop Ups Objectives and Draft Programme
Appendix 2	Costs

Contact

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Appendix 2: Costs

<u>Phase 2 Implementation</u>	Works	Fees	Staff Costs
Legible London	90,000		10,000
Jason Bruges Studio	99,700		5,000
59 Productions	50,000		15,000
Branding and signage		10,000	
Artistic installations, events, and other seasonal programming	125,000		10,000
Evaluation and monitoring		5,000	
Sub-totals	364,700	15,000	40,000
<u>Implementation total</u>	419,700		
<u>Next phase design</u>	Works	Fees	Staff Costs
Street Furniture: Culture Mile trail design		15,000	5,000
Project development for: champion projects, design fees, development of summer artworks, greening, pop-up parks, sound/ digital installation, mural commission, branding work		26,000	5,000
Sub totals		41,000	10,000
<u>Design Total</u>	51,000		
GRAND TOTAL:			470,700

Appendix 1: Culture Mile Pop Ups 2017-18

Part 1: Pop Ups Objectives

Part 2: Draft programme for 2017-18

Spring: theme- ‘Opening Up’. Programme includes:

- ‘Legible London’ signage
- Beech Street 59 Productions: large-scale lighting event
- Beech Street installation: Jason Bruges Studio
- Colourful Crossings
- Other items, e.g. a lighting installation at the Aldersgate – Beech Street junction

Summer: theme – ‘Festival’. Programme includes:

- New street furniture in the Culture Mile
- Smithfield Market 150th Anniversary festival

Part 1: Pop Ups Objectives

Culture Mile Pop-ups: Public Realm Programme and Objectives

“Animating the Spaces in-Between”

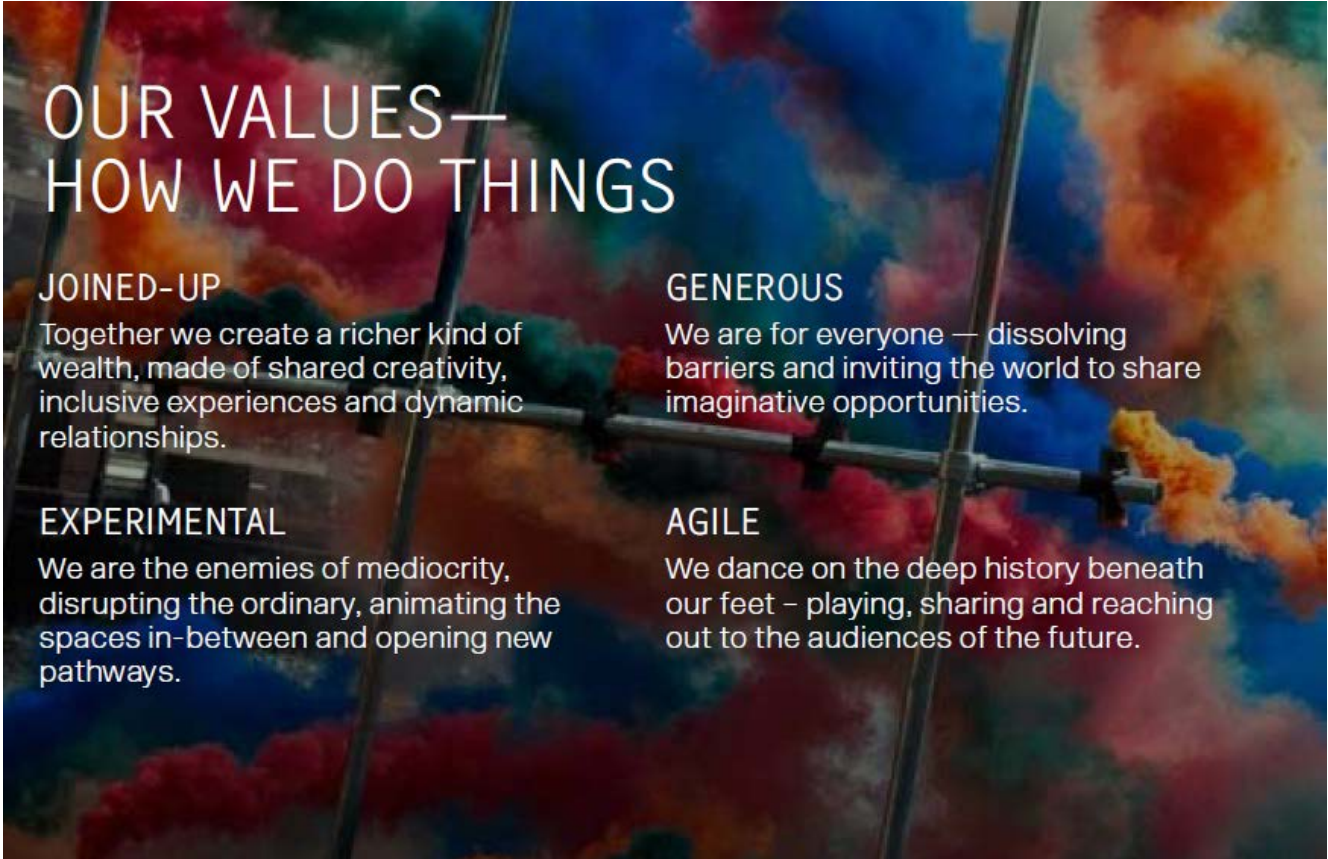


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The *Culture Mile Pop-Ups* are a series of Public Realm interventions designed to animate the area and improve the visibility of arts and culture on the streets. In 2018 the Public Realm team will seek to improve the visitor experience and promote *Culture Mile* with a continued programme of temporary installations. Activity would include public art, lighting and sound installations, exhibitions, events, workshops, wayfinding, seating and greening. The *Culture Mile Pop-Ups* support the City's wider Cultural Strategy, and will provide further opportunities for collaboration with *Culture Mile* partners, champions and stakeholders in the public realm.

Part 1: Pop Ups Objectives

The *Culture Mile Pop-Ups* will improve and enliven the public space in the area, in a way that encapsulates the spirit of the *Culture Mile* values and purpose. *Culture Mile* values explain how we will work as a *Culture Mile* partner to “**open minds, challenge prejudice and change perceptions – of the world, of the City, of ourselves. Creating Dividends – enriching lives.**”



The vision for the public realm works in support of the ‘Look and Feel Strategy’ for the area and the ambitions of *Culture Mile*.

Part 1: Pop Ups Objectives

To embrace creativity and cultural content in our shared spaces, celebrating Culture Mile as an engaging destination for locals and visitors.

What we want the Pop-ups to do:

Our overarching aim is to 'animate the spaces in between' in Culture Mile.

The Public Realm team will build a programme based on the following aims:

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1. Curate a regular programme that responds creatively to the area and Culture Mile aims
2. Activate the Public Realm as a creative and social space, in line with the Look and Feel Strategy, which seeks to improve the public experience of Culture Mile
3. Provide creative platforms and forums for partners, champions and locals to collaborate and engage in future change for the area
4. Engage a wide audience in Culture Mile through the programme, encouraging greater take up of the cultural offer, and changing perceptions of the area

Part 1: Pop Ups Objectives

In order to achieve this, the Public Realm team will:

- **Work with the Partners** to encourage ‘taking the inside out’. A collaborative approach to programming in the public realm will join up the area and create wider engagement with the cultural offer.
- **Work with champions** to promote a creative sector. Culture Mile can create new platforms to share ideas, support a cultural community and open up more shared spaces for creative programming.
- **Programme in public spaces** to create unique creative and social interactions. Culture Mile can transform spaces, provide new artistic opportunities and engage audiences in a shared cultural experience.
- **Improve the Public Realm** creatively in the short term, in line with the ‘Look and Feel Strategy’, to reflect the changing dynamic of the area. Culture Mile should give a warmer welcome and clearer understanding of the area to locals and visitors, as well as test ideas for longer-term improvements.
- **Champion learning and education** work by working with partners to support creative programmes and provide artistic platforms in the public realm.
- **Commission new work** to allow international and developing artists the opportunity to respond to Culture Mile. Giving the opportunity to create unique interventions and share ideas within the public realm.
- **Programme collaboratively** to promote Culture Mile as a cultural destination. Links can be drawn with wider creative programming in London, including festivals, major events and local programming, to reach new audiences.
- **Consult with stakeholders** through Culture Mile Pop-Up programming in order to gather feedback and data to assist with evaluations and measuring Culture Mile success.

Part 2: Draft programme for 2017-18

Legible London:

Signage to be installed directing visitors to and from Barbican tube station and the Barbican Centre, Barbican Library, Guildhall School and Museum of London



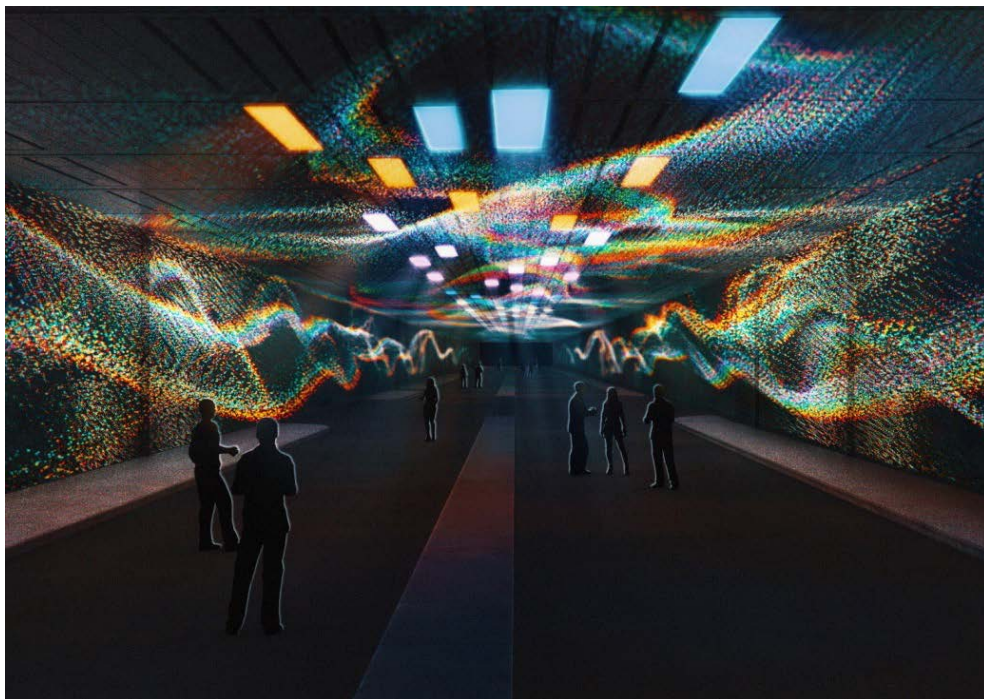
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Part 2: Draft programme for 2017-18

Beech Street - 59 Productions event:

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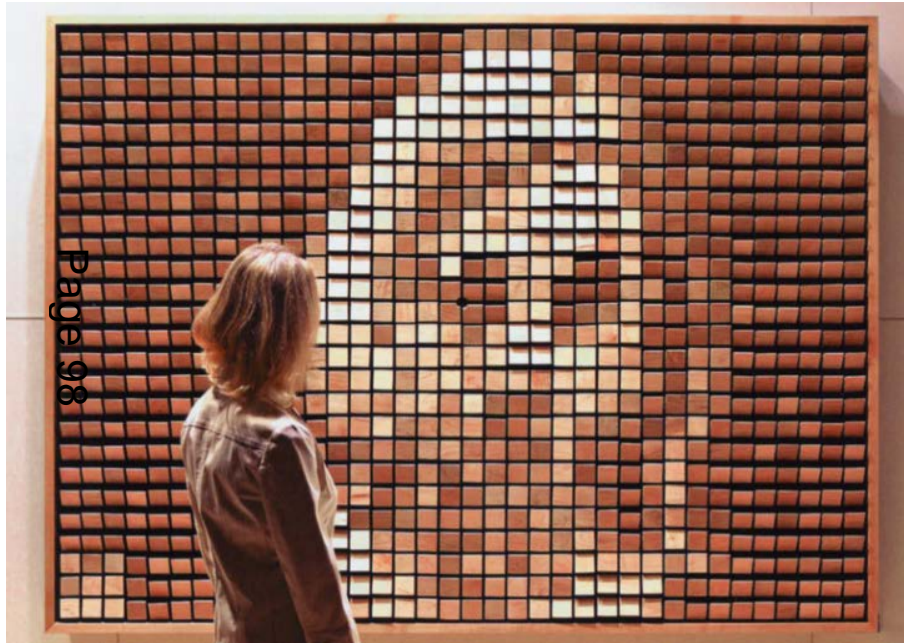
Concept for Beech Street large-scale lighting event

Part of open fest: a large-scale family festival



Part 2: Draft programme for 2017-18

Beech Street: Jason Bruges Studio installation



Concept for Jason Bruges Studio installation

Indicative location: southern side of Beech Street



Part 2: Draft programme for 2017-18

Colourful Crossings



Example of colourful crossing in Brixton

‘Colourful Crossings’ to be implemented at the Beech Street/ Aldersgate Street junction

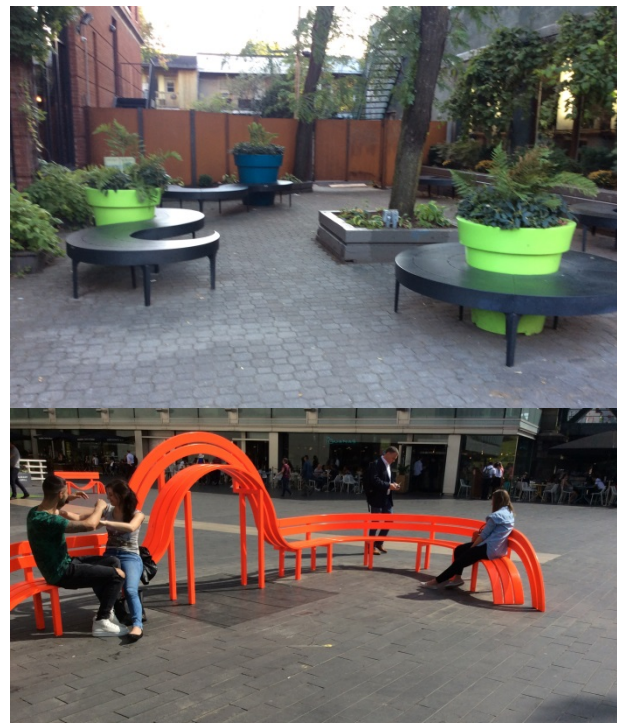
Example of colourful crossing in Southwark



Part 2: Draft programme for 2017-18



New playful, design-led street furniture in the Culture Mile;
Smithfield Market 150th Anniversary festival;
Art installations on walls;
lighting installation at the Aldersgate – Beech Street junction



Appendix 2: Costs

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