



Streets and Walkways Sub (Planning and Transportation) Committee

Date: TUESDAY, 15 OCTOBER 2019
Time: 11.00 am
Venue: COMMITTEE ROOMS, 2ND FLOOR, WEST WING, GUILDHALL

Members: Oliver Sells QC (Chairman)
Graham Packham (Deputy Chairman)
Randall Anderson
Peter Bennett
Deputy Keith Bottomley
Sheriff Christopher Hayward
Deputy Jamie Ingham Clark
Shravan Joshi
Deputy Alastair Moss
Alderman Alison Gowman (Ex-Officio Member)
Christopher Hill (Ex-Officio Member)
Paul Martinelli (Ex-Officio Member)
Barbara Newman (Ex-Officio Member)

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N.B. Part of this meeting may be subject to audio-visual recording.

Lunch will be served in the Guildhall Club at 1.00pm.

**John Barradell
Town Clerk**

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 non-public summary of the meeting held on 22 July 2019.

For Decision
(Pages 1 - 8)
4. **CROSSRAIL LIVERPOOL STREET URBAN INTEGRATION (WIDER AREA)**
Report of the Director of the Built Environment

For Decision
(Pages 9 - 16)
5. **CROSSRAIL REINSTATEMENT PROJECTS - UPDATE REPORT**
Report of the Director of the Built Environment

For Information
(Pages 17 - 26)
6. **80 FENCHURCH STREET**
Report of the Director of the Built Environment

For Decision
(Pages 27 - 32)
7. **CITY CYCLEWAYS PROGRAMME - PHASE 1**
Report of the Director of the Built Environment

For Decision
(Pages 33 - 40)
8. **PUDDLE DOCK IMPROVEMENT MEASURES**
Report of the Director of the Built Environment

For Decision
(Pages 41 - 52)
9. **PUBLIC STATUARY - RELOCATION OF THE LIFFE TRADER STATUE**
Report of the City Surveyor

For Decision
(Pages 53 - 56)

- 10. RESOLUTION OF THE BARBICAN RESIDENTIAL COMMITTEE**
To consider a resolution of the Barbican Residential Committee.

(Pages 57 - 62)
- 11. UPDATE ON REPLACEMENT ON NON-ELECTRIFIED STREET FURNITURE TO SUPPORT CITY OF LONDON WIRELESS CONCESSION**
Report of the Director of the Built Environment

For Decision
(Pages 63 - 68)
- 12. PROGRESS UPDATE ON THE BANK ON SAFETY INTERIM SCHEME IMPROVEMENTS PROGRAMME**
Report of the Director of the Built Environment

For Information
(Pages 69 - 72)
- 13. LUNCHTIME STREETS - FIRST YEAR REVIEW**
Report of the Director of the Built Environment

For Information
(Pages 73 - 76)
- 14. REPORT OF ACTION TAKEN**
Report of the Town Clerk

For Information
(Pages 77 - 78)
- 15. OUTSTANDING REFERENCES**
Report of the Town Clerk

For Information
(Pages 79 - 80)
- 16. ANY OTHER BUSINESS**
- 17. 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:-

Part 2 - Non-public Agenda

18. NON-PUBLIC MINUTES

To agree the non-public minutes of the meeting held on 22 July 2019.

For Decision
(Pages 81 - 82)

**19. ANY OTHER BUSINESS WHICH THE SUB COMMITTEE AGREES SHOULD BE
CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION) COMMITTEE

Monday, 22 July 2019

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:

Graham Packham (Deputy Chairman)	Deputy Jamie Ingham Clark
Randall Anderson	Deputy Alastair Moss
Peter Bennett	Alderman Alison Gowman (Ex-Officio Member)
Deputy Keith Bottomley	Paul Martinelli (Ex-Officio Member)
Christopher Hayward	

Officers:

Joseph Anstee	- Town Clerk's Department
Zahur Khan	- Department of the Built Environment
Ian Hughes	- Department of the Built Environment
Bruce McVean	- Department of the Built Environment
Gillian Howard	- Department of the Built Environment
Leah Coburn	- Department of the Built Environment
Tom Noble	- Department of the Built Environment
Simon Glynn	- Department of the Built Environment
Sam Lee	- Department of the Built Environment

1. APOLOGIES FOR ABSENCE

Apologies for absence were received from Christopher Hill, Shravan Joshi and Oliver Sells (Chairman).

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

Alderman Alison Gowman declared an interest in Item 5 by virtue of being resident at a property in the Beech Street vicinity.

3. MINUTES

RESOLVED – That the public minutes and non-public summary of the meeting on 28 May 2019 be agreed as a correct record.

Matters Arising

The Deputy Chairman, in the Chair, drew Members' attention to the proposed Member Briefing on Road User Charging, and advised the aim to hold the briefing in September 2019.

4. **BANK ON SAFETY (IMPLEMENTATION OF ENHANCEMENT WORK)**

The Sub-Committee considered a report of the Director of the Built Environment seeking approval to proceed with final design elements and the construction of interim improvements to Bank Junction.

In response to questions from Members, the Director of the Built Environment advised Members that access for taxis and hire vehicles would be reviewed for the longer-term protocol for the junction and would be treated as part of the options at Gateway 4, and that pedestrian comfort levels were measured as number of pedestrians per square metre. Concrete was suggested for material for the interim scheme with the expectation that it would be reworked later.

The Sub-Committee discussed signage and road markings at and approaching the junction. Members stressed their importance in avoiding confusion for motorists and asked that they be given sight of proposals for the permanent scheme. The Director of the Built Environment confirmed that all statutory signage and road markings were currently installed correctly at the junction. Officers would consider the approaches to the junction and the wider area for the permanent scheme and updates could be reported to Committee.

RESOLVED – That the Streets & Walkways Sub-Committee:

1. Agree that Option 1A, as the base option, (largest area of footway widening is undertaken using concrete paving) is agreed to proceed to construction;
2. Agree to the proposed prioritisation of the 'Additional Design Measures' in the Design Summary, and that should the selected base option not utilise all of the proposed budget, or additional funding be acquired from other sources, agree that an additional design measure can then proceed. This will be delivered in priority order;
3. Delegate authority to the Director of Built Environment to proceed with items in recommendation 2 above;
4. Delegate authority to the Director of the Built Environment to approve budget adjustments, above the existing authority within the project procedures and in consultation with Chamberlains, between budget lines if this is within the approved total project budget amount;
5. Note that subject to the outcome of the Capital Funding and Fundamental Review in September 2019, it could be necessary to reassess the material choice if this measure were to be in place for longer than anticipated;
6. Agree that the Bartholomew Lane footway widening improvements proceed to construction using existing and separate local risk funding (as detailed in the last paragraph of the 'Overview of project options section);
7. Agree a budget increase of £398,716 taking the total project budget to £1,822,374 (Current approved budget is £1,423,658); and

8. Agree to the departures from the design standards set out in the City's Public Realm SPD (2016) to use concrete paving and concrete scan kerbs (adhesive kerbs) as interim footway materials.

5. **BEECH STREET: TRANSPORT AND PUBLIC REALM IMPROVEMENTS**

The Sub-Committee considered a report of the Director of the Built Environment seeking endorsement for an interim scheme for Beech Street to be progressed to the next Gateway and informing Members of work and findings on the Beech Street project to date. The Director of the Built Environment introduced the report and drew Members' attention to the key points, also advising of a revision to the recommendations to make explicit that access to the Barbican Car Parks and Resident Car Parks will be retained for non-compliant vehicles in the interim scheme as part of Option 2.

RESOLVED – That the Streets & Walkways Sub-Committee:

1. Approve Option 2 for Two-way Zero Emission Street as an interim scheme on Beech Street (Access to the Barbican Car Parks and Resident Car Parks will be retained for non-compliant vehicles in the interim scheme as part of Option 2);
2. Note that if an interim scheme is approved, officers will proceed with further developing options and outline designs in a Gateway 4/5 report to be bought back to Committees in October 2019, with work also continuing on investigating all closure options for the longer-term scheme;
3. Note work and findings to date.

6. **MOORGATE CROSSRAIL URBAN INTEGRATION**

The Sub-Committee considered a report of the Director of the Built Environment seeking approval to explore design changes to the public realm across the wider Moorgate area to enhance the pedestrian environment. Changes would also facilitate the expected pedestrian uplift resulting from the opening of Crossrail in 2020/2021 and other adjacent developments. The Deputy Chairman, in the Chair, advised that the Barbican Centre were supportive of the scheme but wanted more thorough consultation for the Barbican Centre and Barbican Estate, as connectivity with Moorgate station was crucial for the Barbican Centre.

RESOLVED - That the Streets and Walkways Sub-Committee:

1. Note the next steps for Phase 2 of the Moorgate Crossrail Urban Integration project;
2. Approve that a new name of 'Moorgate Crossrail Station Links' is allocated to the currently called 'Phase 2' project to clearly distinguish this work from the existing Crossrail reinstatement work (Phase 1);
3. Approve project objectives for Phase 2 (MCSL) to align to the adopted Corporate Plan (in Table 4);

4. Approve the funding programme as set out in Section 3 and Appendix 6, including any financial interest accrued on the S106 funds (subject to the approval of the DBE Prioritisation report at the other relevant committees);
 5. Approve a budget of £1,173,062 for Phase 2 – (MCSL). This budget is made up of the following:
 - £114,876 from the Phase 1 pre-evaluation budget (outlined in Section 3)
 - £1,058,186 to be funded from S106 contributions (outlined in Section 4, paragraphs 30 to 32)
 - Approve the use of £182,952 of the Phase 2 MCSL budget to reach Gateway 3/4;
 6. Agree to increase the scope of the Phase 2 (MCSL) project to include the Wilson Street/South Place junction to facilitate cycling and pedestrian improvements;
 7. Agree to increase the scope of the Phase 2 (MCSL) project to include the whole of the Finsbury Circus western arm;
 8. Delegate authority to the Director of the Built Environment to approve budget adjustments between budget lines if this is within the approved total project budget amount;
 9. Approve the increase in scope to facilitate the potential opportunity to formally link Cycle Superhighway 1 through Moorgate into the City;
 10. Approve the investigation of an interim measure of the western arm of Finsbury Circus as an early deliverable (Phase A) of the Phase 2 (MCSL) project;
 11. Request an allocation of £80,000 from the overall project budget for the investigation of the delivery of the interim measure, subject to the outcome of the traffic-order making process; and
 12. Request that a Gateway 4/5 report specifically on this interim measure on Finsbury Circus western arm, be delegated to the Chief Officer for subsequent approvals (as explained in Section 4, paragraph 28).
7. **CITY CLUSTER AND FENCHURCH STREET AREA PROGRAMME REPORT**
The Sub-Committee considered a report of the Director of the Built Environment seeking approval to progress several City Cluster and Fenchurch Street Area projects, using a programming approach in order to coordinate reporting and updates and ensure that dependencies and risks are managed. The Director of the Built Environment introduced the report and drew Members' attention to the key points, and advised that the use of Sustainable Drainage Systems (SuDS) would be considered.

RESOLVED – That the Streets & Walkways Sub-Committee:

1. Agree the proposed programming approach which will include joint regular programme updates;
2. Agree the recommendations relating to the Gateway 2 City Cluster and Fenchurch Street Healthy Streets Plan:
 - a) That a budget of £13,400 is approved to reach the next Gateway;
 - b) Note the total estimated cost of the project at £350,000 (excluding risk);
 - c) That the £110,000 allocated from Transport for London's Liveable Neighbourhood fund is released;
 - d) That delegated authority is given to the Director of the Built Environment, in consultation with the Chamberlain, to make any adjustments between elements of the project budget; and
 - e) That the next Gateway report proceeds under delegation to the Director of the Built Environment, subject to project cost not exceeding £350,000;
3. Agree the recommendations relating to the Gateway 2 City Cluster Vision Phase 1 – Activation, greening and experiments programme:
 - a) Agree a contribution of £45,000 from the Pinnacle S106 towards the short-term interventions which will be implemented in the next 6 months.;
 - b) Approve the development of the 2-year programme with funding of £50,000 from the 6 Bevis Marks S106 to reach the next Gateway; and
 - c) That delegated authority is given to the Director of the Built Environment, in consultation with the Chamberlain, to make any adjustments between elements of the project budget.

8. SHOE LANE QUARTER PHASE 2 - PUBLIC REALM ENHANCEMENTS (LONDON DEVELOPMENT S278) - ISSUE REPORT

The Sub-Committee considered a report of the Director of the Built Environment seeking approval for an increase in the project works budget for the public realm enhancements around Shoe Lane.

RESOLVED – That the Streets & Walkways Sub-Committee:

1. An increase in the project work budgets of £173,628 taking the total approved budget to £7.78m, due to an increase in construction costs, all to be fully funded by the Developer; and
2. That authority is delegated to the Chief Officer, in consultation with the Chamberlain, to further increase or amend the project budgets in the future (above the level of the existing delegated authority) should any increase be fully funded by the Developer.

9. MIDDLESEX STREET AREA ENHANCEMENT PHASE 2: PETTICOAT LANE MARKET IMPROVEMENTS AND PUBLIC REALM

The Sub-Committee considered a report of the Director of the Built Environment presenting a detailed options appraisal for enhancements to the Middlesex Street Area.

RESOLVED – That the Streets & Walkways Sub-Committee:

1. Approve Option 2 for the public realm enhancements to be progressed to Gateway 5 stage; and
2. Authorise the progression of the project and approve funds of £184,146, as set out in the report.

10. CITY CYCLEWAYS PROGRAMME (PHASES 1, 2 AND 3)

The Sub-Committee considered a report of the Director of the Built Environment seeking approval for delivery of a programme of pedal cycle projects as proposed in the City's adopted Transport Strategy (May 2019). Members stressed the value of minimal physical segregation to avoid further limiting road space.

RESOLVED – That the Streets & Walkways Sub-Committee:

1. Approve the first three phases of the Cycleways Programme as described in the report;
2. Approve a budget of £450,000 to reach the next Gateway; and
3. Note the total estimated cost of the three phases is in the region of £3.5M - £4.5M (excluding risk).

11. CITY-WIDE PEDESTRIAN MODEL

The Sub-Committee considered a report of the Director of the Built Environment presenting the outcomes of the City-Wide Pedestrian Model project. The Director of the Built Environment confirmed the City of London Corporation's ownership of the model.

RESOLVED – That the Streets & Walkways Sub-Committee authorise the closure of this project.

12. CITY TRANSPORTATION GATEWAY 6 CONSOLIDATION REPORT

The Sub-Committee considered a report of the Director of the Built Environment presenting outcomes for several projects.

RESOLVED – That the Streets & Walkways Sub-Committee approve content of the Outcome Report and agree to close the Snow Hill / Holborn Viaduct, Newgate Street / Warwick Lane, Alderman's House and Milton Court projects.

13. CITY TRANSPORTATION GATEWAY 6 CONSOLIDATION REPORT

The Sub-Committee considered a report of the Director of the Built Environment presenting outcomes for several projects.

RESOLVED – That the Streets & Walkways Sub-Committee:

1. Approve the content of this outcome report;

2. Authorise the Chamberlain's department to return unspent section 278 funds as set out subject to the verification of the final accounts;
3. Agree to close Sugar Quay, New Ludgate and 30-32 Lombard St projects;
4. Agree to split 52-54 Lime Street and 10 Fenchurch Avenue projects into two phases;
5. Agree to close phase one of 52-54 Lime Street and 10 Fenchurch Avenue projects;
6. Agree to retain current balances for phase two for 52-54 Lime Street and 10 Fenchurch Avenue to enable completion of deferred works listed and shown in the report; and
7. Note Progress Report for phase two will be submitted to Projects Sub Committee and Streets and Walkways Sub-Committee prior to recommencing their respective works.

14. **DOCKLESS CYCLE HIRE UPDATE**

The Sub-Committee received a report of the Director of the Built Environment updating Members on the trial of a new approach to managing dockless cycle hire, highlighting progress made and the intention to continue with the trial.

RESOLVED – That the report be noted.

15. **REVIEW OF PROJECTS WITHIN THE BUILT ENVIRONMENT DIRECTORATE**

The Sub-Committee received a report of the Director of the Built Environment provides the results of a review and proposed prioritisation of transportation and public realm projects within the Department of the Built Environment. The Deputy Chairman, in the Chair, advised that he had met with officers and requested further information on S106 projects and archived projects for a future meeting. The Director of the Built Environment introduced the report and advised Members that S106 funding would be applied more narrowly going forward, with Community Infrastructure Levy to be increasingly applied.

RESOLVED – That the report be noted.

16. **OUTSTANDING REFERENCES**

The Sub-Committee received a list of outstanding references. The Sub-Committee noted that the Swan Lane project had been completed, with a Gateway 6 report expected after the summer recess, and that the S278 agreement in respect of 22 Bishopsgate had been completed on 5 July 2019.

RESOLVED – That the outstanding actions list be noted, and updated accordingly.

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

A Member asked officers about the relocation of the LIFFE statue currently placed in the Ambulatory at Guildhall, noting that planning permission had previously been granted to relocate the statue to a location within Dowgate ward, and asked that the issue be brought to Committee for Member oversight and approval.

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

There was no other business.

19. **EXCLUSION OF THE PUBLIC**

RESOLVED - That under Section 100(A) 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 I of the Schedule 12A of the Local Government Act.

Item No.	Paragraph(s) in Schedule 12A
20 – 21	3
22	3, 5
23 – 24	-

20. **NON-PUBLIC MINUTES**

RESOLVED – That the non-public minutes of the meeting held on 28 May 2019 be agreed as a correct record.

21. **REPORT OF ACTION TAKEN**

The Sub-Committee received a report of the Town Clerk.

22. **GATEWAY 2 ISSUE - SECURITY PROGRAMME**

The Sub-Committee considered a report of the Director of the Built Environment.

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

There were no non-public questions.

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

There was no other business.

The meeting closed at 11.07 am

Chairman

Contact Officer: Joseph Anstee
tel. no.: 020 7332 1480
Joseph.Anstee@cityoflondon.gov.uk

Committees: Corporate Projects Board Streets and Walkways Sub Committee <i>[for decision]</i> Projects Sub <i>[for decision]</i>	Dates: 30 September 2019 15 October 2019 16 October 2019
Subject: Crossrail Liverpool Street Urban Integration Unique Project Identifier: 11375	Gateway 4 Regular Issue Report
Report of: Director of the Built Environment Report Author: Daniel Laybourn	For Decision
<h2 style="margin: 0;">PUBLIC</h2>	

1. Status update	<p>Project Description: In addition to the highway improvements under construction around the new Crossrail station entrance on Liverpool Street (referred to as Phase 1), the Phase 2 project seeks to both enhance the environment in the wider area and account for the passenger number uplift expected once Crossrail becomes operational in line with the City’s Transport Strategy and draft Local Plan for the area. These proposals will also be required to accommodate for emerging and known adjacent private developments and Transport for London’s aspirations for the nearby A10 corridor.</p> <p>RAG Status: Green (Green at last report to Committee on Phase 1)</p> <p>Risk Status: Low (Low at last report to committee on Phase 1)</p> <p>Total Estimated Cost of Project (excluding risk): £4.1m (£2.7m for the existing Crossrail Liverpool Street Urban Integration project (Phase 1) plus the £1.4m allocated to the wider area sub-project (Phase 2) in the ‘<i>Review of Projects within the Built Environment Directorate</i>’ report (July 2019);</p> <p>Change in Total Estimated Cost of Project (excluding risk): +£1.4m (as above)</p> <p>Spend to Date: £0.917m (as of 29/8/19 on Phase 1)</p> <p>Costed Risk Provision Utilised: n/a</p> <p>Slippage: The on-going highway work for Phase 1 was recently subject to a five-month setback due to delays with Crossrail completing its own work, but this will not significantly affect that project outcomes. The wider area proposals (Phase 2) have been on hold.</p>
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<p>2. Requested decisions</p>	<p>Next Gateway: Gateway 3/4 - Options Appraisal (Regular)</p> <p>Requested Decisions:</p> <ol style="list-style-type: none"> 1. Note the next steps for Phase 2 of the Liverpool Street Crossrail Urban Integration Project; 2. Agree to the increases in scope, including three pedestrian junctions around the area and the inclusion of the northern arm of Finsbury Circus, as shown in Appendix 3 – Requested and Approved Areas of Scope; 3. Note the establishment of a new external working group to include Network Rail, Transport for London, British Land and other local stakeholders; 4. Note the with the current local development timescales, it could mean that delivery of this Phase 2 work may have to be staggered; 5. Note the new estimated cost of £4.1m for Phases 1 & 2, with Phase 1 being funded by Crossrail and Phase 2 from existing Section 106 funding as identified in the '<i>Review of Projects within the Built Environment Directorate</i>' report (July 2019); 6. Agree the allocation of £206,500 (excluding risk) from the Phase 2 agreed funding allocation to be utilised to reach the next gateway stage; 7. Agree to the Costed Risk Provision of £25,700 up to the next Gateway funded from the Phase 2 agreed funding allocation; and 8. To delegate to the Director of the Built Environment authority to approve budget adjustments above the existing authority within the project procedures, in consultation with the Chamberlains, between budget lines provided that these are within the total agreed allocation. 															
<p>3. Budget</p>	<table border="1" data-bbox="483 1395 1343 1989"> <thead> <tr> <th data-bbox="483 1395 727 1541">Item</th> <th data-bbox="727 1395 967 1541">Reason</th> <th data-bbox="967 1395 1145 1541">Funds/ Source of Funding</th> <th data-bbox="1145 1395 1343 1541">Cost (£)</th> </tr> </thead> <tbody> <tr> <td data-bbox="483 1541 727 1794">Planning and & Transportation Staff Fees</td> <td data-bbox="727 1541 967 1794">To enable City P&T staff to undertake the required work to the next Gateway.</td> <td data-bbox="967 1541 1145 1794">S106 Funding*</td> <td data-bbox="1145 1541 1343 1794">£105,000</td> </tr> <tr> <td data-bbox="483 1794 727 1989">Environmental Services (Highways) Staff fees</td> <td data-bbox="727 1794 967 1989">To enable Highways staff to undertake the required work</td> <td data-bbox="967 1794 1145 1989">S106 Funding*</td> <td data-bbox="1145 1794 1343 1989">£12,750</td> </tr> </tbody> </table>				Item	Reason	Funds/ Source of Funding	Cost (£)	Planning and & Transportation Staff Fees	To enable City P&T staff to undertake the required work to the next Gateway.	S106 Funding*	£105,000	Environmental Services (Highways) Staff fees	To enable Highways staff to undertake the required work	S106 Funding*	£12,750
Item	Reason	Funds/ Source of Funding	Cost (£)													
Planning and & Transportation Staff Fees	To enable City P&T staff to undertake the required work to the next Gateway.	S106 Funding*	£105,000													
Environmental Services (Highways) Staff fees	To enable Highways staff to undertake the required work	S106 Funding*	£12,750													

	to the next Gateway.		
CPR (City Public Realm) Staff Fees	To enable City CPR staff to act as project partner to the next Gateway.	S106 Funding*	£4,250
Legal Staff Fees	A provisional sum for the City legal staff to undertake work if required.	S106 Funding*	£3,000
Fees**	(please see below for more details)	S106 Funding*	£81,500
Total			£206,500

* Please see **Appendix 4 – Section 106 Funding Breakdown** for more details.

** A PT3/ PT4 has not been included with this report as these are usually reserved for tenders greater than £100,000.

Planning and Transportation Staff Fees

It has been estimated that 1050 hours will be required to account for the work to be undertaken by a Project Manager, Principal Project Manager and Project Director to reach the next Gateway. This includes stakeholder communication and liaison, including with Transport for London, Crossrail and surrounding developers and occupiers.

Environmental Services (Highways) Staff Fees

128 hours of a Project Engineer's time has been estimated to input into the project and allow for the development of early design options up to the next Gateway.

CPR (City Public Realm) Staff Fees

42 hours has been allocated so that a representative from the City Public Realm team can input into the project and allow for the development of early urban design options up to the next Gateway.

Legal Staff Fees

A provisional sum of £3,000 has been included within this request to allow for the input of the City's legal team should it be required up to the next Gateway.

	<p><u>Fees</u> £81,500 is requested for, but not limited to, the following tasks that are to be undertaken by external consultants and are required to reach the next Gateway:</p> <ul style="list-style-type: none"> • Topographical and Ground Penetrating Radar Surveys • Pedestrian Surveys • Taxi/ Private Hire Surveys • Loading Surveys • Traffic Computer Modelling • Transport for London (acting as an external consultant to the project) <p>For ease of budgetary monitoring, a new sub-project code is be allocated to Phase 2 under the existing overall project. This will ensure a clear delineator between the Phase 1 work around the new station entrance and the new wider area project. The funding mechanisms for Phase 2 is different and is made up of existing S106 contributions for the £1.4m agreed funding allocation mentioned in this report, with any potential funding increases coming from future S106 and S278 contributions. No central funding is intended to be sought for this project.</p> <p>Costed Risk Provision requested for this Gateway: £25,700, as detailed in Appendix 2 – Risk Register.</p>
<p>4. Issue description</p>	<p><u>Introduction</u></p> <ol style="list-style-type: none"> 1. The new Liverpool Street Crossrail station is currently expected to open in late 2020/ early 2021. The City already has a scheme under construction in the immediate area around the station entrance on Liverpool Street to accommodate this (Phase 1). A wider area beyond this has been identified as needing improvement to accommodate the safe movement of people travelling to and from the station area from other parts of the City (Phase 2). 2. The Phase 1 work has been the focus of the City's effort to date to ensure the immediate area is delivered on time for the opening of the operational railway to ensure passengers can safely access the new station. Therefore, the work on the wider area (Phase 2) was paused to ensure the developing designs remain relevant in an area that continues to have significant development activity and growth. 3. By resuming the Phase 2 design, it will focus on the onward travel experience from the new station, ensuring the main links to other areas of the City are safe and comfortable. The project is also aligned with the objectives set in the Corporate Plan, as shown below, and those in the City's Transport Strategy and draft Local plan for the area.

Phase 2 Project Objectives	Corporate Plan Aim	Corporate Plan Outcome	Corporate Plan High-level activity
Improve the pedestrian and cyclist environment to provide for enhanced accessibility and connectivity	Contribute to a flourishing society	1 – People are safe and feel safe.	C – Protect consumers and users of buildings, streets and public spaces.
Reduce collisions between motor vehicles and pedestrians and cyclists through improved junction design	Contribute to a flourishing society	1 – People are safe and feel safe.	C – Protect consumers and users of buildings, streets and public spaces.
Improve pedestrian comfort levels on the footways and crossings	Shape outstanding environments	9 – We are digitally and physically well-connected and responsive	D – Improve the experience of arriving in and moving through our spaces.

4. When Crossrail opens, a significant increase in the number of pedestrians in the area around the station is expected. Therefore, if no changes are made to at least some of the wider area in the short term by the time it opens, pedestrian comfort levels and permeability on the City's highways are likely to deteriorate, especially during peak times. Of particular concern are the formal pedestrian crossings in the area which may not be able to accommodate the expected increases in pedestrians.

Local developments and stakeholders

5. Private developments neighbouring the Phase 2 area have progressed through planning and construction in the last few years, with more likely in the coming years. Their construction timescales, which run through to 2022 and beyond, means that delivery of any Phase 2 work may have to be staggered to accommodate this.
6. Some of the local stakeholders in the area have strong aspirations for the local public realm and are keen to be involved with the City's development of the public highway, both functionally and in terms of developing a sense of place. It is proposed to set up a working party, to include British Land, Network Rail and various elements of TfL to work through some of the aspirations and options available for the Phase 2 area and how we can work together to

deliver a seamless look and feel across the various land ownerships.

7. Furthermore, Transport for London (TfL) are developing improvements for the A10 corridor (Gracechurch Street and Bishopsgate within the City) under their Safer Junctions workstream. The Liverpool Street/Bishopsgate junction is not one of the identified junctions, but the City will need to work with TfL to improve this junction to improve the pedestrian crossing movement towards the eastern cluster. This will need to be consistent with TfL's designs for their other nearby junctions.
8. Now is an opportune time to resume the Phase 2 work setting a vision or a framework for the future, which may have to be delivered in phases to fit within the various development timescales in the area.

Phase 2 – Area of Scope

9. We seek to increase the scope of the Phase 2 area to ensure the pedestrian crossings of London Wall and Bishopsgate are included in the investigations, as shown in **Appendix 3 – Requested and Approved Areas of Scope**. Also, we seek to include the northern carriageway of Finsbury Circus within the scope of this project, which is separate to the scope of the Crossrail Moorgate project. If the need should arise to consider changes on this carriageway to link with the Finsbury Circus reinstatement project by Open Spaces and the City Surveyor, this will be covered by this project scope.

Funding

10. For Phase 2, £1.4m of existing Section 106 funding was agreed to be allocated to Crossrail Liverpool St as part of the '*Review of Projects within the Built Environment Directorate*' report in July 2019. It is requested that this money is allocated to Phase 2 to investigate, design and build the necessary changes in the wider Liverpool Street area. There may be further S106 or S278 contributions as more developments come online, which could potentially be used to deliver further enhancement of the area over time. Should nearby private developments not proceed as planned, Phase 2 would need to still proceed to account for the changes being brought to the area by Crossrail.
11. An allocation of £232,200 (inclusive of costed risk provision and funded from the £1.4 million agreed funding allocation) is requested to reach the next reporting gateway, which is proposed to go back to a Gateway 3/4. This will provide for further investigation into:
 - What area-wide design changes are required to facilitate onward movements from the Phase 2 area out into the wider City, including improving comfort levels for users;

	<ul style="list-style-type: none"> • How to improve the safety of vulnerable road users across the area; • The suitability of the junction designs at the Wormwood Street/ Old Broad Street, London Wall/ Blomfield Street and (TfL-managed) Bishopsgate / Liverpool Street; • What the local servicing needs are and how they can be accommodated in any proposed changes; and • What place-making measures could be undertaken as part of the proposed changes.
5. Options	<ol style="list-style-type: none"> 1. Officers are recommending resuming the work on Phase 2 of the Liverpool Street Crossrail Urban Integration Project; working with the local stakeholders to develop cohesive and agreeable plans for the future of the area; and to widen the scope of the wider area slightly to ensure safe transition across key junctions for people travelling to and from the station area. It may need to be accepted that the delivery of this plan may take some time due to the timescale of the local developments. However, this project should look to agree a framework to set the vision for the function, look and feel of the areas included within the scope of Phase 2. 2. The alternative is to take a more piecemeal approach to design and develop smaller areas as each development is delivered. It is felt that this will lead to a lack of cohesion of the look and feel, and a missed opportunity to work purposefully with willing local stakeholders.

Appendices

Appendix 1	Project Coversheet
Appendix 2	Risk Register
Appendix 3	Requested and Approved Areas of Scope
Appendix 4	Section 106 Funding Breakdown (as per the 'Review of Projects within the Built Environment Directorate' report, Streets & Walkways Sub (Planning and Transportation) Committee. 22 nd July 2019)

Background Papers

<ul style="list-style-type: none"> • 'Review of Projects within the Built Environment Directorate' report, Streets & Walkways Sub (Planning and Transportation) Committee. 22nd July 2019)
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Committees: Streets and Walkways - <i>for information</i> Projects Sub - <i>for information</i>	Dates: 15 October 2019 16 October 2019
Subject: Crossrail Reinstatement Projects – Update Report Unique Project Identifier: 10993, 11375 and 11381	Gateway 5 Regular Progress Report
Report of: Director of the Built Environment Report Author: Leah Coburn – City Transportation	For Information
PUBLIC	

1. Status update	<p>Project Description: Reinstatement of public highway areas following construction of Crossrail</p> <p>RAG Status: Green</p> <p>Risk Status: Low</p> <p>Total Estimated Cost of Project (excluding risk): Farringdon East Reinstatement: £2.5m; Liverpool Street Reinstatement: £2.4m; Moorgate Reinstatement: £2.3m. All projects entirely funded by Crossrail Ltd.</p> <p>Spend to Date: Farringdon East: £1.75m; Liverpool Street: £0.9m; Moorgate: £1.1m.</p> <p>Costed Risk Provision Utilised: N/A</p>
2. Key points to note	<p>Next Gateway: Gateway 6 (Outcome Report)</p> <p>Key Points:</p> <ul style="list-style-type: none"> • The three Crossrail highway reinstatement projects are under construction. Both Liverpool Street and Moorgate have been subject to delay, largely caused by overrunning Crossrail works. However, given the delayed opening of the Elizabeth line, officers remain confident that the reinstatement schemes will be complete prior to opening of the Elizabeth line. • All of the projects are on target to complete within the agreed budgets.
3. Reporting period	February 2019 to September 2019 inclusive.

<p>4. Progress to date</p>	<p>Background</p> <p>4.1 City of London officers from the Department of the Built Environment have been working closely with Crossrail Ltd (CRL) to ensure that the reinstatement of highways surrounding the new Crossrail stations would reflect the City’s design standards.</p> <p>4.2 It was recognised at an early stage in this process that the new Crossrail stations would become key gateways to the City, and that the urban realm surrounding each station was in need of significant upgrade as a result. Consequently, with our guidance, CRL developed high-quality urban realm proposals at each of the three Crossrail entrances.</p> <p>4.3 In order to ensure that the quality of the build was completed to the standard that we expect, it was agreed that the City would take responsibility for the construction of each scheme. This was approved by Members in June 2017.</p> <p>4.4 Whilst it is normally our preference to undertake detailed design in-house, owing to resourcing restrictions, the City was only able to undertake the detailed design for the Farringdon East scheme. It was agreed that CRL would complete the detailed design for Liverpool Street and Moorgate – with the final designs to be approved by the City. The design and construction of each scheme was due to complete in time for Elizabeth Line services commencing on 9 December 2018.</p> <p>4.5 Although progress on Farringdon East proceeded in accordance with this target date, it became apparent that it would be extremely challenging to complete the other two schemes in time. This was primarily because CRL’s construction programme was dropping behind schedule and they were unable to release areas of highway in order for construction to proceed. In addition, CRL were also delayed in completing their detailed designs.</p> <p>4.6 In August 2018 CRL announced that they intended to delay the opening of the Elizabeth line until Autumn 2019. The current position is that the Elizabeth line is unlikely to open until October 2020 at the earliest; although some press reports suggest that the opening date may be pushed back significantly further.</p> <p>4.7 It should be noted that in parallel with the reinstatement schemes at Liverpool Street and Moorgate, the City is developing options for the areas immediately surrounding the reinstatement schemes. The aim of these schemes is to extend the pedestrian safety and quality benefits of the reinstatement schemes over a wider area. These wider-area schemes are reported on separately from the reinstatement schemes.</p> <p>Current Position</p> <p><u>Farringdon East Reinstatement – General Update</u></p>
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4.8 As reported in the previous update report, officers have been working over many years with both CRL and the oversight development's consultants to devise a reinstatement programme which i) would have allowed CRL to undertake their necessary works to the station; ii) would have provided sufficient reinstatement for the new station to re-open on the original Elizabeth Line opening date (December 2018); and iii) would allow the developer to construct the oversight development without damaging the newly installed enhancement works.

4.9 Consequently, whilst the works along Lindsey Street are complete (this being the area of reinstatement necessary for the station to open), the remainder of the site lies behind hoarding and is not accessible. Given the developer's programme, we expect to be able to return on-site in Spring 2020 and complete the remainder of the works within a 6-8 month period. Thus, the entire reinstatement project will be completed in time for the Elizabeth Line opening. A construction phase diagram for Farringdon East is given in Appendix 1.

Emerging Risks and Issues

1. Lindsey Street Interface with Basement Structure

4.10 Recent investigations have suggested that the building which houses the Crossrail station and the over-site development may not have been constructed in accordance with specific guidance issued by the City with respect to i) the need for an expansion gap between the building basement and the structures supporting the highway; and ii) taking care to ensure that the supporting structures are appropriately waterproofed. There is a risk that this issue may also have been replicated on Hayne Street.

4.11 CRL have provided a proposed solution to this problem and there have been meetings with the City's Structures team. Provided that this solution can be agreed, and the works initiated soon, it should be possible for CRL to fix this problem with minimal impact upon the City's reinstatement programme.

4.12 This is considered a low-level risk. Whilst this has potential to delay the full reinstatement of both Hayne Street and Lindsey Street, it will not affect Long Lane; therefore it will not prevent CRL from opening Farringdon East station in time for the Elizabeth Line. Also, CRL have accepted full responsibility for the issue, and thus will fully fund any rectification that proves necessary.

Liverpool Street Reinstatement – General Update

4.17 Like Farringdon East, the Liverpool Street reinstatement is also affected by third party construction activities. In this case, the neighbouring 100 Liverpool Street redevelopment will prevent the City from reinstating both the Eldon/Blomfield Street and the Old Broad Street sections of the scheme until at least January 2020. An added complication is the presence of the bus station at the

northern end of Old Broad Street, which restricts the window in which the City is able to undertake some of our works on Old Broad Street.

4.18 Outside of the complications caused by third party activities, the reinstatement of Liverpool Street has been significantly affected by delays to CRL's programme at that site. Although the City was able to undertake some initial enabling works early in 2019, we only properly commenced our reinstatement works in June 2019 as CRL were unable to release the site to us. As a consequence, we have significantly revised our reinstatement programme at this site. However, given the considerable delay to the Elizabeth Line opening, officers remain confident that the reinstatement will be completed in time of opening of the Elizabeth Line.

Emerging Risks and Issues

1. Old Broad Street Signage and Enforcement

4.24 Prior to its closure to facilitate the construction of the Crossrail station, Liverpool Street east was commonly used for picking up and dropping off passengers for Liverpool Street station. When Liverpool Street was originally closed, much of this pick-up/drop-off activity was displaced to Old Broad Street. This was problematic, as drivers picking up/dropping off on Old Broad Street are forced to undertake a U-turn manoeuvre in order to get out of Old Broad Street. Many of these drivers did their manoeuvre at the northernmost point on Old Broad Street, which caused disruption to buses accessing the station on Liverpool Street, and created a safety concern as vehicles were undertaking an awkward manoeuvre in an area of very high pedestrian footfall.

4.25 As a consequence, officers wished to prohibit general traffic from entering the northern end of Old Broad Street, whilst still allowing buses and cyclists to travel on this part of the street. The City's preferred solution to this issue would have been to use a No Entry sign, but with an exemption for buses and loading. In normal circumstances the Department for Transport would not permit the City to use this signing variant, but given the special circumstances, the City was granted permission to use this signage – but only for the duration of the Crossrail works. This permission was requested in 2012, with November 2019 being selected as the date on which the permission would expire.

4.26 It is extremely important that the City imposes a successful long-term restriction on the use of Old Broad Street, as past experience at this location indicates that any signage that is either unclear, or unenforceable, will lead to widespread non-compliance.

4.27 To that end, the City is proposing to install a variable message sign (VMS) which will act as a No Entry sign (with buses and cycles exempted), which will turn off overnight to allow access

by all vehicles. This will be enforced with an advanced number plate recognition (ANPR) camera. The ANPR camera is currently being procured, whilst officers are in discussion with a number of manufacturers about the VMS signage. The traffic orders which will allow us to enforce these arrangements have already been advertised, and no objections were received. The orders will be made closer to the full re-opening of Liverpool Street / Old Broad Street.

4.28 Whilst officers are confident that the camera and signage will be installed by November 2019, officers have also applied to the DfT for a short-term extension to the existing signage arrangement. Officers consider this to be a low-risk item.

Moorgate Reinstatement – General Update

4.29 The Moorgate reinstatement has been comparatively unaffected by third-party development although, as will be explained later in this report, some new issues have emerged in recent months.

4.30 The City's reinstatement project at Moorgate commenced in January 2019. The reinstatement of Moorfields will be substantially complete by November '19. Although progress on the site has been reasonably good, it has been hampered by the fact that Crossrail are still fitting out their station, meaning that we have had to occasionally amend/delay certain workstreams to allow CRL to access the station. The project will be substantially complete well in advance of the Elizabeth Line opening.

4.31 As was noted in previous reports, there are specific issues related to utilities on Moorgate; progress on this issue is explained in the next section of this report.

Emerging Risks and Issues

1. 21 Moorfields

4.33 In parallel with the on-going City reinstatement works, and CRL's continuing works on the station building, the developer of 21 Moorfields is keen to push ahead with the construction of the main building (i.e. the over-site development above the Crossrail Station).

4.34 In order to achieve this, the developer requires a large gantry to be installed on the Moorfields frontage. This gantry will accommodate welfare facilities for the coming building construction phases – probably spanning a period of 18-24 months. Having reviewed alternatives, officers have accepted that given site constraints, all other potential options to avoid this gantry are either impractical, or would have even greater impacts.

4.35 This gantry will jut out significantly from the building. As a result, it has been recognised that it will not be possible to install the artwork on Moorfields until the gantry is removed. The

developer has committed (via a legal agreement) to pay the full costs of storage for the artwork until the City is finally in a position to install the artwork.

4.36 Although this outcome is less than desirable, it is recognised that given the constraints of the site, the developer has little option other than to install a gantry over Moorfields. This gantry will not affect the City from doing the bulk of our reinstatement and so Moorfields will be largely operational in time for the Elizabeth line opening. As such this is considered a low risk item.

2. Moorgate Utilities

4.42 As set out in the Gateway 5 report for the Moorgate reinstatement project, whilst the City was happy to approve the Moorfields and Moor Place elements of the Crossrail reinstatement proposals, we were not happy to approve the Moorgate element until some further work had been done to assess the impacts of the scheme upon utilities on Moorgate. It was agreed by both parties that the City was best placed to carry out this utilities assessment.

4.43 The City is nearing completion of this assessment. In the event that our assessment reveals that the utility allowance made in our original scheme costing was insufficient, CRL is legally bound to provide funding to make up for any shortfall. Officers expect to be able to appraise Members with the results of this assessment in the next 6-monthly update report.

4.44 Subject to CRL supplying the required additional funds, the City will submit a report seeking final approval of the design of Moorgate, and the revised project budget.

Finance – Reinstatement Projects

Farringdon East Reinstatement

Description	Approved Budget (£)	Expenditure (£)	Balance (£)
Env Servs Staff Costs	208,368	116,660	91,708
P&T Staff Costs	114,849	73,690	41,159
P&T Fees	62,473	59,916	2,557
Highway Construction	1,099,381	647,851	451,530
Security Bollards	310,000	304,448	5,553
Utilities	672,815	553,356	119,459
Works Contingency	128,132	-	128,132
TOTAL	2,596,018	1,755,920	848,098

4.45 In terms of area, roughly one third of the reinstatement project has been completed – specifically the southern section of the scheme immediately outside the station entrances. As this area is the most expensive part of the scheme (it is the only section that contains security bollards) the overall expenditure is

on-track for this stage of the project. It should also be noted that the utilities diversion works for the entire project have been procured, so we do not anticipate any further utilities costs.

Liverpool Street Reinstatement

Description	Approved Budget (£)	Expenditure (£)	Balance (£)
P&T Staff Cost	261,551	212,352	49,199
Highways Staff Cost	174,569	117,271	57,298
P&T Fees	113,983	66,878	47,105
Consultants Fees	84,530	84,530	-
Highway Construction	1,176,705	388,952	787,753
Utilities	720,000	56,302	663,698
Works Contingency	176,505	-	176,505
TOTAL	2,707,843	926,286	1,781,557

4.46 The Liverpool Street reinstatement has been subject to repeated delay, largely owing to CRL being significantly delayed in releasing the site to the City. As a result, a relatively small part of the construction stage budget has been expended so far.

4.47 It should be noted that the staff budgets included in this table are, higher than might be expected as they include time spent over a number of years advising CRL’s design team on detailed design issues (costs incurred by the City through scheme design were fully re-charged to CRL).

Moorgate Reinstatement

Description	Approved Budget (£)	Expenditure (£)	Balance (£)
P&T Staff Cost	280,245	197,307	82,938
Highways Staff Cost	204,318	123,618	80,700
P&T Fees	138,317	66,805	71,512
Consultants Fees	98,222	98,222	0
Highway Construction	1,134,793	527,227	607,566
Utilities	455,000	119,128	335,872
Works Contingency	152,007	-	152,007
TOTAL	2,462,902	1,132,306	1,330,596

4.48 The construction works at Moorgate are roughly 50% complete, which is borne out by the percentage of the construction budget that has been spent.

4.49 As with Liverpool Street, the staff budgets include staff time spent over the months last providing design advice to CRL (costs which were re-charged to CRL).

Artwork Projects – Update

4.50 In June 2019, Policy & Resources Committee granted approval for the City to enter into legal agreements with relevant parties to deliver the artworks. These legal agreements, when

signed, will cover a range of responsibilities (e.g. fabrication and installation of the artworks), and crucially will trigger the release of funding to the artists in order that the artworks can be produced. The details of these agreements are currently being finalised and it is anticipated that they will be completed during autumn 2019.

Liverpool Street artwork

4.51 Officers are working closely with Crossrail and Victoria Miro Gallery to agree a final scope and cost for the artwork at Liverpool Street, with the details of the Artist Appointment being finalised. Full costings for fabrication and installation will be available in autumn 2019.

Moorgate artwork

4.52 The design of the Conrad Shawcross artwork at Moorgate is well advanced, and the Artist Appointment contract is expected to be signed imminently.

4.53 Once the funding is released and the artist has been engaged it is anticipated that it will take around 12 months for the artwork to be manufactured. However, it is highly likely that the installation of the artwork will be deferred until the construction work associated with the 21 Moorfields development is complete. The additional costs of storage resulting from this deferral will be met by the developer of 21 Moorfields, Land Securities

Communications

4.54 The Crossrail reinstatement projects are unusual in that they are taking place in areas that have already been construction sites for many years. Indeed, much of our work will take place in areas that have been hoarded off for many years.

4.55 As a consequence, our communications activity is primarily focussed upon areas of work which are outside the Crossrail hoarding. Construction in these areas tends to have very local impacts, felt over a relatively short time period. In these instances, our preferred means of communication is to undertake localised letter-drops, followed up by personal visits by the project manager if any specific concerns are raised.

Finsbury Circus Update

4.56 Design proposals were developed to RIBA stage 3 following which it was recommended that the design process be halted due to uncertainty over Crossrail's (CRL) departure from site. No further progress has been made and no further funding has been spent since November 2018.

2.43 The project was put on hold pending the Fundamental Review as it does not fulfil the essential criteria, leaving no guarantee of access to the central funding required to contribute to the project as originally anticipated.

	<p>4.57 The impact of the above means that the project cannot recommence until;</p> <p>i) Funding sources (CIL and CRL compensation) have been confirmed;</p> <p>ii) there is certainty of CRL’s departure date from Finsbury Circus; and</p> <p>iii) Members agree recommencement of the project.</p> <p>4.58 It is worth noting in respect of point i above that that the landscaping compensation claim has been agreed, and that payment is imminent. However, other heads of claim remain on-going.</p> <p>4.59 The result of this will mean that the project scope will need to be re-evaluated in line with the new project budget. The timeline for the project will be re-drafted once the above items are in place and therefore the milestones and completion date previously reported (April 2021) will not be met. In the interim, CRL will be installing a simple landscape, as agreed by Members.</p>
<p>5. Next steps</p>	<p>Farringdon East</p> <ol style="list-style-type: none"> 1. Await completion of over-site development, then complete reinstatement project. 2. Advertise and make any remaining Traffic Orders. 3. Agree final design of Charterhouse Street / Lindsey Street junction. 4. Resolve basement structure issue on Lindsey Street. <p>Liverpool Street</p> <ol style="list-style-type: none"> 5. Continue on-going reinstatement of Liverpool Street. 6. Make any remaining Traffic Orders. 7. Procure and install ANPR camera and VMS signage for Old Broad Street. <p>Moorgate Reinstatement</p> <ol style="list-style-type: none"> 8. Complete on-going reinstatement of Moorfields and Moor Place. 9. Complete utilities assessments on Moorgate and agree any necessary additional budget with CRL.

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Committees: Projects Sub <i>[for decision]</i> Streets & Walkways <i>[for decision]</i>	Dates: 16 October 2019 15 October 2019
Subject: 80 Fenchurch Street S278 Unique Project Identifier: 12033	Gateway 3/4/5: Options Appraisal and Authority to Start Work (Regular)
Report of: Director of the Built Environment Report Author: Daniel Laybourn	For Decision
<h2 style="margin: 0;">PUBLIC</h2>	

1. Status update	<p>Project Description: Undertake the required Section 278 highways works in the vicinity of the development at 80 Fenchurch Street which are to be funded by the Developer.</p> <p>RAG Status: Green</p> <p>Risk Status: Low - this project is fully reimbursable (deemed low at previous report)</p> <p>Total Estimated Cost of Project (excluding risk and commuted maintenance): £291,397</p> <p>Change in Total Estimated Cost of Project (excluding risk and commuted maintenance): Increase of £51,397 since last report to Committee</p> <p>Spend to Date: £22,379 as of 10/9/19 (<i>Early work has proceeded quicker than envisaged which has led to an underspend</i>)</p> <p>Costed Risk Provision Utilised: <i>n/a</i></p> <p>Slippage: <i>none.</i></p>
2. Next steps and requested decisions	<p>Next Gateway: Gateway 6: Outcome Report</p> <p>Next Steps: Complete the detailed design and finalise the construction planning in advance of work commencing on site.</p> <p>Requested Decisions: It is recommended that Members of the Streets and Walkways and Projects Sub Committee:</p>

	<ol style="list-style-type: none"> 1. Approve the revised budget of £291,397 (an increase of £251,397, excluding risk and commuted maintenance) is set up to reach Gateway 6; 2. Note the Risk Provision of £24,478 (to be drawn down via budget adjustment if required); 3. Note the Commuted Maintenance sum of £9,650; 4. Note the revised total project cost of £325,525 inclusive of risk and commuted maintenance; 5. Approve the project to move from the 'light' to 'regular' route as set out in the Gateway Procedures; 6. Approve the design option shown in Appendix 4 – Scheme Design for construction; 7. Delegate to the Director of the Built Environment authority to approve budget adjustments, above the existing authority within the project procedures and in consultation with Chamberlains, between budget lines if this is within the approved total project budget amount; and 8. Delegate to the Director of the Built Environment, in consultation with the Chamberlain, authority to further increase or amend the project budgets in the future (above the level of the existing delegated authority) should any increase be fully funded by the Developer.
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1. Budget (Total Project Costs)	Item	Reason	Funds/ Source of Funding	Cost (£)
	Environmental Services (Highways) Staff costs	To enable Highways staff to undertake the required work to Gateway 6	S278 Developer funding	£28,957
	Planning and Transportation (P&T) Staff costs	To enable City P&T staff to undertake the required work to Gateway 6	S278 Developer funding	£20,000
	Fees	To fund work by external parties required to reach Gateway 6 such as surveys and	S278 Developer funding	£13,250

		design reviews.		
	Works	Funding for construction costs.	S278 Developer funding	£163,190
	Utilities	Funding for utility alterations	S278 Developer funding	£66,000
	Sub-total			£291,397
	Risk	S278 Developer funded. Further details can be found in Appendix 2 – Risk Register		£24,478
	Commuted Maintenance	S278 Developer funded. A chargeable amount to account for the future maintenance implications of the scheme		£9,650
	Total			£325,525
	<p>Originally, the scheme was estimated to proceed along the delegated Gateway 5 'light' project route as the works were less than £250,000. During the design evaluation it was realised that carriageway reprofiling on Carlisle Avenue was required to tie into the new building levels. This has increased the cost of works to £291,000 which has therefore resulted in the project needing to follow the 'regular' project route. Detailed financial information is shown in Appendix 5 – Financial Information.</p>			
2. Overview of project options	<p>The Section 278 proposals shown in Appendix 4 – Scheme Design have been developed in conjunction with the Developer to both accommodate and complement the new building, and to comply with the City's Public Realm Supplementary Planning Document.</p> <p>The proposed works are a continuation of the works carried out in connection with the Aldgate Public Realm project on Aldgate High Street further west into Fenchurch Street. Broadly the scheme consists of:</p> <ul style="list-style-type: none"> • Reconstructed footways on Fenchurch Street, Northumberland Alley and Carlisle Avenue; • Removal of a disused vehicle turning/ dropped kerb area on Northumberland Alley to be converted into new footway space; 			

	<ul style="list-style-type: none"> • Carriageway resurfacing and reprofiling on Carlisle Avenue, and Fenchurch Street where needed; • A new advisory contraflow cycle lane on Carlisle Avenue; and • Replacement of street furniture. <p>In terms of other design options, ‘Do nothing’ would be the single substantial alternative to these proposals, where the footways and carriageways are reinstated as they were previously, but this would result in drainage and levels issues around the development and would leave these areas sub-standard. Therefore, this option is not recommended. As of 2nd October 2019, the agreed final draft of the S278 legal agreement and associated invoice have been issued to the Developer for signing and payment.</p>
<p>3. Recommended option</p>	<p>It is recommended by Officers that the design proposals shown in Appendix 4 – Scheme Design and outlined in this report are approved for construction.</p> <p>Whilst construction planning is on-going, it’s envisaged that construction would start in early 2020 on Fenchurch Street, following on from when the Developer has completed their works and vacated the area. Construction would then continue into Northumberland Alley with the objective being to complete work on these two areas prior to practical completion of the Development (currently mid-June 2020). The last phase of work would be on Carlisle Avenue once the Developer’s contractors have vacated site and no longer require access to the building. In total, construction is expected to last approximately 6 months.</p>
<p>4. Risk</p>	<p>The overall risk level of this project is estimated to be low due to the standard nature of the construction activities involved. The project is fully funded by the Developer and any reasonable costs will be met by them under the terms of the S278 agreement. Further information is available in the Appendix 2 – Risk Register.</p>
<p>5. Procurement approach</p>	<p>Highway construction works will be delivered by the City’s Highway Term Contractor, JB Riney. A PT4 form is attached for reference in Appendix 3.</p>
<p>6. Design summary</p>	<ol style="list-style-type: none"> 1. Reconstruction of footways on Fenchurch Street, Carlisle Avenue and Northumberland Alley to accommodate the Development; 2. Construction of additional footway space at the junction of Northumberland Alley and Carlisle Avenue; 3. Carriageway resurfacing and reprofiling as required on Fenchurch Street and Carlisle Avenue; 4. Installation of an advisory contraflow cycling lane on Carlisle Avenue; 5. Alterations to utilities and drainage in the locality of the Development as required to meet the scope of the section 278 work; and 6. Amended street furniture provisions around the Development.

	Please see Appendix 4 – Scheme Design for further details.
7. Delivery team	Project management will be provided by the project team within City Transportation. Highway construction works will be delivered by the City’s Highway Term Contractor, JB Riney, with construction supervision undertaken in-house by City Highway Engineers.
8. Success criteria	<ol style="list-style-type: none"> 1. Works to the public realm in the vicinity of the Development which make it acceptable in planning terms and are well received by stakeholders; 2. Private Developer reacts favourably to the result of the project; 3. Delivery of the scheme in accordance with a timetable that is set by the occupation date of the Development.
9. Progress reporting	Officers will report via monthly Project Vision updates. Issues requiring further decisions will be brought back to Members as an Issue Report.

Appendices

Appendix 1	Project Briefing
Appendix 2	Risk Register
Appendix 3	PT4 Procurement Form
Appendix 4	Scheme Design
Appendix 5	Financial information

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Committees: Streets & Walkways Sub-Committee – for decision Projects Sub – for decision	Dates: 15 October 2019 16 October 2019
Subject: City Cycleways programme - Phase 1 (Q11 Improvements & other Quick Wins) Unique Project Identifier: 12077	Gateway 3/4/5: Options Appraisal and Authority to Start Work (Regular)
Report of: Director of the Built Environment Report Author: Clive Whittle	For Decision
<h1 style="margin: 0;">PUBLIC</h1>	

1. Status update	<p>Project Description: Delivery of a programme of pedal cycle projects as proposed in the City’s adopted Transport Strategy.</p> <p>The project has been divided into three phases. This report relates to the evaluation and design for Phase 1 - Improvements to the existing Q11 route (from Upper Thames Street to Chiswell Street) & other Quick Wins.</p> <p>Reports on Phases 2 and 3 will follow separately, as they are being progressed at a different pace.</p> <p>RAG Status: Green (Green at last report to Committee)</p> <p>Risk Status: Low (Medium for the overall Cycleway programme at last report to Committee)</p> <p>Total Estimated Cost of Project (excluding risk): £680k</p> <p>Change in Total Estimated Cost of Project (excluding risk): An increase of £100k (due to scope increase)</p> <p>Spend to Date: £44,170.</p> <p>Costed Risk Provision Utilised: N/A;</p> <p>Slippage: None.</p>
2. Next steps and requested decisions	<p>Next Gateway: Gateway 6: Outcome Report</p> <p>Due to the need to spend the TfL funding by 31 March 2020, it has been necessary to accelerate the programme including submitting this report as a combined Gateway 3/4/5 report.</p>

	<p>Next Steps:</p> <ul style="list-style-type: none"> • Completion of detailed design including carrying out statutory public consultation. • Works planning including obtaining permits and notifying affected frontages. • Construction. • Monitoring and outcome report. <p>Requested Decisions:</p> <ul style="list-style-type: none"> • Agree to the proposals as detailed in Option 2 (Intermittent surface treatment of the shared use spaces and improvements to the existing Q11 route, and other Quick Win measures) to proceed to the next gateway (authority to start work). • Agree to increase the scope to include proposals on Wood Street and the raised carriageway at the southern end of Queen Street. • Agree to a revised total estimated cost to deliver Phase 1 (Option 2) of £680k (an increase of £100k), which can be funded from the overall grant of £880k for 2019/20, subject to agreement from TfL. • Agree the revised budgets for the three phases as set out in Appendix 2 (tables 2 to 4). • Agree to delegate the resolution of any objections to the Director of the Built Environment in consultation with the Chairman and Deputy Chairman of the Streets & Walkways Sub-Committee.
<p>3. Budget</p>	<p>TfL has awarded the City of London, £880k to deliver and progress cycleways across three phases in 2019/20.</p> <p>The total estimated cost to deliver phase 1 (Option 2 of this report) is £680k (an increase of £100k from the Gateway 2 report), which can be funded from the above £880k TfL grant, leaving £200k to progress Phases 2 and 3.</p> <p>The reason for most of the cost increase is due to an increase in scope, following stakeholder feedback. This includes measures on Wood Street (£50k) and the raised table at the southern end of Queen Street (£42k).</p> <p>Following a tendering exercise, the fees required to develop phases 2 and 3 have come in at a much lower cost than budgeted for. Therefore, the remaining budget of £200k is enough to progress these two phases in 2019/20.</p> <p>It should also be noted that TfL are keen to maximise the benefits and have indicated that further funding could become available to cover increased costs following detailed design.</p>

	<p>A breakdown of the financial position is provided in Appendix 2.</p> <p>The project is outside the City's Fundamental Review as it is fully externally funded by TfL.</p>
<p>4. Overview of project options</p>	<p>4.1 Three options have been considered.</p> <p>4.2 Option 1: "Do Nothing" This is a possible option. However, it is not advisable as the opportunity will be missed to make improvements which are in line with the City's Transport Strategy and stakeholder needs, and the funding opportunity from TfL will be lost. It could also adversely affect future TfL grants for this type of project in the future.</p> <p>4.3 Option 2: Intermittent surface treatment of the shared use spaces and improvements to the existing Q11 route, and other Quick Win measures at a total estimated cost of £680k. These proposals are summarised below and illustrated in Appendix 4. A location plan is provided in Appendix 3.</p> <p>4.4 To improve clarity, the three shared areas along Queen Street would be amended to form areas of intermittent paving to highlight the route intended for cyclists. Other measures along the Q11 route include restrictions and physical measures along sections of King Street, Queen Street, Wood Street and Moor Lane to prevent parking and loading, a raised carriageway at the southern end of Queen Street to reduce cycle speeds and signal timing amendments to two junctions to improve cycle priority. The 'Quick Win' measures include raised carriageways/continuous footways on Mark Lane at its junctions with Fenchurch Street and Great Tower Street, and on Blackfriars Lane at its junction with Queen Victoria Street, and introducing cycle lanes on Fetter Lane, New Fetter Lane and Aldersgate Street.</p> <p>4.5 Option 3: Full segregation of shared use space and improvements elsewhere. This is largely the same as Option 2 but goes much further with full segregation at the three shared areas on Queen Street (see Appendix 5). This will be achieved by installing a cycle lane through the spaces at a lower level with a full or semi high kerb. It will require some utility services to be lowered or diverted. The estimated cost of this option is anticipated to be in the region of £1.2M. Full segregation provides much improved clarity for users of the space but as a direct consequence, is less flexible (i.e. for pedestrian to overspill at peak times). In spaces with high pedestrian and cycle movements, this may lead to more aggressive behaviours and less tolerance towards others. If this option was agreed, detailed cost estimates will be requested from affected utility</p>

	<p>companies and may require a further issues report advising Members of the costs (if different). It is unlikely that TfL would provide the full funding to cover this option and therefore additional funding would need to be found. It is also unlikely that this option would be deliverable by 31 March 2020.</p> <p>4.6 These options have minimal impact on traffic capacity. The loading/parking restrictions will help reduce congestion, improve road safety and air quality.</p> <p>4.7 Further details are provided in the Options Appraisal Matrix (Appendix 1)</p>
<p>5. Recommended option</p>	<p>5.1 Option 1 does not achieve any benefits nor utilise the funding opportunity.</p> <p>5.2 Although Option 3 provides better clarity for users of the shared spaces, there are some notable implications including lack of flexibility for pedestrians to spill into the cycle lane as well as potentially more aggressive cycling behaviours. The cost of Option 3 also significantly exceeds the available funding, and due to the implications associated with utility diversions, this option is unaffordable and unlikely to be delivered by 31 March 2020.</p> <p>5.3 Option 2 is therefore recommended as this provides the best balance to address the deficiencies with local needs, public realm principles and the funding deadline. It can be fully funded through the overall TfL Cycleway allocation of £880k for 2019/20.</p>
<p>6. Risk</p>	<p>The main risks of this project are:</p> <ol style="list-style-type: none"> 1. Work cost estimates may change following completion of detailed design. However, if additional funding is required, it is likely that TfL will fund this but if they don't, design alterations could be made to reduce costs without affecting the overall outcome of the project. 2. Objections to the Traffic Order consultation. Although this is likely, the impacts can be managed through minor amendments without affecting the overall project. It is therefore recommended that resolution of any objections is delegated to the Director of the Built Environment in consultation with the Chairman/Deputy Chairman of the Streets & Walkways Sub-Committee. 3. The confirmed TfL funding is time restricted and therefore the allocation must be utilised within the financial year or funding may be lost. To minimise this risk, the programme has been accelerated including combining the gateway 3/4/5 report.

	<p>4. TfL's ability to deliver the traffic signals work this financial year may slip due to other priorities or circumstances beyond the City's control.</p> <p>Further information is available in the Risk Register (Appendix 7).</p>																		
<p>7. Procurement approach</p>	<p>7.1 The City's contractor will be used to carry out highway works.</p> <p>7.2 Works on traffic signals and utility equipment will need to be carried out by third party contractors.</p>																		
<p>8. Design summary</p>	<p>8.1 The proposals include measures along the current Q11 cycleway and "Quick Wins" elsewhere. They have been developed to address deficiencies, both for cyclists and others, as well as feedback from stakeholders. A summary of the design along the Q11 route and the issues they are seeking to address are provided in the following table. Quick Win proposals are detailed in para 8.2.</p> <table border="1" data-bbox="485 815 1394 1989"> <thead> <tr> <th data-bbox="485 815 711 880">Location</th> <th data-bbox="711 815 1051 880">Issue</th> <th data-bbox="1051 815 1394 880">Proposal</th> </tr> </thead> <tbody> <tr> <td data-bbox="485 880 711 1223" rowspan="2">Moor Lane / Silk Street junction</td> <td data-bbox="711 880 1051 1032">Users find this junction unclear especially who has "right of way"</td> <td data-bbox="1051 880 1394 1032">Amend "Give Way" markings. Traffic exiting Silk Street gives way to traffic on Fore Street</td> </tr> <tr> <td data-bbox="711 1032 1051 1223">Cyclists find it difficult and risky to cycle past parking / servicing vehicles</td> <td data-bbox="1051 1032 1394 1223">Introduce "at any time" loading restriction</td> </tr> <tr> <td data-bbox="485 1223 711 1574" rowspan="2">Wood Street between London Wall and Fore Street</td> <td data-bbox="711 1223 1051 1361">Cyclists find it difficult and risky to cycle past parking / servicing vehicles</td> <td data-bbox="1051 1223 1394 1574" rowspan="2">Build out footways at key locations and introduce additional "at any time" loading restrictions to prevent parking or loading</td> </tr> <tr> <td data-bbox="711 1361 1051 1574">Parking / servicing vehicles cause noise disturbance, blocks entrances and reduces visibility/increases safety concerns</td> </tr> <tr> <td data-bbox="485 1574 711 1856">Signalised junctions 1. London Wall / Wood St 2. Gresham St / King St</td> <td data-bbox="711 1574 1051 1856">Cyclist unable to clear junction/insufficient head start ahead of general traffic reduces cycling comfort</td> <td data-bbox="1051 1574 1394 1856">Introduce early green light for cyclists</td> </tr> <tr> <td data-bbox="485 1856 711 1989">King Street</td> <td data-bbox="711 1856 1051 1989">Cyclists find it difficult and risky to cycle past parking / servicing</td> <td data-bbox="1051 1856 1394 1989">Introduce "no loading" between 7am-7pm Monday to Friday and a loading bay in Trump</td> </tr> </tbody> </table>	Location	Issue	Proposal	Moor Lane / Silk Street junction	Users find this junction unclear especially who has "right of way"	Amend "Give Way" markings. Traffic exiting Silk Street gives way to traffic on Fore Street	Cyclists find it difficult and risky to cycle past parking / servicing vehicles	Introduce "at any time" loading restriction	Wood Street between London Wall and Fore Street	Cyclists find it difficult and risky to cycle past parking / servicing vehicles	Build out footways at key locations and introduce additional "at any time" loading restrictions to prevent parking or loading	Parking / servicing vehicles cause noise disturbance, blocks entrances and reduces visibility/increases safety concerns	Signalised junctions 1. London Wall / Wood St 2. Gresham St / King St	Cyclist unable to clear junction/insufficient head start ahead of general traffic reduces cycling comfort	Introduce early green light for cyclists	King Street	Cyclists find it difficult and risky to cycle past parking / servicing	Introduce "no loading" between 7am-7pm Monday to Friday and a loading bay in Trump
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		Obstruction caused by vehicles parking / servicing, causing some to drive on footways, and increases air pollution	Street to accommodate servicing needs
		Congestion makes it more difficult and feels unsafe for pedestrians crossing	
	Queen Street between Cheapside & Queen Victoria Street	Parking / servicing vehicles block cycle lane making it difficult and risky for cyclists to cycle past	Introduce "no loading" between 7am-7pm Monday to Friday. Loading/unloading can be carried out outside the restricted hours or in Pancras Lane.
		Obstruction and congestion to general traffic caused by vehicles parking / servicing and increase air pollution	
	Queen Street shared spaces - 3 areas	Frequent complaints of conflicts between pedestrians and cyclists	Introduce Intermittent surface treatment of the shared use spaces (at same level) using darker paving to highlight the route intended for cyclists whilst not encouraging cycle dominance. Amend toucan crossing, set cycle stop line back from pedestrian e-w desire lines and replace gates with bollards to improve permeability.
	1. Queen St between Queen Victoria St & Cannon St	Lack of clarity of space / users unsure of how to use the space and potentially leading to some exclusion	
	2. Queen St between Cannon St & Cloak Lane		
	3. Queen St between College St & Upper Thames St	Users, particularly pedestrians, feel threatened and unsafe, concerns of high cycling speeds	Introduce a raised carriageway at College Street and additional bollards to reduce southbound cycle speeds prior to the shared space, and to improve conditions for pedestrians walking north and south.
8.2 For the Quick Win measures, these include installing raised carriageways to form a continuous footway on Mark Lane at its junctions with Fenchurch Street and Great Tower Street, and on Blackfriars Lane at its junction with Queen Victoria Street. It also			

	includes lengthening the traffic island on Mark Lane at its junction with Hart Street, and advisory cycle lanes on Fetter Lane, New Fetter Lane and Aldersgate Street, to provide better facilities for cyclists. The raised carriageways at junctions provide benefits for both pedestrians and cyclists as they reduce traffic speeds.
9. Delivery team	<p>9.1 Officers will project manage and carry out the detailed design and supervise the implementation of the scheme.</p> <p>9.2 The City's contractor(s) will carry out all highway works. Third party contractors will need to carry out works on traffic signals and utilities equipment.</p> <p>9.3 External consultants will carry out road safety audits and undertake monitoring surveys/assessments.</p>
10. Success criteria	<p>The success criteria are as follows:</p> <ul style="list-style-type: none"> • Measures have been implemented by 31 March 2020 and to budget; • A reduction in the number of complaints from people who walk or cycle. • More people cycling • Contributes to addressing the Corporate Road Safety (CR20) and Air Quality (CR21) risks • Contributes to the delivery of the Transport Strategy
11. Progress reporting	Monthly updates to be provided via Project Vision and any project budget adjustments to be delegated to the Chief Officer in conjunction with the Head of Finance.

Appendices

Appendix 1	Options appraisal matrix
Appendix 2	Finance tables
Appendix 3	Location plan
Appendix 4	Option 2 plans
Appendix 5	Option 3 plan (Queen Street only)
Appendix 6	Project coversheet
Appendix 7	Risk register

Contact

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Committees: Streets and Walkways Sub-committee <i>[for decision]</i> Projects Sub <i>[for decision]</i>	Dates: 15 October 2019 16 October 2019
Subject: Puddle Dock Improvement Measures Unique Project Identifier: 11733	Gateway 3/4/5: Options Appraisal and Authority to Start Work (Regular)
Report of: Director of the Built Environment Report Author: Albert Cheung	For Decision
<h1 style="margin: 0;">PUBLIC</h1>	

1. Status Update	<p>Project Description:</p> <p>In 2016, the Thames Tideway Project relocated Blackfriars Pier (which provides river transport services) from the western side of Blackfriars Bridge to its current location, opposite Puddle Dock. Pedestrian routes to and from the pier are limited to east-west movements only with no direct access into the City. This project would therefore introduce a new pedestrian route between the pier and Queen Victoria Street.</p> <p>To complete the new pedestrian route, a new and accessible pedestrian crossing over Upper Thames Street is required. As Upper Thames Street is part of Transport for London's (TfL) Road Network, the crossing will be delivered by them.</p> <p>To improve road safety, the project originally included alterations to the Queen Victoria Street / Puddle Dock junction. However, analysis of the latest data now shows that injury collision levels have substantially improved with 2 slight collisions over a 36-month period (Jan 2016 – Dec 2018), making the case for altering the junction no longer a priority. The junction is also likely to change in the short / medium term to deliver a cycle network as part of the City's Transport Strategy.</p> <p>RAG Status: Green (Green at last report to committee)</p>
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	<p>Risk Status: Low</p> <p>Total Estimated Cost of Project (excluding risk): £509,126</p> <p>Change in Total Estimated Cost of Project (excluding risk): The estimated total cost is within the cost range at Gateway 2 (£425K-£1.425M).</p> <p>Spend to Date: £148,026</p> <p>Costed Risk Provision Utilised: N/A</p> <p>Slippage: The original delivery date was March 2018. However, since November 2017, it has been on hold mainly because it was reliant on TfL delivering the crossing over Upper Thames Street. TfL has now confirmed that they will deliver and fund the crossing and have included this into their work programme for delivery in 2020/21.</p>												
<p>2. Requested decisions</p>	<p>Next Gateway: Gateway 6: Outcome Report</p> <p>Next Steps:</p> <ul style="list-style-type: none"> • Detailed design. • Liaise with TfL to co-ordinate their crossing with the project. • Construction and construction engagement. • Monitoring and outcome report. <p>Requested Decisions:</p> <ol style="list-style-type: none"> 1. Approve a revised evaluation budget of £148,026 2. Note the estimated cost of £509,126 for the project 3. Note the risk register 4. Approve the proposals as shown in Appendix 1. 5. That an additional budget of £361,100 is approved to reach the next Gateway. 6. Authority to start work. 												
<p>3. Budget</p>	<p>The total estimated cost required to deliver the recommended option (Option 1) is £361,100. A breakdown of this is provided in the table below.</p> <table border="1" data-bbox="528 1677 1428 1939"> <thead> <tr> <th>Item</th> <th>Reason</th> <th>Funds 2019/20</th> <th>Funds 2020/21</th> <th>Source of Funding</th> <th>Cost (£)</th> </tr> </thead> <tbody> <tr> <td>P&T Staff</td> <td>Project management</td> <td>15,000</td> <td>10,000</td> <td>TfL</td> <td>25,000</td> </tr> </tbody> </table>	Item	Reason	Funds 2019/20	Funds 2020/21	Source of Funding	Cost (£)	P&T Staff	Project management	15,000	10,000	TfL	25,000
Item	Reason	Funds 2019/20	Funds 2020/21	Source of Funding	Cost (£)								
P&T Staff	Project management	15,000	10,000	TfL	25,000								

Open Spaces Staff	Project management	1,800	1,800	TfL	3,600
Highway Staff	Detailed design and site supervision	41,155	19,845	TfL	61,000
Fees	Traffic orders, safety audits and monitoring	1,500	13,000	TfL	14,500
Work	Highway and lighting	126,000	121,400	TfL	247,400
Work	Tree planting	9,600	-	TfL	9,600
Total		195,055	166,045		361,100

Funding to deliver the project will be through the Local Implementation (LIP) grant provided by TfL over the next two financial years. The LIP delivery plan which includes a total of £385k (£185k in 2019/20 and £200k for 2020/21) for this project was agreed by the Planning & Transportation Committee in April 2019 and Resource Allocation Sub Committee in May 2019. Additionally, there is a further £19K of carry forward from the last financial year to be used in 2019/20. The spending profile has therefore been phased to reflect the funding.

Funding from 19/20 will be used for tree planting as works are expected to commence and finish in the northern section of the Puddle Dock by 31 March 2020. Establishment of the new trees from 21/22 will be met by Open Spaces' existing maintenance budget.

The project is outside the City's Fundamental Review as it is fully externally funded by TfL.

4. Overview of project options

4.1 "Do Nothing" is a possible option, however, this is not advisable as options to access Blackfriars Pier will remain limited, people will therefore continue to use this route at significant risk to access the riverside. The City would also lose funding and investment to improve the public realm which would benefit people who live, work, learn and visit the City. As a result, a "Do Nothing" option has not been included in the options appraisal.

4.2 The layout of the Upper Thames Street / Puddle Dock junction means that it is only possible for TfL to introduce a crossing on the western side of the junction. There is no space elsewhere. Consequently, a pedestrian route on the western

	<p>side of Puddle Dock is the only feasible proposal. Of this, two options have been developed and reviewed.</p> <p>4.3 Option 1 (see Appendix 1) proposes to create a footway by narrowing the southern section of the northbound carriageway of Puddle Dock and converting the northern slip road into a pedestrian space. The slip road is not required because there are no accesses to any premises while the same manoeuvre can be made using the main carriageway. This option also includes improving street lighting under the building, up to three trees and an informal crossing to assist pedestrians crossing over Puddle Dock. The total estimated cost to deliver this is £509K.</p> <p>4.4 Option 2 (see Appendix 2) is the similar to Option 1 but it includes a continuous footway on the western side along the entire length of Puddle Dock. It will need to include measures to protect the building columns and some modifications to the Puddle Dock / Queen Victoria Street junction. The slip road is also proposed to be closed to give pedestrians more space and to allow trees to be planted. The total estimated cost of this option is £795K</p> <p>4.5 The G3 Option Appraisal is shown later in this report.</p>
<p>5. Recommended Option</p>	<p>5.1 Both Options 1 and 2 provide good pedestrian facilities however, Option 2 significantly exceeds the available funding.</p> <p>5.2 Furthermore Option 1 avoids modifications to Puddle Dock / Queen Victoria Street junction which is likely to be significantly changed in the short / medium term to deliver a cycle network as part of the City's Transport Strategy.</p> <p>5.3 Option 1 is therefore recommended.</p>
<p>6. Risk</p>	<p>The main risks of this project are:</p> <ul style="list-style-type: none"> • Work cost estimates may change following detailed design. However, it is unlikely to be significant as the scale and complexity of the works are fairly minor. • The confirmed TfL funding is time restricted and therefore the allocation must be utilised within the financial year or funding may be lost. This is unlikely as the highway work is expected to commence in January 2020 which will provide sufficient time to utilise funds before the financial year ends.

	<ul style="list-style-type: none"> • TfL’s ability to deliver the crossing and their timescales (summer 2020) may slip or be cancelled altogether due to other priorities beyond the City’s control. • Consent to work on the private layby may not be granted or delayed. <p>Further information is available in the Risk Register (Appendix 3).</p>
<p>7. Procurement approach</p>	<p>7.1 The City’s term contractor will be used to carry out highway works.</p> <p>7.2 TfL’s contractors will be used to carry out works on their highway.</p>
<p>8. Design summary</p>	<p>A new western footway would be introduced along the southern section of Puddle Dock. This would be achieved by reducing the width of the northbound carriageway.</p> <p>The Blackfriars Passage / Puddle Dock junction would be raised to the same level as the new footways to improve pedestrian accessibility.</p> <p>The northern slip road would also be raised and converted into a pedestrian space. The slip road is not required for motor vehicle access as there are no entrances fronting the slip road and the same manoeuvre can be made on the main carriageway.</p> <p>A building straddles large sections of the northern slip road making lighting levels substandard for pedestrians. Street lighting will therefore be improved along this section.</p> <p>Up to three trees will be introduced on the northern end of the route. This will provide additional greening and make the area more pleasant place for people to walk.</p> <p>A new informal pedestrian crossing (dropped kerbs) with an enlarged central island will be introduced to help pedestrians cross Puddle Dock to access the new facilities.</p> <p>To complete the pedestrian route, TfL are working to deliver the crossing over Upper Thames Street including providing a ramped access onto the Riverside Walkway. Their programme includes designing and seeking the necessary approvals this financial year with delivery in 2020/21. Works are being co-ordinated and programmed to enable efficient delivery as well as to mitigate risk. In this case, works to the northern section of Puddle Dock would commence this financial year and could be</p>

	<p>left as a standalone scheme in the unlikely event the crossing over Upper Thames Street is not delivered or delayed.</p> <p>The proposal includes raising the private layby which is accessed via the slip road. This would be preferable as it will provide level conformity and improves accessibility across the whole area. To achieve this, it requires consent of the landowner. This consent is currently being sought, however, if this is not granted, or it is delayed, the proposal would be adjusted to avoid working on private land.</p>
9. Delivery team	<p>9.1 Officers will project manage and carry out the detailed design of the scheme.</p> <p>9.2 The City's term-contractor will carry out all highway works.</p> <p>9.3 TfL will deliver the crossing over Upper Thames Street and the ramp onto the Riverside Walk</p>
10. Success criteria	<p>The success criteria are as follows:</p> <ul style="list-style-type: none"> • A pedestrian crossing is provided over Upper Thames Street; • A footway is implemented along Puddle Dock; • A pedestrian route through the Riverside Walkway is implemented; • Measures are implemented to improve road safety; • Improved the public realm.
11. Progress reporting	<p>Monthly updates to be provided via Project Vision and any project budget adjustments to be delegated to the Chief Officer in conjunction with the Head of Finance.</p>

Appendices

Appendix 1	Option 1 Layout Plan
Appendix 2	Option 2 Layout Plan
Appendix 3	Risk Register
Appendix 4	Project Coversheet
Appendix 5	Finance Tables

Contact

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Option Appraisal Matrix

<i>Option Summary</i>	<i>Option 1</i>	<i>Option 2</i>
1. Brief description of option	Option 1 proposes to create a footway by narrowing the southern section of the northbound carriageway of Puddle Dock and converting the northern slip road into a pedestrian space. The slip road is not required because there are no accesses to any premises while the same manoeuvres can be made using the main carriageway. This option also includes improving street lighting under the building, up to three trees and an informal pedestrian crossing to facilitate pedestrians on the western side of Puddle Dock.	Option 2 is similar to Option 1, but it includes a continuous footway on the western side along the entire length of Puddle Dock. It will need to include measures to protect the building columns and some modifications to the Puddle Dock / Queen Victoria Street junction. The slip road is also proposed to be closed to give pedestrians more space and to allow trees to be planted.
2. Scope and exclusions	<p><u>Scope</u></p> <ul style="list-style-type: none"> To introduce a new pedestrian route between Blackfriars Pier and Queen Victoria Street. <p><u>Exclusions</u></p> <ul style="list-style-type: none"> The crossing over Upper Thames Street and the ramped access onto the Riverside Walkway is excluded from this project but will be delivered by TfL. 	
<i>Project Planning</i>		
3. Programme and key dates	<p>Delivery of Option 1 is expected to be completed by August 2020.</p> <p>Oct 19 Scheme Detailed Design Jan 20 Construction Starts Jun 20 Construction Completed</p>	<p>Delivery of Option 2 is expected to be completed by December 2020.</p> <p>Oct 19 Scheme Detailed Design Jan 20 Construction Starts Oct 20 Construction Completed</p>

Option Summary	Option 1	Option 2
	Aug 20 Signalised Crossing delivered by TfL Dec 20 G6 Outcome Report	Dec 20 Signalised Crossing delivered by TfL Apr 21 G6 Outcome Report
4. Risk implications	<p>Overall project option risk: Low</p> <p>The main risks are:</p> <ol style="list-style-type: none"> 1. Work cost estimates may change following detailed design. However, it is unlikely to be significant as the scale and complexity of the works are fairly minor. 2. The confirmed TfL funding is time restricted and therefore the allocation must be utilised within the financial year or funding may be lost. 3. TfL's ability to deliver the crossing and their timescales may slip or cancelled altogether due to other priorities. 4. Consent to work on the private layby may not be granted or delayed. <p>Further information available within the Risk Register (Appendix 3).</p>	<p>Overall project option risk: Low</p> <p>The main risks are:</p> <ol style="list-style-type: none"> 1. Work cost estimates may change following detailed design. However, it is unlikely to be significant as the scale and complexity of the works are fairly minor. 2. The confirmed TfL funding is time restricted and therefore the allocation must be utilised within the financial year or funding may be lost. There is currently insufficient funding to deliver this option. Additional funds will therefore need to be identified. 3. TfL's ability to deliver the crossing and their timescales may slip or cancelled altogether due to other priorities. 4. Consent to work on the private layby may not be granted or delayed. <p>Further information available within the Risk Register (Appendix 3).</p>

Option Summary	Option 1	Option 2
5. Stakeholders and consultees	<ul style="list-style-type: none"> • TfL • Committee • Local Occupiers • Statutory Consultees • Highways Team • Comptroller 	<p>Throughout the life of project At Project Gateways Consultation, consent & construction Consultation Throughout the life of project Legal consents</p>
6. Benefits of option	<ul style="list-style-type: none"> • Pedestrians are currently informally walking in the carriageway. Therefore, providing a new footway for pedestrians will improve road safety; • Improving pedestrian accessibility to the pier supports active travel; • The closure of the slip road will make the area feel less motor traffic dominated; • Planting additional trees and enhancing the lighting will make the area a more pleasant place; • The feeling of personal safety is likely to increase; • Better utilisation of public highway; • Likely to reduce motor vehicle speeds and therefore reduce the risk of a collision; • Affordable with confirmed TfL funding 	<ul style="list-style-type: none"> • As with Option 1 but additionally the reconfiguration of Queen Victoria Street / Puddle Dock junction will make it more convenient for pedestrians to cross the carriageway;
7. Disbenefits of option	<ul style="list-style-type: none"> • No footway is provided on the eastern side of Puddle Dock; • Pedestrian crossing over Upper Thames Street is limited to the western side only; 	<ul style="list-style-type: none"> • As with Option 1 but additionally the cost exceeds available funding.

Option Summary	Option 1	Option 2
	<ul style="list-style-type: none"> No formal crossing over Puddle Dock at the southern end; Greenery limited to the northern end of the route. 	
Resource Implications		
8. Total estimated cost	Total estimated cost: £509K	Total estimated cost: £795K
9. Funding strategy	Funding to deliver this option could be fully met through the Local Implementation (LIP) grant provided by TfL over the next two financial years.	Funding to deliver this option could be partially met through the Local Implementation (LIP) grant provided by TfL over the next two financial years. Additional funds of up to £252K would be required to deliver this option.
10. Investment appraisal	Not applicable	
11. Estimated capital value/return	Not applicable	
12. Ongoing revenue implications	Will be covered through business as usual activities	
13. Affordability	This scheme option would have full funding confirmed through LIP grants provided by TfL	This scheme option would have only partial funding confirmed through LIP grants provided by TfL. Additional funding of £252K would be required.

Option Summary	Option 1	Option 2
14. Legal implications	Both options will require a traffic order to be made. The formal consultation of traffic order to close the slip road has been carried out and no objections have been received. Consent will be required for the City's Term Contractor's to carry out works on Network Rail's private land	
15. Corporate property implications	None	
16. Traffic implications	No traffic implications are envisaged.	
17. Sustainability and energy implications	None	
18. IS implications	Not applicable	
19. Equality Impact Assessment	Test of Relevance showed a full equality impact assessment was not necessary as there were no adverse impacts to protected characteristics.	
20. Data Protection Impact Assessment	Not applicable	
21. Recommendation	Recommended	Not recommended

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Committee(s): Streets and Walkways Sub – For decision	Date(s): 15/10/2019
Subject: Public Statuary - Relocation of the London International Financial Futures and Options Exchange (LIFFE) Trader Statue	Public
Report of: City Surveyor (CS.420/19)	For Decision
Report author: Julian Kverndal Senior Heritage Estate Officer	

Summary

The purpose of this report is to: -

- Advise Streets and Walkways Sub Committee of the Section 106 agreement to relocate the Liffe Trader Statue from its original position in Walbrook, which is being paid for by the developer of the Bloomberg Walbrook Square project.
- Seek Members approval for the new proposed location of the statue in Dowgate Hill, near LIFFE’s last home.

Recommendation

- Members are asked to approve the proposal to relocate the LIFFE Trader statue to the southern end of Dowgate Hill, at no cost to the City.
- Agree that the unspent funds deposited by the developer of the Bloomberg Walbrook Square project to meet the cost of relocating the statue be returned to the developer, after deduction for the City’s supervisory and administration costs.

Main Report

Background

1. In October 1997, the Liffe Trader statue, by Stephen Melton, was unveiled at the south-west corner of Walbrook. The sculpture was unusual as it was mounted in the pavement without a pedestal. It is a realistic representation of a LIFFE trader, striding down Walbrook, from Bank station towards Cannon Bridge House, where the London International Financial Futures and Options Exchange (LIFFE) was based until November 2002; for a photograph of the statue, see Appendix 1.
2. During the Summer of 2011, the hoarding went up for the Bloomberg Walbrook Square development. Initially the hoarding was adapted to accommodate the statue. However, by October 2011 the City was given notice that the statue had to be moved to make way for a temporary electricity substation. Therefore, during January 2012 an agreement was drawn up between the City Surveyor and Walbrook Square Ltd, the developer, in which the Walbrook Square Ltd agreed to meet the cost of re-locating the statue, which was then estimated at £18,860.

3. By January 2016, when details of the Highway parts of the development were being finalized and agreed by the Department of the Built Environment and the developer's architects (Foster and Partners), it became apparent that the LIFFE Trader statue did not feature in any of the proposed new layouts.
4. The Section 106 agreement for the development, signed in March 2012 as part of the public realm landscaping proposals, stated that the statue would be relocated elsewhere in the City, but no new location was specified.

Current Position

5. The LIFFE Trader statue has resided for the last seven years in the South Ambulatory at Guildhall. It was placed there as a way of keeping the sculpture on display.
6. The southern end of Dowgate Hill, near the entrance to Cannon Bridge House, the former home of LIFFE, had been identified by the designers of the public realm in the Department of the Built Environment, as a suitable alternative site for the statue and this information was passed onto DP9 Ltd, the developer's landscape architects; for the exact location, please see Appendix 2 (site Plan).
7. The developer's landscape architects then obtained under delegated action, Planning Permission for the statue to be relocated to Dowgate Hill. This was reported for information, to the Planning and Transportation Committee on 25 July 2017; please see Appendix 3 (paragraph 4).
8. Approval is now being sought from Streets and Walkways Sub Committee in its capacity as the management committee for public statuary on the Highway, for the installation of the statue in the recommended location.
9. It should be noted that if Members agree to the new proposed location in Dowgate Hill, the installation works can be implemented over the next three months.

Proposals

Option a - Installation in Dowgate Hill (Recommended)

10. This is the easiest option to implement. JB Riney & Co Ltd, the City's Highway Partner is instructed to install foundations and a low pavement colour contrasting plinth (as requested by the Access Adviser) and Rupert Harris Conservation Ltd, the City's term statuary conservators will then proceed with the installation of the statue in Dowgate Hill, near to the entrance of LIFFE's last home.

Option b - Installation in Walbrook (Not Recommended)

11. This option would require a fresh planning permission and potentially a deed of variation to the Section 106 agreement, before reinstating the statue in Walbrook. However, this site does not have the contextual reasoning for locating the statue as does Dowgate Hill. In addition, choosing this location ignores the fact that the developer of Walbrook Square has invested heavily on other outdoor works of art. It could also carry a degree of bad faith as the City has previously agreed

with the developer of Walbrook Square that the statue would not be returned to its original location.

12. It should be noted that, because in both locations the statue is mounted on the public pavement, there would be a very little difference in the cost of installing the statue in either place. The current estimate of this cost is in the order of £7,500, which is within the balance of the funds provided by the developer.
13. On completion of the installation works, any unspent funds deposited by the developer of the Bloomberg Walbrook Square project to meet the cost of relocating the statue shall be returned to the developer, after deduction for the City's supervisory and administration costs, as per the agreement.
14. Once installed, the statue will be added back to the schedule of public statuary that are routinely maintained by the City Surveyor.

Corporate & Strategic Implications

15. Conforms to the Corporate Policy to inspire enterprise, excellence, creativity and collaboration by creating and transform buildings, streets and public spaces for people to admire and enjoy.

Implications

16. The installation of the statue in Dowgate Hill will have no financial implications as the cost of the works should be fully met by funds already deposited by the developer with the City Surveyor. If, for some unforeseen reason, there is a short fall in funds, the developer will be asked to make up the difference.

Conclusion

17. Approval to relocate to Dowgate Hill will ensure that the statue is removed from Guildhall and put back into full public display.

Appendices

Appendix 1: -

- Photograph of the LIFFE Trader statue in its original location in Walbrook

Appendix 2: -

- Site Plan of proposed location in Dowgate Hill
- Details for installing the statue in Dowgate Hill
- Elevation looking north, up Dowgate Hill

Appendix 3

- Minutes of the meeting of the Planning and Transportation Committee on 25 July 2017; see paragraph 4

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TO: **STREETS AND WALKWAYS SUB COMMITTEE**
15TH October 2019

FROM: **BARBICAN RESIDENTIAL COMMITTEE**
16th September 2019

6. A RESOLUTION FROM THE BARBICAN RESIDENTS CONSULTATION COMMITTEE IN RESPECT OF THE PUBLIC REALM AROUND THE BARBICAN ESTATE

At their meeting on 2nd September 2019, Members of the Barbican Residents Consultation Committee received a report of their Deputy Chairman which expressed disappointment at the City Corporation's approach to maintenance of the public realm in and around the Barbican Estate. The report sought a resolution to the BRC to support this, on behalf of residents, and for the benefit of visitors to the City. The Barbican Association had also endorsed the resolution. The report of the Deputy Chairman of the RCC had been emailed to BRC Members ahead of this meeting and laid around the table.

Members of the RCC had discussed the general footfall through the Podium and how this was likely to increase in the wake of Culture Mile. Members of the BRC felt that Crossrail footfall would be more significant. Officers advised that, historically, the Estate Office had been left with a minimal amount of budget and resources for the public realm.

It was moved by Jeremy Mayhew, seconded by Mark Wheatley and RESOLVED, that:

1. The Streets and Walkways Sub Committee acknowledge the reasonable concerns of Barbican residents and on behalf of visitors, as set out in the report appended to this Resolution;
2. The Streets and Walkways Sub Committee ask those responsible for the funding and implementation of maintenance programmes for the public realm, in and around the Barbican Estate, to look for a new approach for upgrading and maintaining the public realm in and around the Barbican Estate.

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The Public Realm in and around the Barbican Estate

Summary

Residents are concerned about the poor state of the public realm in and around the Barbican Estate. The City has delegated responsibility for maintaining the public realm to the Barbican Estate Office (BEO). The budget for this maintenance, including drain maintenance is around £300,000 pa, Given the extent of the challenge, it is surprising how well the BEO does with this limited budget.

Contrast this with the £35 million project to waterproof and replace all the podium areas around the Estate. Beech Gardens Phase 1 was the first stage of this work. It cost over £4 million, is of questionable utility and is already showing signs of dilapidation caused by inadequately funded maintenance, poor initial design and project implementation.

Residents don't want the City to spend more on maintaining the public realm around the Barbican. On the contrary, we want the City to spend less, but more effectively.

Resolution

- The RCC ask that the BRC acknowledge the reasonable concerns of residents and that
- The BRC ask those responsible for the funding and implementation of maintenance programmes for the public realm in and around the Barbican Estate to look for a new approach for upgrading and maintenance

The unrefurbished public realm

The dilapidated condition of the public areas of the Estate is a surprise to many visitors. This dilapidation is worrying, not just from an aesthetic viewpoint, but more importantly from the “stitch in time” consequences of poor maintenance. This dilapidation concerns residents but the impact on visitors is surely more significant. The City has launched its challenging initiative “Culture Mile”, which will attract international attention. However, visitors to and participants in Culture Mile encounter filth and dilapidation as they make their way across the podiums and along Beech Street. Currently 1.5 million people visit the Barbican Centre each year. This number will rise significantly when Culture Mile gets fully under way. To these numbers we need to add City workers and visitors to the City who use the Barbican as a thoroughfare, soon to substantially increase when Crossrail finally arrives.

To the casual observer, The City seems to be more interested in shiny new projects, whilst neglecting what it already has. The remaining £30 million to be spent on the highwalks is a clear example of this approach. This expenditure represents one hundred times the current annual maintenance budget. The replacement programme is extravagant, wasteful and unsustainable.

Financing Constraints

Members of the RCC are fully aware of the constraints that surround some of the sources of money used to maintain and renew the City's infrastructure. However, the City has demonstrated its ability to use creative financing and legal structure to overcome these constraints.

Examples

On the following pages are some examples from around the Barbican These are not isolated occurrences; it is difficult to walk more than a few metres without observing dilapidation.



Corroded fixings on steps up to Beech Highwalk from Lauderdale Place



Railings unpainted for at least 20 years and 20 mm thick calcination on Defoe Place



Door to the Estate from Beech street



Paving on the Sculpture Court



Flooding on the new Beech Gardens Highwalk



Plants in mortar joints on Cromwell Highwalk



Calcination on a bench on new Beech Gardens Highwalk



Grass growing out of a drain on Beech Gardens Highwalk

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Committee(s):	Date:
Streets & Walkways Sub Committee	15th October 2019
Subject: Update report: Replacement existing street furniture to support City of London Wireless Concession.	Public
Report of: Director of Built Environment	For decision
Report author: Steven Bage Strategic Infrastructure Advisor	

Summary

At your meeting on 23rd October 2018 Members approved a report recommending 10 initial locations where 3 metre street furniture columns would be replaced with 8 metres columns across the Square Mile to support the roll out of 5G mobile small cell equipment, and that a subsequent report be received by Members at a later date, to ensure satisfaction with the 10 locations, with a view to delegated authority being granted to the Director of Built Environment in consultation with the Chairman and Deputy Chairman of Streets & Walkways Committee relating to the approval of an additional 150 replacement columns.

Provided Members are satisfied with the impact of the 10 initial locations, this report seeks approval from Streets & Walkways Sub Committee to grant delegated authority to the Director of the Built Environment in consultation with the Chairman and Deputy Chairman to permit the replacement of 3 metre columns with 8 metre columns in a further 150 locations, on the basis that the initial 10 locations are not considered to present an impact on users of the public highway. All of the initial locations were approved by the Highways, Access and Development Division of the Department of Built Environment, with street furniture being installed in line with the Public Realm Technical Manual and the protocol for replacing columns outlined in Appendix 3.

It is considered that the 10 initial locations, and subsequent 150 new 8 metre columns will not adversely affect users of the public highway.

Recommendations:

- i. **It is recommended that subject to Members being satisfied with the 10 initial locations, delegated authority be granted to the Director of the Built Environment in consultation with the Chairman and Deputy Chairman of Streets & Walkways Committee to approve the further replacement of 3 metre columns with 8 metre columns in 150 locations to facilitate the housing 5G small cell equipment to improve mobile coverage across the Square Mile.**

Main Report

Background

1. At Streets & Walkways Committee on 23rd October 2018, Members approved a report of the Director of Built Environment seeking to replace selected existing 3 metre non-electrified street furniture columns (housing road signs / cigarette bins) with taller 8 metre columns to house small cell mobile equipment providing enhanced mobile coverage and supporting the City Corporation's Wireless Concession agreement (signed with CTIL), to ensure that better mobile coverage can be provided in areas of the Square Mile where there is a notable absence of street furniture. 8 metre columns are required in order to ensure that mobile signals are not impacted by buses, trees and other structures on the highway which can affect user coverage at street level. Members requested a further report to be sent to Streets & Walkways Committee to verify that an initial 10 locations where 3 metre columns were replaced with 8 metre columns would not adversely impact on users of the public highway, allowing Members to take a more informed decision in considering the implications of granting delegated authority to the Director of the Built Environment for a further 150 columns to be installed.
2. The Wireless Concession signed between the City Corporation and CTIL promotes the City as an exemplar in providing world class wireless infrastructure and is viewed as a corporate priority, which relates to section 9.a) of the Corporate Plan, *"To champion and facilitate a world leading digital experience"*. It and has already delivered a world leading free to use gigabit Wi-Fi network and 200 4G small cells (the largest roll out of its kind in the UK) using street furniture, and at no cost to the City. The Wireless Concession is expected to generate £12m in revenue to the City Corporation over 15 years.
3. A recent letter sent to the Town Clerk from the Minister for Digital, Culture, Media & Sport, outlined that the Government welcomes efforts from local authorities to support new investment in digital connectivity to benefit communities, with a particular focus on the granting of access to council owned assets and infrastructure to support roll out of fibre and mobile networks. Similarly, the London Assembly Regeneration Committee's *"Digital Connectivity in London"* report has recognised the leading role of the City Corporation in delivering a world leading wireless infrastructure across the Square Mile.

Current situation

4. The existing roll out of 200 small cells has utilised much of the City owned street furniture assets that are suitable for hosting mobile infrastructure required by mobile operators. The replacement of existing 3 metre columns with 8 metre columns in 150 locations represents only 4% of existing street furniture stock, and will be sufficient to be able to accommodate new 5G small cell roll out for the foreseeable future. The future roll out of 5G across the City will be dependent on a network of infrastructure at street level and in reasonably close proximity. The installation of new taller 8 metre street furniture columns is fundamental to ensuring that the City Corporation can respond to the demands for deployment of 5G

networks across the Square Mile to support the needs of workers, residents and visitors and the competitiveness of the City as a global business centre.

5. Without the replacement of existing street furniture with 150 new 8 metre locations there is a real risk that mobile operators may divert investment in 5G infrastructure to other cities across the UK. By taking advantage of the opportunity to replace existing street furniture with larger columns the City Corporation will be able to avoid increasing street furniture to facilitate 5G roll out. Similarly if mobile operators are unable to access sufficient street furniture to deploy new 5G infrastructure within the Square Mile, they may resort to requesting their own larger columns (often 10 metres tall) through the Planning system in order to meet customer demand.
6. It is considered that the 10 initial locations, and subsequent 150 new 8 metre columns will not adversely affect users of the public highway, which has been confirmed through consultation with the relevant colleagues in the City of London Access and Highways Teams in the Department of Built Environment, and undertaking the processes outlined below:
 - Appendix 1 - Site specific comparison assessment and location map, outlining new 8m columns compared with previous 3m columns.
 - Appendix 2 - 8 metre and 3 metre column height and footprint comparison.
 - Appendix 3 - Protocol for replacing 3 metre columns to 8 metre columns.
 - Approval of street furniture installations by City of London Access team, Highways team and Development Division of Planning (paras 8-10 of this report).
 - Conformity with the City of London Public Realm Manual (para 12 of this report).

Assessment of currently installed 8 metre columns

Appearance and dimensions of new 8 metre columns

7. The “Site specific comparison assessment and location map” shown in Appendix 1 shows photographs of the new 8 metre columns installed on the public highways in comparison with the previous 3 metre columns. Appendix 2 similarly shows the increased footprint of the 8 metre columns, rising from 7cm to 15cm in diameter. Whilst Members expressed a view that columns should be installed as close to the kerb or building line as possible, some columns have had to be installed further away from the kerb line to avoid being struck by vehicles, and also to ensure vehicle doors can be fully opened when parked close to the kerb.

Approval from City of London Highways team / Development Division

8. The Highways Division of the Department of Built Environment has confirmed that the replacement of the columns will not fundamentally affect pedestrians and other users of the highway, with each location having been surveyed with the Highways Division on its own merits and deemed to be acceptable from a highways perspective, as it is replacing existing street furniture locations rather than adding new street furniture.

9. Similarly, the Development Division in the Department of Built Environment has confirmed that the installation of the 8 metre columns and associated mobile infrastructure are considered non-material in urban design and conservation terms. Further engagement with the Development Division will be undertaken in considering additional future sites for replacement columns beyond the initial 10 new sites, pending Member's approval of this report.

Approval from City of London Access team

10. The Access Team in the Department of Built Environment, has approved all of the 10 initial locations where new 8 metre column locations have been installed on the basis that they conform with statutory passing distance and do not narrow pavement width or restrict the movement of users on the public highway. Any further installations will comply with this requirement. All columns installed near to bollards have been installed alongside them to avoid any narrowing of the footway.

Equality Analysis

11. An Equality Analysis "Test of Relevance" has been undertaken which found that there will be no impact on any of the Equality Groups outlined in the Test of Relevance. The Access Team and City Public Realm team has subsequently confirmed that owing to the outcome of the Test of Relevance, a full Equality Assessment for this proposal will not be required and no further action is required.

Conformity with the City of London Public Realm Technical Manual

12. Members have previously requested that the proposals outlined in this report must conform the Public Realm Technical Manual. The City Public Realm team has confirmed that the 10 initial locations are in line with the Public Realm Technical Manual, which will be updated in Q1 2020, and will include a section providing guidance on design and location of street furniture housing small cell infrastructure in conjunction with public realm.

Protocol for replacing 3 metre columns to 8 metre columns

13. The protocol for replacement of 3 metre columns with 8 metre columns (Appendix 3), requires the consulting of the Highways, Public Realm & Transportation, Access & Planning teams within the Department of Built Environment, and has been rigorously followed during the installation of the 10 initial 8 metre columns. The process will continue to be applied going forward in rolling out the 150 new 8 metre columns, pending Member's approval.
14. The protocol and a process chart (see Appendix 3) have been devised in consultation with colleagues in the Department of Built Environment with columns being installed on the basis that they must fulfill the following criteria that:
 - There is an ongoing need for the column to host street signage.
 - There are no major planned programmes of enhancement to be undertaken that could require removal of the columns.

- That statutory passing distances have been upheld between the column and building line or structures on the highway.
- All installation works are coordinated in a timely manner and must take place out of hours.
- The total duration of installation works for each column will not take more than 2 days, preventing ongoing impact on users of the public highway.

15. Locations for the 150 new 8 metre columns have not yet been determined and will be driven by demand from mobile operators, based on where greater 5G coverage and capacity is needed. It is expected that requests for new 8 metre columns will come forward in batches, with consent being sought from the Director of Built Environment in consultation with the Chairman and Deputy Chairman of Streets & Walkways committee, pending Members' approval of this report.

Financial considerations

16. The installation of the 10 initial 8 metre columns and subsequent 150 additional 8 metre columns will be funded entirely by CTIL, and at no cost to the City Corporation. The City will retain ownership of the new columns as highways assets, which will be able to support future initiatives such as the housing of sensors for smart city initiatives.

Conclusion

17. It is important that the City Corporation is able to provide sufficient street furniture to support the Wireless Concession, which has put the City Corporation in a leading position to benefit from improved mobile coverage and the numerous advantages which 5G is expected to bring. The granting of 150 new 8 metre columns will attract new investment from mobile operators and ensure that the Square Mile can become one of the first 5G cities, reinforcing the competitiveness of the City of London as a global business centre and an early adopter of new technology.

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Committee(s):	Date(s):
Streets and Walkways Sub-Committee	15/10/2019
Subject: Progress update on the Bank on Safety interim scheme improvements programme	Public
Report of: Director of the Built Environment	For Information
Summary	
<p>It was requested at the Planning and Transportation Committee on 10 September 2019 that a progress report on the programme for the interim work at Bank junction be reported to the next Street and Walkways Sub-committee.</p> <p>The 22 July 2019 Streets and Walkways Sub Committee approved the progression of Option 1A, a footway widening scheme that improved the whole of the main Bank Junction, including wider pedestrian crossings, shorter pedestrian crossing distances and traffic lane rationalisation.</p> <p>In addition, if the budget allowed, coloured surface treatments of the enforcement points and pedestrian crossing areas, and a possible brickwork pattern bordering the pedestrian crossing points to give a clear demarcation to oncoming traffic that it is a pedestrian crossing area, was also approved.</p> <p>Bartholomew Lane at the junction with Threadneedle Street also received approval for a raised table and kerb work to improve pedestrian crossing movements; although the funding for this element was coming from a local risk source.</p> <p>The below report sets out progress made on all of these elements and an indicative timeline for construction. Work at the main junction is being targeted to start the weekend of the Lord Mayor's show, however this is not yet confirmed. An alternative programme starting in mid-January 2020 is also presented if the first timeline is not viable.</p>	
Recommendation(s)	
Members are asked to note the report.	

Main Report

Background

1. As set out in the 22 July Streets and Walkways report, following the approvals the project team would:
 - Commission Transport for London's (TfL) Traffic Signal Infrastructure team to commence work on their detailed signals design. This was

estimated to take approximately three months, and the scheme and works TMAN approval would then be sought;

- Stakeholder engagement work would begin in August 2019, letting local occupiers know what the changes are and when work is due to start; and that
 - The delivery of the approved scheme would commence as soon after the Lord Mayor's Show in November 2019 as possible.
2. In addition, three new disabled parking bays have been identified in the area and are just awaiting their sensors to be installed. The sensors will enable drivers to view the occupancy of the bays in real time. These bays are in Pancras Lane and King George Yard (2 spaces).
 3. In terms of signage, there are opportunities to make some of the enforcement signs larger with the new footway and island widths at the main junction. This will be undertaken as part of the proposals below.
 4. Work is also being undertaken to improve directional signage away from the junction. Firstly, with the ending of the Cannon Street diversion through Bank there is an opportunity to remind drivers of the Bank restrictions. This will involve the placement of temporary signs, reiterating that the restrictions at Bank are now fully operational again. These will be displayed at the key decision points before the junction approaches. Secondly a further commission is being let for an independent assessment of the directional signage and potential road markings that could be used in the surrounding area as a permanent measure. Results of this review will identify if there are any opportunities that the project team can follow up that either meet the current guidelines, or that perhaps require authorisation from the Department for Transport for use.

Current Position on the main junction work

5. TfL traffic signal designs were commissioned in mid-August once purchase orders were able to be raised. TfL are working towards the remaining elements of the approvals needed in order for the City to submit its final TMAN application. This will need to be approved prior to construction work starting.
6. TfL are going through further restructuring, and the process for commissioning traffic signal design has changed since the July report. This has caused some delay on the progress of this strand of work. However, the City's project team have modified the design to make the TfL signal design work for cabling as simple as possible. We are currently unable to confirm dates with the traffic signal team and their contractor. This impacts our ability to commit to a start date. We hope to be able to confirm a start date shortly.
7. The planning of the phasing of the main junction work has to balance many aspects including:

- a. the planned closure of other routes in the vicinity which may impact diversion routes; (particularly Bus routes) when we require weekend road closures and temporary signals;
 - b. Scheduling of third-party contractors for the traffic light removals; and
 - c. Scheduling of London Underground supervisors for when there is digging over the underground structure.
8. Therefore, the programme information below and in Appendix 1 for the main junction work is indicative. The project team are constantly working towards firming the programme start date and continue to progress ideas to shorten the overall construction programme.

Current Position on Bartholomew Lane work

9. The work at Bartholomew Lane with its junction at Threadneedle Street does have a confirmed programme and will be starting building work the weekend after the Lord Mayor's show on 16 November 2019. This work will be completed by 8 December 2019. Collaboration with Reach Active is taking place to ensure that their future planned work in that area does not need to disturb the newly laid raised table.

Options for the programme at the main junction

Option 1

10. The project team are targeting starting construction at the main body of the Bank junction the weekend of the Lord Mayor's show, during the clean-up operation. The junction will already be closed, and a TfL signal team have been booked to replace the signals that are taken out for the Lord Mayor's Show. However, starting the work on this weekend is complicated and there is a potential risk of delays to the opening of the junction.
11. For this to be achievable we would require an extension of the closure (or at least in part) and a further day of the traffic signal gang. Booking of the extra day for the signal gang cannot be done until TfL have undertaken their design work to establish exactly what is needed. Also, there is a need for temporary traffic signals whilst work is undertaken on the junction to relocate the traffic lights at the south end of Princes Street.
12. The risk is regarding giving sufficient time for the temporary signals to be erected and providing enough time for the signal gang to do what they need to do before the junction reopens on the Monday morning. At this stage it is looking unlikely that this is achievable. We only have a short amount of time left before materials and temporary traffic signals need to be ordered to achieve this date as well as getting full commitment from the TfL traffic signals team and their contractor. The project team continues to establish whether this is a viable option. If we are able to start this weekend then work should fully complete by the end of June 2020 with the current phasing arrangement.

Option 2

13. If option 1 is not viable, then a second timeline is presented which would start in mid-January 2020 after the Christmas break

14. The indicative timelines of the programme in appendix 1 presents both the options of starting after the Lord Mayor's show and if this is not viable the alternative of starting in the New Year. Reducing the overall indicative programme length is a priority and will be easier once conversations with TfL around their contractor's availability have been had.

Current Proposal for the main junction

15. Timelines shown in Appendix 1 currently assumes each phase is undertaken in sequence at the main body of the junction. There may be opportunities to work with the traffic signals design team at TfL to overlap phases or run phases in parallel. This will be confirmed once we can meet with their construction team. At this point in time, the timelines in Appendix 1 are our best indication of the construction timeline and work will either be completed by the end of June or July 2020 depending upon the start date.

Appendices

- Appendix 1 – Indicative timeline for construction
- Appendix 2 – visual phasing plan of work at the junction

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Committee(s): Streets and Walkways Sub Committee Planning and Transportation Committee	Date(s): 18/10/2019 22/10/2019
Subject: Lunchtime Streets – First Year Review	Public
Report of: Director of the Built Environment	For Information
Report author: Rory McMullan, Road Danger Reduction & Behaviour Change Manager	

Summary

During the summer of 2019, the City Corporation worked with businesses on St Mary Axe and Chancery Lane to deliver two ‘Lunchtime Streets’ events, which closed each street to traffic at lunchtime for three consecutive days.

St. Mary Axe, and Chancery Lane were chosen as they both have very high volumes of people walking at lunchtime. St Mary Axe is proposed to become a pedestrian priority street as part of the City Cluster Vision. A pedestrian zone on Chancery Lane was proposed in an area wide enhancement scheme in 2010. While not approved at the time this remains an aspiration for the street’s occupiers.

The events also provided the opportunity for engagement with businesses and trialling re-timing of deliveries outside the lunchtime peak.

During the events, public perception surveys were carried out to monitor support for the events, and potential timed closures to enhance the experience of the streets at lunch and for longer periods. Surveys showed strong public support for traffic free environments in both locations. Survey results are provided in Appendix 2. Social and mainstream media coverage was extensive and positive.

We have already been approached by other business groups wishing to organise similar events. The intention is to continue and expand the Lunchtime Streets programme in 2020.

Recommendation(s)

Members are asked to note the report.

Main Report

Background

1. ‘Lunchtime Streets’ events are proposed in the City of London Transport Strategy and the Road Danger Reduction and Active Travel Plan 2018.
2. St Mary Axe was selected as the first location as it has a large working community which makes the street very busy with people walking at lunch time.

3. St Mary Axe is also proposed to become a pedestrian priority street in the City Cluster Vision. The event included an exhibition to showcase the plans for the area.
4. The event was also an opportunity to engage with representatives of local employers. The Steering Group, chaired by Henry Colthurst, included representation from Aviva, Leadenhall Building, 30 St Mary Axe, Fitzwilliam House, The Baltic Exchange, St Helen's Church and Hiscox. This group will continue to meet and be expanded to support the delivery of the City Cluster Vision.
5. Chancery Lane was selected following a request from the Chancery Lane Association. The street is very busy at lunch time and can experience high traffic levels.
6. The Association strongly supported proposals for a pedestrian zone as part of the 2010 Area Enhancement Strategy. With new high-profile employers such as Framstore and Saatchi & Saatchi moving onto the street, the Association is keen to engage with the City Corporation to work towards improving the public realm.
7. The two events each lasted for three consecutive days, with the streets closed to traffic from 10am – 3pm. Additional seating and greening were installed, with activities such as music, food markets, garden games and bicycle exhibitions taking place between 12 – 2pm. Images from the events can be seen in Appendix 1.
8. We conducted surveys on both street events. The results are very positive. Showing an average of over 90% supporting traffic free lunchtimes. See Appendix 2.

Lessons Learnt

9. Both Lunchtime Streets events were successful, with positive feedback and engagement with employers and workers. They have established a solid platform for further events.
10. There were no reports of negative feedback from local employers about impacts on deliveries. There were no reports of major negative impacts on traffic in neighbouring streets.
11. Some complaints from taxi and delivery drivers were logged, but these were far outweighed by the very strong support on social media from local workers.
12. The media coverage, both print and social, was positive.
13. Construction traffic parking on the St Mary Axe caused issues as the street ran two-way to allow the event to take place. These were quickly resolved by the parking enforcement and construction logistics teams. Complaints about construction traffic parking on Undershaft and St Mary Axe have been on-going and were not specific to the event. The event created a communications channel between employers and the City Corporation and provided an opportunity to highlight and discuss issues that impact the area.

14. We received several complaints from individuals on Chancery Lane due to noise on the third day. This was due to amplified music. In future events music should be acoustic, classical music seems to fit best.

These projects require extensive community and stakeholder engagement throughout the process. This is time consuming for officers, but also an opportunity to engage with businesses about issues like retiming deliveries, safer walking and cycling and delivering the City of London Transport Strategy.

Next steps

15. The intention is to continue and expand the Lunchtime Streets programme in 2020. We have already been contacted by two other business organisations, in addition to those we worked with in 2019, seeking to partner with us to deliver similar events in 2020
16. We will seek to build a funding model and support to increase the number and range of events, with more emphasis on the participation of local employers to support deliver.

Corporate & Strategic Implications

17. The Lunchtime Streets event support the Transport Strategy Proposal 13: Use timed and temporary street closures to help make streets safer and more attractive places to walk, cycle and spend time.
18. We will seek to use the engagement with public and employers to build momentum for the introduction of timed closures to include morning peaks, which would have positive road danger reduction benefits and support the delivery of Vision Zero.

Conclusion

19. The surveys taken during the event show strong support for traffic free streets during lunchtime and other times of the day.
20. Lunchtime Streets provide an excellent tool to engage with business and the public.
21. Given the success of the events, opportunities to continue the programme in 2020 are being explored, including the potential of expanding to more sites.

Appendices

- Appendix 1 – Images and media from the events
- Appendix 2 – Survey results from St Mary Axe & Chancery Lane Selected

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Committee: Streets & Walkways Sub-Committee	Date: 8 October 2019
Subject: Report of Action Taken	Public
Report of: Town Clerk	For Information
Report author: Joseph Anstee, Town Clerk's Department	

Summary

This report advises Members of action taken by the Town Clerk since the last meeting of the Committee, in consultation with the Chairman and Deputy Chairman, in accordance with Standing Order Nos. 41(a) and 41(b). This action related to:

CROSSRAIL LIVERPOOL STREET URBAN INTEGRATION

Recommendation

Members are asked to note the report.

Main report

1. The Crossrail urban realm reinstatement project is currently in the construction stage. Part of the approved design involved raising a section of carriageway on Old Broad Street to footway level. This section is at the junction of Old Broad Street with Liverpool Street; directly outside the bus station at Liverpool Street.
2. Shortly after the project was originally approved, officers learned that a 20-metre section of the proposed works happened to be on private land, the private land being the entrance to the bus station. This section of land is owned by Network Rail (NR) but is leased by TfL Buses. This was not initially viewed as a problem, because as the City was proposing to carry out the Works on behalf of Crossrail Limited (CRL), it was assumed that the Works were "scheduled works" for the purposes of the Crossrail Act 2008 and would be able to be completed using the powers under that Act. However, CRL have recently advised the City that the section of private land lies outside of the areas relevant to the "scheduled works" for the purposes of the Crossrail Act and therefore, CRL's powers did not apply to the Works.
3. Officers were at an advanced stage of securing NR's formal approval for the City to undertake the Works, and had also received approval from TfL Buses, who are the tenant of the relevant section of land. It was therefore recommended that subject to receiving formal approval from NR, Members authorise officers to implement the Works.
4. Because Old Broad Street is the only entrance to the bus station, any works which required the closure of Old Broad Street would require closure of the bus station. However, as the bus station was currently closed to enable works at the

adjacent 100 Liverpool Street development this created the ideal opportunity to undertake this work without causing further disruption to bus passengers.

5. The issue relating to the land not being public highway only recently came to light. There was a window of opportunity for the City of London Corporation to undertake the works and build the ramp, utilising the closure of the bus garage until the 13th October, for the development at 100 Liverpool St. All parties (Network Rail, London Buses, 100 Liverpool St developers) agreed this was the least disruptive approach. The works on non-public land were programmed to start on the 20th September, with the next meetings of the Projects Sub-Committee and Streets and Walkways Sub-Committee not until the 20th September and 15th October respectively. Authority was therefore sought under urgency procedures.

Action Taken

The Town Clerk in consultation with the relevant Chairmen/Deputy Chairmen approved:

1. Approve Option 3 - that the City undertakes the Works on the private land in reliance on powers under the City of London (Various Powers) Act 1952, to be fully funded by Crossrail;
2. Agree that the City enters into the necessary legal agreements with the landowner (Network Rail) in order to secure these works; and
3. Agree that the agreement signed with Crossrail in June 2018 (The Urban Realm Agreement) will be varied to reflect that the Corporation will be exercising its powers under the City of London (Various Powers) Act 1952 to undertake a portion of the agreed works on private land.

Contact:

Joseph Anstee
Committee and Services Officer, Town Clerk's Department
020 7332 1480

Date	Action	Officer responsible	To be completed/ progressed to next stage	Notes/Progress to date
4 September 2018 23 October 2018 4 December 2018 22 January 2019 26 February 2019 17 April 2019 22 July 2019 15 October 2019	<p><u>Dockless Bikes</u></p> <p>In response to a question concerning the dumping of yellow bikes in the City, officers reported that as a dockless cycle hire scheme could operate with no on-street infrastructure, companies were able to operate their schemes without the express consent of the Highway Authorities although bikes deemed to be causing an obstruction or nuisance could be removed.</p> <p>Officers agreed to speak to the relevant operators and report back to a future meeting.</p>	Director of the Built Environment	December 2019	<p>At its meeting on 22 July 2019, the Sub-Committee received an update on the trial of a new approach to managing dockless cycle hire, highlighting progress made and the intention to continue with the trial, which would run until the end of 2019. The Planning & Transportation Committee also received an update at its meeting on 30 July 2019.</p> <p>At its meeting on 10 September 2019, the Planning & Transportation Committee was advised that the prospective London-wide byelaw would cover 'dockless vehicles' to mitigate against legalisation of e-scooters. It was hoped the byelaw would be finalised by Spring 2020.</p>
23 October 2018 4 December 2018 22 January 2019 26 February 2019 17 April 2019 28 May 2019 22 July 2019 15 October 2019	<p><u>Beech Street Transport and Public Realm Improvements</u></p> <p>The project will address air quality issues by reducing traffic that pass through the tunnel. At the same time, it aims to deliver a vibrant street with a high-quality public realm at the centre of the Culture Mile, which will also provide the opportunity to realise property outcomes.</p>	Director of the Built Environment	<p>Ongoing</p> <p>Aug 2019</p>	<p>The 4-weekly meetings with TfL and Islington Council are continuing for the foreseeable future, to allow officers to actively work with these organisations in seeking approvals/agreement for the scheme.</p> <p>Since Members endorsed a two-way Zero Emission Street (ZES) as the Interim Scheme in July, officers have also started to engage with other stakeholders including the freight industry and the taxi trade. Engagement activities will continue over the coming months.</p> <p>Street user perception surveys were completed in August, with over 1,000 responses received. The results are currently being analysed and will be included in the baseline study.</p> <p>Air quality modelling was also completed in</p>

			<p>Sep 2019</p> <p>Dec 2019</p>	<p>August, and the results show significant improvements in Beech Street (~50% drop in NO₂ levels) if two-way traffic was to be removed.</p> <p>TfL have rerun the strategic (traffic) model options in August/September in order to verify the results. This process has taken longer than originally planned due to resourcing issues at TfL, however the review is expected to be completed by end September.</p> <p>A provisional TMAN application has been submitted and in addition to the 4-weekly meetings with TfL, officers are also collaborating with various other departments in TfL to get this approved.</p> <p>A sign for the ZES has been designed and submitted to the Dept. for Transport (DfT) and approval for this came through in mid-September</p> <p>A public realm workshop was held in late September with colleagues from Culture Mile and the Barbican also attending, to come up with an overall vision for the public realm and concepts for the Interim Scheme.</p> <p>A Gateway 4/5 report for the interim scheme is planned for late 2019. This report will contain details on the final design and implementation costs, as well as timeline for implementation.</p>
<p>22 July 2019 15 October 2019</p>	<p><u>Road Markings</u> The Sub-Committee discussed signage and road markings at and approaching Bank Junction. Members stressed their importance in avoiding confusion for motorists and asked that they be given sight of proposals for the permanent scheme.</p>	<p>Director of the Built Environment</p>		<p>The Director of the Built Environment confirmed that all statutory signage and road markings were currently installed correctly at the junction. Officers would consider the approaches to the junction and the wider area for the permanent scheme and updates could be reported to Committee.</p>

By virtue of paragraph(s) 3 of Part 1 of Schedule 12A
of the Local Government Act 1972.

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