



Streets and Walkways Sub (Planning and Transportation) Committee

Main Pack

Date: TUESDAY, 1 DECEMBER 2020

Time: 11.00 am

Venue: https://youtu.be/-YZaxv_idpU

Members: Oliver Sells QC (Chairman)
Graham Packham (Deputy Chairman)
Randall Anderson
Peter Bennett
Deputy Keith Bottomley
Marianne Fredericks
Sheriff Christopher Hayward
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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Accessing the virtual public meeting

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https://youtu.be/-YZaxv_idpU

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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 15 October 2020.

For Decision
(Pages 1 - 10)

4. FLEET STREET AND TEMPLE HEALTHY STREETS PLAN

Report of the Director of the Built Environment

For Decision
(Pages 11 - 20)

5. WEST SMITHFIELD AREA PUBLIC REALM AND TRANSPORTATION PROJECT

Report of the Director of the Built Environment

For Decision
(Pages 21 - 42)

6. LUDGATE CIRCUS - OBJECTIONS TO THE EXPERIMENTAL BANNED LEFT TURN FROM LUDGATE HILL INTO NEW BRIDGE STREET

Report of the Director of the Built Environment

For Decision
(Pages 43 - 48)

7. MOOR LANE ENVIRONMENTAL ENHANCEMENTS, EC2Y 9SS

Report of the Director of the Built Environment

For Decision
(Pages 49 - 58)

8. ST ALPHAGE GARDENS ENHANCEMENT

Report of the Director of the Built Environment

For Decision
(Pages 59 - 64)

9. SPECIAL EVENTS ON THE HIGHWAY

Report of the Director of the Built Environment

For Decision
(Pages 65 - 72)

- 10. CITY STREETS: TRANSPORTATION RESPONSE TO SUPPORT COVID-19 RECOVERY: CHARTERHOUSE SCHOOL STREET**
Report of the Director of the Built Environment
- For Decision**
(Pages 73 - 78)
- 11. REVIEW AND PRIORITISATION OF RING-FENCED S106 DEPOSITS**
Report of the Director of the Built Environment
- For Decision**
(Pages 79 - 82)
- 12. CITY PLACEMAKING AND PUBLIC SPACE REVIEW**
Report of the Director of the Built Environment
- For Decision**
(Pages 83 - 90)
- 13. COMBINED PRE-GATEWAY 5 PROJECT CLOSURES**
Report of the Town Clerk
- For Decision**
(Pages 91 - 98)
- 14. 52-54 LIME STREET SECTION 278 WORKS AND 10 FENCHURCH AVENUE SECTION 278 WORKS**
Report of the Director of the Built Environment
- For Information**
(Pages 99 - 100)
- 15. OUTSTANDING REFERENCES**
Report of the Town Clerk
- For Information**
(Pages 101 - 102)
- 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:-
- For Decision**

Part 2 - Non-Public Agenda

18. NON-PUBLIC MINUTES

To agree the non-public minutes of the meeting held on 15 October 2020.

For Decision
(Pages 103 - 104)

19. PUBLIC REALM SECURITY PROGRAMME

Report of the Director of the Built Environment

For Decision
(Pages 105 - 110)

20. ALDGATE (PORTSOKEN) PAVILION

Report of the City Surveyor

For Decision
(Pages 111 - 118)

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

**STREETS AND WALKWAYS SUB (PLANNING AND TRANSPORTATION)
COMMITTEE
Thursday, 15 October 2020**

Minutes of the virtual meeting of the Streets and Walkways Sub (Planning and Transportation) Committee held on Thursday, 15 October 2020 at 11.00 am

Present

Members:

Oliver Sells QC (Chairman)
Graham Packham (Deputy Chairman)
Randall Anderson
Peter Bennett
Deputy Keith Bottomley
Marianne Fredericks
Sheriff Christopher Hayward
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)

Officers:

Ian Hughes	- Department of the Built Environment
Olumayowa Obisesan	- Chamberlain's Department
Gillian Howard	- Department of the Built Environment
Leah Coburn	- Department of the Built Environment
Bruce McVean	- Department of the Built Environment
Kristian Turner	- Department of the Built Environment
Melanie Charalambous	- Department of the Built Environment
Clarisse Tavin	- Department of the Built Environment
Emmanuel Ojugo	- Department of the Built Environment
Maria Curro	- Department of the Built Environment
Neil West	- Department of the Built Environment
Andrea Moravicova	- Department of the Built Environment
Antoinette Duhaney	- Town Clerk's Department
Nina Houghton-Worsfold	- City of London Police

At the start of the meeting, Alderman Alison Gowman, as senior Alderman present, was moved into the Chair until the Election of Chairman. Members and those watching the live broadcast of the meeting via YouTube were welcomed, before Members were reminded of the guidance circulated for the conducting of remote meetings.

1. APOLOGIES FOR ABSENCE

There were no apologies.

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

There were no declarations.

3. **ELECTION OF CHAIRMAN**

The Sub Committee proceeded to elect a Chairman in accordance with Standing Order No.29, and Oliver Sells, being the only Member who expressed his willingness to serve, was duly elected as Chairman of the Sub Committee for the ensuing year.

The Chairman thanked the Sub Committee for their continuing support, and expressed his aims of continuing to implement the Transport Strategy, making spaces safer, green and open, and supporting businesses.

4. **ELECTION OF DEPUTY CHAIRMAN**

The Sub Committee proceeded to elect a Deputy Chairman in accordance with Standing Order No.30, and Graham Packham, being the only Member who expressed his willingness to serve, was duly elected as Deputy Chairman of the Sub Committee for the ensuing year.

5. **MINUTES**

RESOLVED – That the public minutes and non-public summary of the meeting held on 7 July 2020 be agreed as a correct record.

6. **BANK JUNCTION IMPROVEMENTS PROJECT: ALL CHANGE AT BANK**

The Sub Committee considered a report of the Director of the Built Environment concerning the Bank Junction Improvements Project. The Director of the Built Environment introduced the report, drew Members' attention to the key points and outlining the options presented.

The Sub Committee then proceeded to discuss the proposals. Members asked for further clarification on the proposals in respect of bus routes, the wider impact of the scheme on Equalities considerations, the implications arising from other schemes, and business consultation. In response the Director of the Built Environment explained the intended rerouting of buses in both directions along Queen Victoria Street, adding that the existing routes would eventually be reinstated, before confirming some assumptions had been made with regards to related schemes such as on Bishopsgate.. Equalities had been considered thoroughly with assessments done at each stage of the project, regular consultation with relevant interest and user groups and ensuring all crossing points were to standard. With regards to Low Traffic Neighbourhoods (LTNs), the Director of the Built Environment advised that the impact of these schemes was assessed with traffic modelling forming part of this assessment.

A Member commented that the measures needed to be flexible and adaptable given the current and future impact of Covid-19 on traffic and pedestrian and cyclist numbers, which would need to be monitored on an ongoing basis.

Members then asked for further detail on the planned bus shuttle lane on Princes Street, equalities analysis and strategic alignment with TfL, in light of the assumptions regarding related schemes. The Director of the Built Environment advised that the bus shuttle lane proposal was still in development, but would consist of one lane operated with TfL signalling and would involve a small number of buses. The operation of open arms of the junction was still under consideration, with further public consultation to come, and could account for taxi ranks and drop-off points for Equalities and accessibility concerns. Officers had worked with TfL throughout the project and would engage further prior to public consultation. The Director of the Built Environment also gave the Sub Committee some assurance around the impact of Covid-19 and its future implications on the project.

A Member outlined their concern that the proposals were likely to cause more traffic on roads such as Cheapside and Poultry, on which businesses had come used to decreased traffic, and stressed that consultation should be carefully managed with multiple options presented if possible. The Member also sought clarification on cut-throughs under the option recommended. Members then raised further points regarding air quality, a possible exemption for taxis with passengers who were registered disabled, a possible extension of the 7am-7pm Monday-Friday closure to cover weekends, and resilience.

In response, the Director of the Built Environment advised that consultation with businesses could be strengthened, but the decrease in traffic levels prior to Covid-19 had been caused by utilities work and was then maintained by the temporary measures. Whilst the intention had always been for traffic to return to its previous levels in the area, consultation with businesses on this would be beneficial. The Director confirmed that the focus of the air quality aspect of the project centred on reducing nitrogen oxide (NOx) levels.

Arising from the discussion, the Chairman moved that the Sub Committee consider the recommendations of the report. Whilst two Members indicated that they were not in favour, as there was a clear majority of Members in favour, the recommendations were approved.

RESOLVED – That the Streets & Walkways Sub Committee:

1. Agree that the project continues at the outlined pace to submit a Gateway 5 in September/October 2021 (see paragraph 5-6);
2. That Design Option 1 is taken forward to detailed design (the closure of Threadneedle Street and further restriction of Queen Victoria Street and Princes Street);
3. That further investigation into permitting general traffic on the 'open arms' during the current restricted hours is not carried forward for further investigation;

4. That a budget of £541,935 is agreed to reach the next Gateway, giving a cumulative budget of £1,923,410 after allowing for the underspend to date of £201,983;
5. That funding for this budget be partially met from unspent S106 deposits arising from the underspend to date, with the balance of £339,953 to be drawn down from the central funding agreed in principle via the 2020/21 annual capital bid process, subject to the approval of the Resource Allocation Sub Committee;
6. Note the total estimated cost of the project at £5-5.6 million (excluding risk);
7. That a Costed Risk Provision of £95,000 is approved (to be drawn down via delegation to Chief Officer) subject to the Resource Allocation Sub Committee approval to draw this down from the capital funds if necessary; and
8. That Gateway 4c Detailed Design is approved via Streets and Walkways and Projects Sub Committee.

7. BEECH STREET TRANSPORTATION AND PUBLIC REALM PROJECT

The Sub Committee considered a report of the Director of the Built Environment concerning the Beech Street Transportation and Public Realm Project. The report updated Members on the progress of the project, requested an increase in the project budget and sought Member decisions on amendments to the scheme. The Director of the Built Environment introduced the report, updating Members on the scheme so far and outlining the proposals for consideration.

The Sub Committee then proceeded to discuss the proposals. A Member raised the issue of crime in the Beech Street tunnel following a recent incident and whether the scheme's consequent decrease in traffic may lead to an increase in crime. The Member also asked about liaison between the Department of the Built Environment and the Road Safety team at City of London Police. The City of London Police representative present advised that the incident in question was a popular form of theft. Officers would discuss about how this could be mitigated in the area but were not aware of any further incidents of this type. The Director of the Built Environment added the Beech Street Working Group included representative from the Police, as was the case for most schemes.

A Member advised that they supported the recommendations for modifications to the scheme and reported issues with deliveries and signage as well as enforcement for motorcycles in the Golden Lane area. Members also asked for clarification on air quality and reported communications and messaging issues. The Director of the Built Environment responded that officers had observed a solution for delivery vehicles by U-turning on Silk Street, and would look into the issues around motorcycles. Camera enforcement was not recommended at this time due to the low number of compliant vehicles, but could be introduced later.

The Director of the Built Environment confirmed that NOx was the central focus for measuring air quality rather than small particles.

The Director of the Built Environment advised that the issues relating to signage would be rectified to minimise confusion, and consultation with Barbican residents had been undertaken on messaging. Improvements to communications were underway and officers were looking at strengthening messaging across various mediums to reinforce availability to all vehicles. A Member suggested that officers also ensure advice given by satnavs was up to date.

A Member commented that it was important to implement modifications to the scheme in a phased way, for instance by improving the central reservation before improving signage so as not to entice contravention of the scheme. In response to a question from a Member regarding recent litigation in respect of the scheme, the Director of the Built Environment advised that the hearing had concluded during the previous week, but additional information had been requested and a decision was expected within a month.

RESOLVED – That the Streets & Walkways Sub Committee:

1. Approve an increase in the project budget of £200,000 to cover:
 - the estimated additional staff costs (£160k);
 - the estimated additional fees (£40k)
2. Approve the purchase of a spare enforcement camera (from the existing budget);
3. Approve a revised Costed Risk Provision (CRP) up to a total of £260,000 (Appendix 2) to account for the currently identified risks;
4. Delegate authority to the Director of the Built Environment, in consultation with the Chamberlain to:
 - draw down the costed risk provision if risks become issues
 - make any adjustments between elements of the approved budget, provided the total approved budget is not exceeded
5. Agree a decision, in principle [and subject to Recommendation 6], on whether to implement four modifications to the experimental scheme which have been requested by residents and the Barbican Association, these are:
 - a) Creating two gaps in the Beech Street central reservation to allow vehicles accessing Lauderdale Place forecourt and the Shakespeare House / Defoe House car park to travel eastbound and perform a right-hand turn (recommended) (£50k)
 - b) Note the request for residents who have car parking spaces around Beech Street to be exempted from the ETO so that they may drive through Beech Street in any vehicle, and instruct officers to undertake a

- feasibility study to explore the legal, statutory, operational framework and cost implications of such a permitting regime (recommended) (£20k)
 - c) Reopening the southern end of Golden Lane (in both directions) at the junction with Beech Street to zero emission vehicles (not recommended at this stage) (£35k)
 - d) Creating a gap in the central reservation on Aldersgate Street to allow vehicles accessing the Lauderdale Tower underground car park to travel northbound and perform a right-hand turn (not recommended at this stage) (£75k)
6. Note that any decision to make the proposed modification/s is subject to a road safety audit, consultation with the Chief Officer of City Police and the applicable statutory notice arrangements; and
 7. Delegate authority to the Director of the Built Environment to consider the safety audit/s; response of the Police and responses to the publication of the proposals, and subject to such consideration, to make the modification/s if deemed appropriate.

8. **ST. BARTHOLOMEW'S HOSPITAL ENVIRONMENTAL ENHANCEMENTS**

The Sub Committee considered a report of the Director of the Built Environment concerning a project involves improvements to the public highway surrounding St Bartholomew's Hospital. The Director of the Built Environment introduced the report and drawing Members' attention to the key points, before giving a brief presentation explaining the two phases of proposals.

A Member asked whether the project would involve transport infrastructure, particularly in respect of buses. The area was currently used as a bus stand with buses parking there and this should be prevented if possible. The Director of the Built Environment responded that the location in question would be looked at as part of the wider Smithfield Area project, which would consider traffic and potentially relocating transport infrastructure.

RESOLVED – That the Streets & Walkways Sub Committee:

- i) Agree authorisation to increase the current approved budget of £30,000 by £3,235 to complete the design evaluation and cover the overspend as per Appendix 3, Table 1;
- ii) Agree authorisation to initiate the delivery of public realm works in the area in 2 phases, funded through St Barts and the London NHS Trust 106 agreement at a total cost of £532,161 (inclusive of indexation and interest accrued); and
- iii) Approve the revised total project budget increase from £400K-£550K to £565,396 and updated budget as per Appendix 3, Table 2.

9. **CURSITOR STREET / BREAMS BUILDINGS PUBLIC REALM IMPROVEMENTS**

The Sub Committee considered a report of the Director of the Built Environment concerning the public realm improvement projects for Cursitor Street and the Breams Buildings.

A Member commented that buses parking was also an issue at this location, and expressed some concern for residents and businesses, given that work on this area had been done as recently as 2018. Whilst this may have been utilities work, public realm improvements had also been undertaken in the recent past. As repeated disruptions were problematic effort should be taken to ensure the scheme represented value and quality. The Chairman advised that he had received correspondences to this effect and suggested this be taken into account.

RESOLVED – That the Streets & Walkways Sub Committee:

1. Approve the proposed reconfiguration of current funding allocation for Cursitor Street (£240,934) and Breams Buildings (£239,832) a total of £480,766. (Section 106 agreements require that the interest be used for the same purpose as the principal sum);
2. Approve that the existing funding allocation for Cursitor Street and Breams Buildings be reconfigured as follows: Cursitor Street (£371,647) and Breams Buildings (£109,119), a total allocation of £480,766. (Section 106 agreements require that the interest be used for the same purpose as the principal sum);
3. Agree authorisation to increase the current approved budget of £10,000 for Cursitor Street by £6,048 to cover the overspend as per Appendix 4, Table 1;
4. Agree authorisation to adjust the current approved budget of £40,000 for Breams Buildings to reflect the spend as per Appendix 4, Table 2;
5. Approve authority to start work on Cursitor Street (Phase 1) at a total of £355,599, as detailed the funding strategy in Appendix 4; and
6. Approve authority to start work on Breams Buildings (Phase 2) at a total of £80,262, as detailed the funding strategy in Appendix 4.

10. **1-2 BROADGATE SECTION 278 HIGHWAY WORKS**

The Sub Committee considered a report of the Director of the Built Environment in respect of the 1-2 Broadgate Section 278 highway works.

RESOLVED – That the Streets & Walkways Sub Committee:

1. That a budget of £50,000 is approved for design and evaluation to reach the next Gateway; and
2. Note the total cost of the project is estimated to be between £750,000-£900,000 (excluding risk).

11. WEST SMITHFIELD PEDESTRIAN ACCESSIBILITY IMPROVEMENTS

The Sub Committee considered a report of the Director of the Built Environment regarding the outcomes of a project introducing highway and pedestrian improvements at the West Smithfield Rotunda, Cloth Street and Cloth Fair. A Member clarified an error within the report, advising that the Smithfield Market Tenants Association did not represent WC Butchers, as stated.

RESOLVED – That the Streets & Walkways Sub Committee:

- a) Approve the content of this outcome report; and
- b) Agree that an unspent Section 106 funding is returned to be reallocated following usual processes.

12. CREED COURT

The Sub Committee considered a report of the Director of the Built Environment in respect of a project to deliver public realm enhancements to the area surrounding the new development at Creed Court, to accommodate projected increase in pedestrian traffic and servicing needs of the hotel.

RESOLVED – That the Streets & Walkways Sub Committee:

- 1. Authorise officers to utilise £100,000 invoiced to the developer to progress the project to Gateway 5 (see section 3 table 1 below), in advance of the full S.278 payment. The amount will be deducted from the full S.278 payment;
- 2. Authorise officers, subject to receipt of the requested funds, to progress with detailed designs of the recommended option outlined below and fully funded by Section 278 agreement with the developer of Creed Court and undertake public consultation;
- 3. Note, that as per the Projects Procedure and subject to scope and costs remaining within the parameters agreed in this report, the approval of Gateway 5 report will be delegated to Chief Officer; and
- 4. Note the total estimated cost of the project at £667,546 - £800,000 (excluding risk).

13. GLOBE VIEW WALKWAY - OPENING UP AND ENHANCING THE RIVERSIDE WALK

The Sub Committee considered a report of the Director of the Built Environment in respect of the project of opening up and enhancement of the currently closed section of walkway at Globe View in order to complete the Riverside Walk, a long-standing policy objective of the City.

RESOLVED – That the Streets & Walkways Sub Committee approve Option One for the allocation of £94,000 funds from the Bath House S106 obligation (public transport improvements) to reach the next Gateway.

14. COVID-19 IMPACTS ON CITY TRANSPORTATION PROJECTS

The Sub Committee received a report of the Director of the Built Environment providing an update on the City Transportation projects that have been impacted by COVID-19.

A Member commented that the holistic reviewing of projects following the impact of Covid-19 was understandable and asked that the Sub Committee be informed about reporting to the Planning & Transportation Committee. Whilst cars should not necessarily be encouraged, measures should be taken to ensure that all modes of transports could operate safely and without delay and congestion across the City. The Director of the Built Environment acknowledged this point and assured that this would be monitored.

RESOLVED – That the report be noted.

15. CROSSRAIL REINSTATEMENT PROJECTS - UPDATE REPORT

The Sub Committee received a report of the Director of the Built Environment concerning the reinstatement of public highway areas around the City's three Crossrail stations. The Chairman advised that the winners of the architectural competition in respect of Finsbury Circus had been announced. It was hoped that the project would proceed with full support.

A Member asked for an update on improvements related to the Farringdon station area, particularly the junction of Beech Street, Long Lane and Aldersgate. The Director of the Built Environment advised that the junction would be included within wider public realm schemes.

RESOLVED – That the report be noted.

16. PEDESTRIAN PRIORITY STREETS PROGRAMME

The Sub Committee received a report of the Director of the Built Environment providing an update on the programme of works developed to bring forward pedestrian priority schemes since the development of the Transport Strategy.

A Member asked whether officers foresaw conflict arising from the Bishopsgate bus scheme and consequent redirecting of traffic down Middlesex Street that had arisen. The Director of the Built Environment advised that officers had worked with TfL on the proposal. There had been consultation and engagement on temporary changes and a comprehensive monitoring package with TfL was in place to account for impacts.

RESOLVED – That the report be noted.

17. OUTSTANDING REFERENCES

The Sub Committee received a list of outstanding references.

RESOLVED – That the outstanding references list be noted.

18. ANY OTHER BUSINESS

A Member expressed their disappointment in the response to the roof canopy failure in the Smithfield area, with the connected thoroughfare closed in August and still closed ten weeks later. The Member asked why there had been no report on this incident to the Sub Committee and asked for clarification on decisions made following the incident which had caused further delays.

The Director of the Built Environment advised that matters relating to building management and the safety of structures were likely to be outside the remit of the Sub Committee. Management of the incident and subsequent review was being undertaken by the City Surveyor, but an update could be sought for the Sub Committee. A Member advised that reporting on these matters could be submitted to the Sub Committee for information as they were relevant to its work and would provide assurance.

A Member raised the issue of school buses being permitted to use Beech Street, specifically that used by the City of London School for Girls, in light of the report submitted. The Chairman asked that the Director of the Built Environment take this away for consideration.

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.
20

Paragraph(s) in Schedule 12A
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20. **ANY OTHER BUSINESS WHICH THE SUB COMMITTEE AGREES SHOULD BE CONSIDERED WHILST THE PUBLIC ARE EXCLUDED**

There was other business.

The meeting ended at 12.38 pm

Chairman

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Committees: Corporate Projects Board - for decision Streets & Walkways Sub – for decision Projects Sub - for decision	Date 11 November 2020 01 December 2020 17 December 2020
Subject: Fleet Street and Temple Healthy Streets Plan Unique Project Identifier: PV ID 12240	Gateway 2: Project Proposal Regular
Report of: Director of the Built Environment Report Author: Maria Curro; City Transportation	For Decision
<h2>PUBLIC</h2>	

Recommendations

1. Next steps and requested decisions	<p>Project Description: The Fleet Street and Temple Healthy Streets Plan will develop and test the feasibility of proposals that will set out the traffic management changes required to the highway network to improve the people movement through the area. The proposals will seek to address impacts on and demand for public realm arising from changes in the area. There have been developments which have generated the Section 106 contributions being used to fund the proposals. Overall, the plan seeks to enhance the public realm for all those who work, live and visit the area.</p> <p>Next Gateway: Gateway 3/4 Options appraisal</p> <p>Next Steps: The Fleet Street and Temple Healthy Streets Plan development is funded through Section 106 funds.</p> <ul style="list-style-type: none"> • Initial appointment of a traffic modelling consultancy to provide technical advice on the detail and scope of the modelling required to inform the Healthy Streets Plan and to meet Transport for London's modelling requirements • Initial appointment of a pedestrian modelling consultancy to provide technical advice on the detail and scope of pedestrian enhancements • Scope of data collection requirements for the traffic modelling and the for the baseline reporting
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	<ul style="list-style-type: none">Development of an interactive engagement tool which will be used when engaging with stakeholders <p>Requested Decisions:</p> <ol style="list-style-type: none">That budget of £87,200 is approved to reach the next Gateway.Note the total estimated cost of the project at £255,006.20 (excluding risk).Approve the eastern extension of the Healthy Streets Plan boundary to align with the Fleet Street Partnership area boundary.																				
2. Resource requirements to reach next Gateway	<table><tr><th>Item</th><th>Reason</th><th>Funds/ Source of Funding</th><th>Cost (£)</th></tr><tr><td>P&T Staff Time</td><td>Project Management</td><td>S.106</td><td>60,200</td></tr><tr><td>Fees</td><td>Development of interactive stakeholder engagement tool; data collection; traffic modelling support, etc.</td><td>S.106</td><td>27,000</td></tr><tr><td>Works</td><td>-</td><td>-</td><td>-</td></tr><tr><td>Total</td><td></td><td></td><td>87,200</td></tr></table> <p>The staff costs are consistent of the time required to set up the project and other project management requirements. The staff costs include time for a Project Manager and for City Public Realm staff time. This equates to approximately two full days of project management time per week over a 15-month period.</p> <p>The fees include the development of the interactive stakeholder engagement tool, traffic data collection requirements and for consultancy support around traffic modelling.</p> <p>Costed Risk Provision requested for this Gateway: None requested</p>	Item	Reason	Funds/ Source of Funding	Cost (£)	P&T Staff Time	Project Management	S.106	60,200	Fees	Development of interactive stakeholder engagement tool; data collection; traffic modelling support, etc.	S.106	27,000	Works	-	-	-	Total			87,200
Item	Reason	Funds/ Source of Funding	Cost (£)																		
P&T Staff Time	Project Management	S.106	60,200																		
Fees	Development of interactive stakeholder engagement tool; data collection; traffic modelling support, etc.	S.106	27,000																		
Works	-	-	-																		
Total			87,200																		
3. Governance arrangements	<ul style="list-style-type: none">Service Committee: Streets and Walkways Sub-CommitteeSenior Responsible Officer: Leah Coburn, Major Projects Group Manager and Maria Curro, Project Manager																				

	<ul style="list-style-type: none"> • Project Board: No. Due to the scope of the project, a Project Board is not required. A working party will be set, bringing together all key internal and external stakeholders.
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Project Summary

4. Context	<p>4.1 The Fleet Street and Temple area is characterised as dominated by vehicular traffic, with Fleet Street and Ludgate Hill a primary east-west corridor. The nature of Fleet Street means that there is a lack of pedestrian and cycling permeability between the Temple area, south of Fleet Street, and the area to the north of Fleet Street.</p> <p>4.2 The Fleet Street and Temple Healthy Streets Plan also provide the opportunity to work closely with the Fleet Street Partnership. To ensure that the goals and objectives of the Fleet Street Partnership are taken into consideration, the eastern section of the Healthy Streets Plan boundary has been realigned to include the Fleet Street Partnership boundary. The revised Fleet Street and Temple Healthy Streets Plan boundary is shown in Appendix 2.</p> <p>4.3 The Fleet Street and Temple Healthy Streets Plan is a key deliverable of the City's Transport Strategy and further supports the Climate Action Strategy in developing spaces that are climate resilient. The Healthy Streets Plan also aligns with the ambitions for the area, as set out in the City Plan 2036.</p>
5. Brief description of project	<p>5.1 The Healthy Streets Plan will identify and develop proposals for schemes, outlining the required network changes and creating a high quality public realm for all those who live, work and visit the area.</p> <p>5.2 The Healthy Streets Plan forms the first phase of delivery and will identify temporary and interim changes to the function of the highway network. The proceeding phases will deliver the required infrastructure changes to achieve the medium and long-term objectives of the proposals. These proceeding phases will be set-up as individual Healthy Streets Plan projects, following the completion of the first phase.</p> <p>5.3 The Phase 1 interim changes will provide an opportunity to test and trial how network changes can be used flexibly prior to the delivery of medium and long-term infrastructure changes. Phase 1 will be measured</p>

	<p>based on whether the proposed changes meet their individual objectives and based on feedback from stakeholders.</p> <p>5.4 Due to the forthcoming changes within the Fleet Street and Temple area, the Healthy Streets Plan provides the opportunity to support the Fleet Street Estate programme and engage with local stakeholders.</p> <p>5.5 The preparation of the Healthy Streets Plan will include the following:</p> <ul style="list-style-type: none"> • Appoint a specialist traffic and pedestrian modelling consultant to prepare modelling that meets the modelling requirements for Transport for London, as well as test the proposals • Commission a comprehensive data collection exercise to inform traffic and pedestrian modelling • Develop interactive tools to engage with key stakeholders, including businesses and occupiers, to determine their aspirations for the area and freight and servicing needs
6. Consequences if project not approved	<p>6.1 The Fleet Street and Temple area has seen significant change and further change is proposed. Delays to the Healthy Streets Plan will result in a missed opportunity to provide the required additional space for the increase in walking, cycling and public transport use.</p> <p>6.2 Delays to the Healthy Streets Plan will further result in delays to rebalance the street hierarchy to one which is able to accommodate increased demand by focusing on prioritising walking, cycling and public transport use.</p>
7. SMART project objectives	<p>7.1 The identification of a number of pedestrian priority streets that can be implemented within the area.</p> <p>7.2 An indication of the reduction in traffic volumes that can be achieved within the Fleet Street and Temple area.</p> <p>7.3 A tested and recommended phasing schedule for the delivery of the Healthy Streets Plan proposals.</p> <p>7.4 Enhanced stakeholder engagement with key stakeholders, including the development of interactive engagement tools.</p>

	7.5 Impacts of increased demand on public realm are appropriately addressed.
8. Key benefits	<p>8.1 An area-based approach to identify traffic management measures allows for an holistic overview of the required network changes, including coordination with other area-based projects and local freight and servicing requirements.</p> <p>8.2 The Healthy Streets Plan will identify any initial delivery that can be undertaken to restrict traffic on streets, prior to full implementation of the proposals that will provide medium and long-term infrastructure changes.</p> <p>8.3 The Healthy Streets Plans will further provide an opportunity to develop interactive engagement tools when working with local stakeholders.</p>
9. Project category	4a. Fully reimbursable
10. Project priority	B. Advisable
11. Notable exclusions	<ul style="list-style-type: none"> • None

Options Appraisal

12. Overview of options	<p><u>Numbered list format</u></p> <p><i>1. Healthy Streets Plan developed in full</i></p> <p>This option allows the Healthy Streets Plan to be completed in full and will encompass all aspects of a HSP. The Healthy Streets Plan allows all potential scenarios to be tested collectively, as well as identify any required changes to the highway network. This is a cost-effective approach with best value for money and ensure transformational change can be delivered. This is the preferred option.</p> <p><i>2. Light-touch Health Streets Plan approach</i></p> <p>This option presents a light-touch approach in developing the Healthy Streets Plan. Under this option, the Healthy Streets Plan will focus on developing key aspects, such as traffic modelling, while reducing scope of other HSP aspects (i.e. not implementing public engagement portal).</p> <p><i>3. Do nothing scenario</i></p> <p>This option would result in a Healthy Streets Plan not being undertaken for the Fleet Street and Temple area.</p>
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Project Planning

13. Delivery period and key dates	<p>Overall project: January 2021 – February 2023</p> <p>This is the longest anticipated timescale to develop the HSP.</p> <p>Key dates: Key dates for the project/development of the plan, up to Gateway 5 include the following:</p> <ul style="list-style-type: none">• <i>Gateway 1/2 – November 2020</i>• Review of existing work for the Fleet Street and Temple area – January to February 2021• Traffic and pedestrian data collection (light touch, if required) – February to March 2021• Development of interactive stakeholder engagement tool – April to May 2021• Stakeholder engagement – April to August 2021• Traffic and pedestrian model – August to December 2021• <i>Gateway 3/4 – March 2022</i>• Detailed design of HSP scenarios – March/April 2022• Stakeholder consultation (presenting HSP scenarios) – June to September 2022• Healthy Streets Plan development – September to November 2022• <i>Gateway 5 – February 2023</i> <p>Other works dates to coordinate: The project team is aware of other current and potential upcoming projects within the Fleet Street and Temple area and will ensure key dates and timeframes are coordinated. These dependencies include local developments, ongoing project works in neighbouring boroughs, etc.</p>
14. Risk implications	<p>Overall project risk: Low</p> <p>14.1 Risks identified at this stage are mainly regarding project timescales:</p> <ul style="list-style-type: none">• Length of time Covid-19 measures will be in place, including impacts to traffic movements and levels within the City has not been established• Delays in data collection due to lack of survey company resources or waiting for significant street closures (i.e. utility works) to be reopened• Delays in consent from Transport for London regarding traffic modelling approvals due to staff resourcing• Delays in the Fleet Street Estate programme, including delays to programme timeframes and development

	<p>14.2 Detailed scoping of the extent of traffic surveys and modelling required, in conjunction with Transport for London, will reduce these risks.</p> <p>14.3 Further information available within the Risk Register (Appendix 3).</p>
15. Stakeholders and consultees	<p>15.1 The key stakeholders and consultees consist of the following:</p> <ul style="list-style-type: none"> • Transport for London • Business and occupiers within the Fleet Street and Temple area • Local Ward Members • Fleet Street Estates Project Team <p>15.2 Engagement timeframes are outlined within the Healthy Streets Plan programme (Appendix 4).</p>

Resource Implications

16. Total estimated cost	Likely cost range (excluding risk): £255,006.20 Likely cost range (including risk): NA							
17. Funding strategy	Choose 1: All funding fully guaranteed	Choose 1: External - Funded wholly by contributions from external third parties						
	<table><tr><th>Funds/Sources of Funding</th><th>Cost (£)</th></tr><tr><td>S.106 allocation</td><td>£255,006.20</td></tr><tr><td>Total</td><td>£255,006.20</td></tr></table>		Funds/Sources of Funding	Cost (£)	S.106 allocation	£255,006.20	Total	£255,006.20
	Funds/Sources of Funding	Cost (£)						
	S.106 allocation	£255,006.20						
Total	£255,006.20							
17.1 The allocation of S.106 funds for the HSP are identified in Appendix 4 of the 'Review of projects within the Built Environment Directorate', which was approved at the Corporate Project Board and Project Sub Committee in July 2019.								
17.2 As noted in the report, select S.106 funding is subject to agreement of an extension of time, as stipulated in corresponding S.106 agreements. Officers are progressing these agreements and they will be confirmed in the next Gateway report.								
17.3 All S.106 funding sources are shown in Appendix 5.								

18. Investment appraisal	<ul style="list-style-type: none"> • Not applicable.
19. Procurement strategy/route to market	<p>19.1 Traffic and pedestrian surveys will be undertaken by an external traffic survey company. This will be procured via the framework contract, which is near completion.</p> <p>19.2 Traffic and pedestrian modelling will be undertaken by external modelling specialists. This will be procured via the framework contract, which is near completion.</p> <p>19.3 The interactive stakeholder engagement tools will be developed by an external stakeholder engagement specialist. This will a sole source appointment due to cost thresholds and speciality.</p>
20. Legal implications	<p>20.1 In exercising its traffic management functions the City has statutory duties to secure the expeditious, safe and convenient movement of traffic (Section 122 Road Traffic Regulation Act 1984) and the efficient use of the road network, avoiding congestion and disruption (Section 16 Traffic Management Act 2004).</p> <p>20.2 Traffic modelling will ensure efficient and convenient vehicular movements can be appropriately managed when delivering the Healthy Streets Plan proposals.</p> <p>20.3 Public sector duty for ensuring the Equalities Act principles are considered within the Healthy Streets Plan proposals.</p>
21. Corporate property implications	<ul style="list-style-type: none"> • Fleet Street Estates programme.
22. Traffic implications	<p>22.1 The preparation of the Healthy Streets Plan itself will cause no traffic implications.</p> <p>22.2 The traffic modelling component of the Healthy Streets Plan will test a number of phasing options for the proposals and will identify any traffic displacement throughout the wider network.</p> <p>22.3 The appointed traffic modelling consultant will assist in the early engagement with Transport for London on their modelling requirements to understand the impact on the wider network and the Strategic Road Network.</p>

23. Sustainability and energy implications	22.2 The overall outcome of the Healthy Streets Plan will enable the prioritisation of people walking, cycling and using public transport.
24. IS implications	<ul style="list-style-type: none"> • None
25. Equality Impact Assessment	<ul style="list-style-type: none"> • An equality impact assessment will be undertaken
26. Data Protection Impact Assessment	<ul style="list-style-type: none"> • The risk to personal data is low or non-applicable and a data protection impact assessment will not be undertaken.

Appendices

Appendix 1	Project Briefing
Appendix 2	Healthy Streets Plan Boundary
Appendix 3	Risk Register
Appendix 4	Programme
Appendix 5	Funding Source

Contact

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Committees: Streets and Walkways Sub Committee <i>for decision</i> Projects Sub <i>for decision</i>	Dates: 01 December 2020 17 December 2020
Subject: West Smithfield Area Public Realm and Transportation Project Unique Project Identifier: PV Project ID: 11956	Gateway 3: Outline Options Appraisal (Complex)
Report of: Director of the Built Environment	For Decision

1. Status update	<p>Project Description: To provide new public spaces and improved environment in West Smithfield in line with the planned implementation of Culture Mile, the City Transportation Strategy, the opening of Crossrail stations in Farringdon and Farringdon East and the anticipated major increase number of visitors in the area. This project incorporates the development of the Smithfield Healthy Streets Plan.</p> <p>RAG Status: Green (last report: green)</p> <p>Risk Status: Low (last report: green)</p> <p>Total Estimated Cost of Project (excluding risk): £12m</p> <p>Change in Total Estimated Cost of Project (excluding risk): No change. An estimated cost of £12m was given in the Project Prioritisation process. No estimated cost was given in the Gateway 1/2 report and the later Issue Report.</p> <p>Spend to Date: £580,014</p> <p>Costed Risk Provision Utilised: 0</p> <p>Funding Source: OSPR</p> <p>Slippage: none</p> <p>Project Update:</p> <ol style="list-style-type: none"> Following the G1/2 report approved in October 2017, an Issue Report was approved by Streets and Walkways Sub, Projects Sub, and Policy and Resources Committees in June 2019. The report approved funding and the recommendation to move to the next stage of the project (Gateway 3). This included appointing a consultant team to produce a draft Concept Design and vision for the public realm in the project
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	<p>area, and initiating required transport studies as part of the implementation of the Transportation Strategy (see plans in Appendix 2).</p> <ol style="list-style-type: none"> 2. In addition, in light of the important context of the proposed Museum of London relocation and the Markets Co-location Programme (MCP), the Issue Report included an agreement for the project to work in a coordinated approach with the Museum of London transformation team and the MCP team in developing a Concept Design for the whole Smithfield area. 3. Resource Allocation Sub Committee has also approved central funding for the key project dependency elements of this project via the Capital Funding Review process. 4. Since the last report, the following progress has been made: <ol style="list-style-type: none"> a) An OJEU procurement process was undertaken to appoint a consultant design team for the design of the public realm. This concluded in December 2019 and the team commenced work in January 2020. b) An extensive baseline report was produced including: detailed transport surveys and analysis such as ANPR surveys, junction counts and kerbside studies; topographic and radar surveys; land use surveys; heritage and conservation information; public realm, greening and public art information; visitor surveys, events and engagement data. c) In line with the City's Transport Strategy, the Healthy Streets Approach is being used to inform the design of streets and public spaces in the area. A series of Healthy Streets baseline information was gathered. In addition to the traffic surveys set out above, this included: 'Healthy Streets Check for Designers' surveys and analysis for the project area; 'Mystery Shopper' surveys for the project area; environmental data including air quality; and an accessibility study. Each part of Smithfield project area has been given a 'Healthy Streets Indicator' rating, which will be used as a baseline for future design. The aim for the public realm design is to ensure that each area significantly improves its Healthy Streets score. d) Transport studies have been used as the basis for a proposed transport phasing. The phasing sets out a series of transport changes over time and includes a potential approach to the site in which the Museum is able to open whilst the meat market is still in operation. These proposals are subject to testing, modelling and engagement which will be undertaken in the next stage of the project.
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	<p>e) Engagement with a wide range of key stakeholders has been undertaken throughout the design process to enable the consultant team to understand key opportunities and constraints. The engagement was undertaken through workshops and one to one meetings with key stakeholders including representatives from Culture Mile, the Charterhouse, Haberdasher's Company, local resident representative, cultural institutions, Transport for London, Bart's Hospital, Bart's Heritage and Smithfield Market as well as internal City departments and the City Police. In particular, a series of 'interfaces' workshops and discussions between the design teams from the public realm, the Museum of London and the MCP projects have taken place to ensure that these three projects are aligned.</p> <p>f) The project is now at Gateway 3 stage, with a draft Concept Design and vision statement in place. The Concept Design is drafted to RIBA Stage 2. The draft vision statement is:</p> <p>"Create a unified field where Smithfield's multiple histories and contemporary cultures intermingle. Smithfield will be a place for all Londoners."</p> <p>5. This report presents the draft Concept Design, along with a vision statement that sets the overall strategic direction of the project moving forwards. This is summarised in Appendix 3 and will be subject to revisions over the next few months as the design is developed and engagement continues. However, it sets a strategic direction for the next stages of design and gives a clear set of ambitions for the public realm. These range from new greening and planted garden areas; new civic spaces; a lighting strategy; new informal cultural and performance spaces; new bridge connections into the Rotunda Garden; applying the Healthy Streets Approach; and a security approach for the area. The Concept Design and vision are expressed by an indicative spatial plan (Appendix 3). The full extent to which the ambitions set out in the Concept Design can be delivered will depend on further development of the options (as given later in this report); via transport modelling, testing and engagement.</p> <p>6. In June 2020, the Planning and Transportation Committee resolved to approve the Museum of London planning application subject to the prior completion of a S106 agreement and judicial review. When suitable, the Smithfield public realm team will be working with the Museum and planning colleagues to formalise a S278 agreement that secures the highway works necessary to support the development within the framework of the public realm Concept Design.</p>
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	<p>7. Since January 2020, the MCP in collaboration with Studio Egret West architects, has developed an architectural concept design for the Grade II* East and West market buildings and associated Grade II Rotunda, should the Meat Market move. The public realm project has contributed to this process through providing public realm design and transport options. The MCP will submit a Private Bill to Parliament in November 2021 relating to the co-location of the wholesale food markets (Billingsgate, New Spitalfields and Smithfield) and the future of Smithfield if this relocation were to take place. The MCP therefore continues to be a crucial dependency for the public realm in Smithfield. The MCP is reporting to Policy and Resources Committee in December 2020 to set out the work to complete a Concept Design for the reimagined meat market site.</p> <p>8. The City has recently approved a Climate Action Strategy. The Smithfield public realm project is an opportunity for local climate action and includes as a project objective that '<i>The public realm is designed to be a leading exemplar for sustainable design</i>'. This will be undertaken through additional new greening and resilient planting; use of circular economy principles; and introduction of climate resilience measures including Sustainable Drainage Systems (SuDS), water management measures, heat resilient surfaces and shading.</p> <p>9. The Smithfield public realm project will deliver public realm and transportation changes across the project area, with different parts of the project delivered at different times. The timing of implementation will align with the major building projects, most notably of the Museum and Meat Market developments.</p> <p>10. It is therefore, proposed to split the next stage of design development for the public realm into two areas. The design for these areas will be developed at different times as follows: (the plan of the areas and a proposed timetable for implementation in Appendix 2)</p> <ul style="list-style-type: none"> - <u>Area 1</u> includes the streets surrounding the proposed future Museum of London, the south streets and Long Lane. The design will be developed following approval of this report to align with the building projects in this area, which are currently underway. As part of this work, the design will respond to transport options that meet the needs of the Museum whilst simultaneously allowing for the Meat Market operation to continue. - <u>Area 2</u> includes the streets surrounding the Meat Market buildings and Rotunda Gardens. The design will
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	<p>commence at a later date, once the potential future functions of the meat market are better understood.</p> <p>11. The report presents a series of options for Area 1 that will be explored as part of the next stage of the design (Developed Design stage - RIBA Stage 3) and will be reported to Members for decision in the next Gateway 4 report. This stage will also include further engagement and transport modelling. Details on these next steps are given in the “Next steps and requested decisions” section below.</p>
2. Next steps and requested decisions	<p>Next Gateway: Gateway 4: Detailed Options Appraisal</p> <p>Next Steps:</p> <p>The below next steps are to be undertaken simultaneously in the next 12 months:</p> <ol style="list-style-type: none"> 1. Undertake Developed Design (equivalent of RIBA Stage 3) for public realm in Area 1 of the project area (see Plans in Appendix 2). The developed design stage will include: <ul style="list-style-type: none"> - setting out a strategy for the approach to historic environment, including a ‘Statement of Significance’ for the public realm; - further reflection and refinement of the draft Concept Design via further stakeholder engagement ; - detailed design relating to street layout (in conjunction with transport work) ; - public realm design including potential surface materials, planters and planting schemes, Sustainable Urban Drainage (SUDs) measures, infrastructure, lighting, and cultural amenity ; and - ensuring public realm and street layout meet the project outcome to ensure that the Healthy Streets Indicators for the area improve. 2. Continue transportation work to support public realm proposals, including: <ul style="list-style-type: none"> - continued work to develop the phasing of transportation changes across the full project area in more detail, where possible in view of the current Covid-19 situation and its impact on traffic ; - Consideration of the impact on each option on: the wider network and possible traffic re-assignment, accessibility, safety, journey times, junction capacity and re-design, and local access issues; - transport modelling; - Engagement with local businesses, and other organisations such as Bart’s Hospital to understand further servicing and access requirements in the area ;

	<ul style="list-style-type: none"> - Engagement with Transport for London ; and - Possible trials including temporary closures to support the activity of local businesses. <p>3. Continue local stakeholder engagement on public realm proposals, including:</p> <ul style="list-style-type: none"> - transport and servicing-related engagement as well as discussions with local residents to understand local aspirations; - engagement through Culture Mile team and the Artist in Residence ; - Engagement may include testing and trials such as temporary road closures to support local cultural and business activity, and ‘meanwhile’ projects; and - The project’s Stakeholder Working Party will continue meeting. <p>4. Contribute to S278 discussions with the Museum of London in relation to the delivery of the public realm around the new Museum at Smithfield.</p> <p>5. Contribute to S278 discussions with the developers of 1-12 Long Lane in relation to the delivery of the public realm around this site.</p> <p>Requested Decisions:</p> <p>That Members:</p> <ol style="list-style-type: none"> 1. Endorse the attached RIBA Stage 2 draft Concept Design and vision statement for the West Smithfield area; 2. Agree to progress the Developed Design (to RIBA Stage 3) for Area 1, engagement and supporting work as set out in this report; 3. Agree to further develop Options 1-3 presented in this report, associated with transport and public realm changes in Area 1, for Member decision on a preferred option at Gateway 4; 4. Agree that the Museum of London S278 works be incorporated into the design and delivery of Area 1; 5. That additional budget of £565,014 is approved to reach the next Gateway; 6. That £134,986 underspent from the current budget allocation is carried forward to be used on this next stage of the project; 7. Note that a report to initiate a developed design for Area 2 will be brought to Committee once greater certainty is available on uses and timing of the redevelopment of the Central Markets buildings;
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	<div>8. Note the revised project budget of £1,280,014 (excluding risk);</div> <div>9. Note the total estimated cost of the project at £12m (excluding risk).</div>																																												
<div>3. Resource requirements to reach next Gateway</div>	<div>Finance tables</div> <div><div>Table 1: Spend to Date</div><table><tr><th>Description</th><th>Approved Budget (£)</th><th>Expenditure (£)</th><th>Balance (£)</th></tr><tr><td>Open Spaces Staff Costs</td><td>8,600</td><td>8,600</td><td>-</td></tr><tr><td>P&T Staff Costs</td><td>208,650</td><td>233,817</td><td>(25,167)</td></tr><tr><td>P&T Fees</td><td>497,750</td><td>337,597</td><td>160,153</td></tr><tr><td>TOTAL</td><td>715,000</td><td>580,014</td><td>134,986</td></tr></table><div>The above table shows that there is currently a project underspend of £134,986. That sum relates to transport modelling work and design fees which could not progress due to the uncertainty caused by Covid-19 and its impact on the transport network. This report recommends allocating this funding as part of the budget for the work to reach Gateway 4 so the work can then be undertaken.</div><div><div>Table 2: Resources Required to reach the next Gateway</div><table><tr><th>Description</th><th>Approved Budget (£)</th><th>Resources Required to reach next Gateway (£)</th><th>Revised Budget (£)</th></tr><tr><td>Open Spaces Staff Costs</td><td>8,600</td><td>10,000</td><td>18,600</td></tr><tr><td>P&T Staff Costs</td><td>208,650</td><td>195,167</td><td>403,817</td></tr><tr><td>Env Servs Staff Costs</td><td>-</td><td>40,000</td><td>40,000</td></tr><tr><td>P&T Fees</td><td>497,750</td><td>319,847</td><td>817,597</td></tr><tr><td>TOTAL</td><td>715,000</td><td>565,014</td><td>1,280,014</td></tr></table><div>The staff costs given above account for approximately 1,000 hours of project manager support and supervision and up to 600 hours of City transportation input on the developing designs. They also include contributions from Open Spaces and Highways</div></div></div>	Description	Approved Budget (£)	Expenditure (£)	Balance (£)	Open Spaces Staff Costs	8,600	8,600	-	P&T Staff Costs	208,650	233,817	(25,167)	P&T Fees	497,750	337,597	160,153	TOTAL	715,000	580,014	134,986	Description	Approved Budget (£)	Resources Required to reach next Gateway (£)	Revised Budget (£)	Open Spaces Staff Costs	8,600	10,000	18,600	P&T Staff Costs	208,650	195,167	403,817	Env Servs Staff Costs	-	40,000	40,000	P&T Fees	497,750	319,847	817,597	TOTAL	715,000	565,014	1,280,014
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	<p>staff. These maximum hours are based on taking forward three options to Gateway 4.</p> <table border="1"> <tr> <th colspan="2">Table 3: Funding Strategy</th></tr> <tr> <th>Funding Source</th><th>Amount (£)</th></tr> <tr> <td>TC Central Risk Budget</td><td>90,000</td></tr> <tr> <td>MCP Recharge</td><td>80,000</td></tr> <tr> <td>OSPR</td><td>1,110,014</td></tr> <tr> <td>TOTAL</td><td>1,280,014</td></tr> </table>	Table 3: Funding Strategy		Funding Source	Amount (£)	TC Central Risk Budget	90,000	MCP Recharge	80,000	OSPR	1,110,014	TOTAL	1,280,014
Table 3: Funding Strategy													
Funding Source	Amount (£)												
TC Central Risk Budget	90,000												
MCP Recharge	80,000												
OSPR	1,110,014												
TOTAL	1,280,014												
4. Overview of project options	<p>This report proposes 3 options for environmental enhancements for Area 1. It is proposed that all three options are developed at the next stage and presented to Members as a detailed options appraisal at Gateway 4. A summary of the options is as follows: (please refer to the Option Plans in Appendix 4)</p> <p>Option 1 delivers ‘access only changes’: through-traffic is removed from West Smithfield. Local access and servicing functions remain as they currently stand. This also includes some network changes to the adjacent streets within the project area and some limited public realm improvement if possible. Additional cycling provision and promotion of active travel to be incorporated in line with Healthy Streets measures.</p> <p>Option 2 delivers ‘timed street closures’: through-traffic from West Smithfield and some other roads in the project area are removed. Timed servicing and access will also be introduced. Some network changes in adjacent streets and greater opportunities to enhance pedestrian priority and public spaces exist. Additional cycling provision and promotion of active travel to be incorporated in line with Healthy Streets measures.</p> <p>Option 3 delivers ‘timed street closures plus pedestrianisation’: through-traffic from the project area removed. Timed servicing and access will be introduced. Parts of West Smithfield will be pedestrianised, including the area in front of the Museum of London entrance. Vehicle movement in some streets will be rerouted to allow for areas of pedestrianisation. Greatest opportunity for the creation and enhancement of pedestrian space and public spaces in support of an enhanced visitor arrival and experience in the area. Additional cycling provision and promotion of active travel to be incorporated in line with Healthy Streets measures.</p>												
5. Risk	<p>A summary of the risk register ‘Key Risks’ is given below (see also High Level Risk Register in Appendix 6):</p>												

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

	Change in Costed Risk: n/a
6. Procurement approach	<i>The City Procurement regulations will be followed for all procurement during the project.</i>

Appendices

Appendix 1	Project Coversheet
Appendix 2	Plans – Project Area and Phasing Plan
Appendix 3	Draft Concept Design - Summary
Appendix 4	Options
Appendix 5	Programme
Appendix 6	Risk Register

Contact

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Options Appraisal Matrix

<i>Option Summary</i>	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
1. Brief description of option	<p><u>Access Only Changes:</u></p> <p>In Option 1 through traffic is removed from West Smithfield. Local access and servicing function remain as it currently stands. Some network changes in adjacent streets. Some limited public realm improvement is possible. Additional cycling provision and promotion of active travel to be incorporated in line with Healthy Streets measures.</p> <p>Please note: Options relate to Area 1 only</p>	<p><u>Timed street closures:</u></p> <p>Option 2 removes through traffic from West Smithfield and some other roads in the project area. It also introduces timed servicing and access. Some network changes in adjacent streets and greater opportunities to enhance pedestrian priority and public spaces. Additional cycling provision and promotion of active travel to be incorporated in line with Healthy Streets measures.</p> <p>Please note: Options relate to Area 1 only</p>	<p><u>Timed street closures plus pedestrianisation:</u></p> <p>Option 3 removes through traffic from the project area. Timed servicing and access will be introduced. Parts of West Smithfield will be pedestrianised, including the area in front of the Museum of London. Vehicle movement in some streets will be rerouted to allow for areas of pedestrianisation. Greatest opportunity for the creation and enhancement of pedestrian space and public spaces in support of an enhanced visitor arrival and experience in the area. Additional cycling provision and promotion of active travel to be incorporated in line with Healthy Streets measures.</p> <p>Access for residents, hospital visitors and staff, bus routes, and</p>

Option Summary	Option 1	Option 2	Option 3
			other key points of access into the area will be maintained. Please note: Options relate to Area 1 only
Scope and exclusions	In Option 1 public realm enhancements will be based on gaining additional space from narrowing carriageways where possible.	In Option 2 some additional public realm can be planned with raised carriageway in the streets where timed servicing is introduced.	In Option 3 more significant public realm can be planned to enhance the area and deliver the aims of Culture Mile and a Healthy Streets approach to transport measures.
Project Planning			
3. Programme and key dates	Area 1 developed design complete end of 2021. Transportation modelling undertaken through 2021. Gateway 4a to be presented to Members at the end of 2021; with a separate Gateways 4b and 4c to follow.	As in Option 1	As in Option 1

Option Summary	Option 1	Option 2	Option 3
	<p>Area 1 detailed design and construction package to commence early 2022.</p> <p>Construction to be phased based on transportation requirements and construction works for local building projects.</p> <p>Completion of Area 1: 2024</p>		
4. Risk implications	<p>Overall project option risk: Medium</p> <p>1. Funding: The sources of project funding and the release of funds is not agreed in time to progress the project</p> <p>2. Timing: There are many different project dependencies and elements to be phased. There is a risk that these elements may not be complete in a time that is appropriate for the dependencies e.g. the Museum of London opening.</p>	<p>Overall project option risk: Low</p> <p>Risks 1-4 as in Option 1</p>	<p>Overall project option risk: Low</p> <p>Risks 1-4 as in Option 1</p>

<i>Option Summary</i>	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
	<p>3. Complexity Decision-making processes delayed due to the complexity of the project</p> <p>4. Objections: The project may recommend changes which may create some opposition from groups (i.e. measures to reduce traffic that include road closures).</p> <p>5. Scope In Option 1 there is a risk that the scope of the project is scaled back, which would mean that the project does not deliver the impact required to meet the goals in the Transport Strategy and the Climate Action Strategy, nor the ambitions of Culture Mile.</p>		
5. Stakeholders and consultees	<p>1. Ward Members</p> <p>2. Internal departments: including Town Clerks; Open Spaces; Markets; Planning; City Transportation; Culture Mile staff; City Surveyors</p>	As with Option 1	As with Option 1

<i>Option Summary</i>	<i>Option 1</i>	<i>Option 2</i>	<i>Option 3</i>
	<p>3. Teams from the key project dependencies: Museum of London and Markets Co-location Programme</p> <p>4. External stakeholders including: resident representatives; TfL; London Borough of Islington officers; Bart's Hospital; Smithfield Market; local businesses; Culture Mile Network members</p>		
6. Benefits of option	<ul style="list-style-type: none"> - Through traffic removed from West Smithfield, which will improve air quality and improve safety - Some limited public realm improvement is possible 	<ul style="list-style-type: none"> - Through traffic removed from West Smithfield, which will improve air quality and improve safety - Greater opportunities to enhance pedestrian priority and public spaces - Some ability to redesign streets to meet 'Healthy Streets' criteria 	<ul style="list-style-type: none"> - Through traffic removed from West Smithfield, which will improve air quality and improve safety - Parts of West Smithfield will be pedestrianised, including the area in front of the Museum of London entrance - Streets throughout the area redesigned to meet 'Healthy Streets' criteria - Enhancement of pedestrian space and public spaces in support

Option Summary	Option 1	Option 2	Option 3
			<p>of an enhanced visitor arrival and experience in the area</p> <ul style="list-style-type: none"> - Opportunities to include greening and implement climate action measures - Larger capacity created to accommodate Culture Mile and other cultural activities and new visitors arriving from Crossrail
7. Disbenefits of option	<ul style="list-style-type: none"> - Limited ability to create additional space for pedestrians - Limited ability to meet aspirations for the Museum of London relocation, the MCP project and Culture Mile - Fewer opportunities for Healthy Streets design - Fewer opportunities for greening and other public realm enhancements supporting cultural activities 	<ul style="list-style-type: none"> - Limited ability to meet aspirations for the Museum of London relocation, the MCP project and Culture Mile - Fewer opportunities for greening and other public realm enhancements supporting cultural activities 	n/a
Resource Implications			

Option Summary	Option 1	Option 2	Option 3
8. Total estimated cost	Options at this stage have not been fully costed. Cost implications of the options will be presented at Gateway 4. The budget for the works is currently estimated at £12m, and the project will remain within this budget.	Options at this stage have not been fully costed. Cost implications of the options will be presented at Gateway 4. The budget for the works is currently estimated at £12m, and the project will remain within this budget.	Options at this stage have not been fully costed. Cost implications of the options will be presented at Gateway 4. The budget for the works is currently estimated at £12m, and the project will remain within this budget.
9. Funding strategy	Eligible sources for this project include CIL; OSPR; and, where appropriate, S278 or S106 funding relating to the local area.	Eligible sources for this project include CIL; OSPR; and, where appropriate, S278 or S106 funding relating to the local area.	Eligible sources for this project include CIL; OSPR; and, where appropriate, S278 or S106 funding relating to the local area.
10. Investment appraisal	n/a	n/a	n/a
11. Estimated capital value/return	n/a	n/a	n/a
12. Ongoing revenue implications	With improvements to public realm and streets in Smithfield, surface materials will be carefully chosen to be long-lasting and durable, and therefore	With improvements to public realm and streets in Smithfield, surface materials will be carefully chosen to be long-lasting and durable, and	With improvements to public realm and streets in Smithfield, surface materials will be carefully chosen to be long-lasting and durable, and therefore maintenance savings should be possible.

Option Summary	Option 1	Option 2	Option 3
	maintenance savings should be possible.	therefore maintenance savings should be possible.	In option 3 additional planting and SUDs measures are proposed, which may bring additional maintenance costs. These will be costed and enhancements to maintenance budgets planned.
13. Affordability	Works will be planned to come within budget, with scope changes proposed if required.	Works will be planned to come within budget, with scope changes proposed if required.	Works will be planned to come within budget, with scope changes proposed if required.
14. Legal implications	In developing proposals which require traffic management measures, the City Corporation must comply with its traffic management duties to secure the expeditious, convenient and safe movement of traffic having regard to effect on amenities (S.122 Road Traffic Regulation Act 1984) and to secure the efficient use of the road network avoiding congestion and disruption (S.16 Traffic Management Act 2004).	As Option 1	As Option 1

Option Summary	Option 1	Option 2	Option 3
	<p>Regard should also be had to relevant statutory guidance.</p> <p>Traffic modelling will ensure efficient and convenient vehicular movements can be appropriately managed when delivering the proposals.</p> <p>When making decisions, the City Corporation must have due regard to the need to eliminate unlawful conduct under the Equality Act 2010, the need to advance equality of opportunity and the need to foster good relations between persons who share a protected characteristic and those who do not (the public sector equality duty). It is noted that an equality impact assessment will be carried out ahead of Gateway 4.</p>		
15. Corporate property implications	None	None	None

Option Summary	Option 1	Option 2	Option 3
16. Traffic implications	In Option 1 through traffic is removed from West Smithfield. Local access and servicing function remains as it currently stands. Some network changes in adjacent streets. Some limited public realm improvement is possible.	Option 2 removes through traffic from West Smithfield and some other roads in the project area. It also introduces timed servicing and access. Some network changes in adjacent streets and greater opportunities to enhance pedestrian priority and public spaces.	Option 3 removes through traffic from the project area. Timed servicing and access will be introduced. Parts of West Smithfield will be pedestrianised, including the area in front of the Museum of London. Vehicle movement in some streets will be rerouted to allow for areas of pedestrianisation. Greatest opportunity for the creation and enhancement of pedestrian space and public spaces in support of an enhanced visitor arrival and experience in the area. Access for residents, hospital visitors and staff, bus routes, and other key points of access into the area will be maintained.
17. Sustainability and energy implications	All Options reduce through traffic and therefore local emissions from vehicles	All Options reduce through traffic and therefore local emissions from vehicles Option 2 also includes opportunities to enhance pedestrian priority and public	All Options reduce through traffic and therefore local emissions from vehicles Option 3 also includes enhanced pedestrian priority and public spaces, redesigning streets to

Option Summary	Option 1	Option 2	Option 3
		spaces, and some ability to redesign streets to meet 'Healthy Streets' criteria	meet 'Healthy Streets' criteria, and significant opportunities to include greening and implement climate action measures (e.g. SUDs).
18. IS implications	n/a	n/a	n/a
19. Equality Impact Assessment	An Equality Impact Assessment will be undertaken ahead of Gateway 4.	An Equality Impact Assessment will be undertaken ahead of Gateway 4.	An Equality Impact Assessment will be undertaken ahead of Gateway 4.
20. Data Protection Impact Assessment	n/a	n/a	n/a
21. Recommendation	It is recommended that work on the three options continue and then presented in further detail to Members at Gateway 4	It is recommended that work on the three options continue and then presented in further detail to Members at Gateway 4	It is recommended that work on the three options continue and then presented in further detail to Members at Gateway 4

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Committee(s)	Dated:
Streets & Walkways Sub	1 December 2020
Subject: Ludgate Circus – Objections to the Experimental Banned Left Turn from Ludgate Hill into New Bridge Street	Public
Which outcomes in the City Corporation’s Corporate Plan does this proposal aim to impact directly?	1c, 9d
Does this proposal require extra revenue and/or capital spending?	N
If so, how much?	£ N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain’s Department?	N/A
Report of: Director of the Built Environment	For Decision
Report author: Gerry Lightfoot	

Summary

Pedestrians wishing to cross New Bridge Street at the Ludgate Circus junction have a long wait for the ‘green man’ phase. This has led to safety concerns concerning crowding on the footway and may have increased the number of pedestrians crossing informally or during the ‘red man’ phase.

In May 2019, Transport for London (TfL) made a presentation to the Planning & Transportation Committee on their scheme to address the safety concerns. Following detailed design by TfL, the City Corporation introduced an Experimental Traffic Order (ETO) that introduced a ‘no left turn’ restriction on all traffic turning left from Ludgate Hill into New Bridge Street in December 2019. The purpose of the restriction was to allow TfL to amend the traffic signals so that more time for pedestrians crossing New Bridge Street could be introduced.

Since the scheme has been implemented in December 2019, there have been no collisions or incidents reported involving pedestrians or other road users as a result of this change. However, as part of the ETO process, five objections have been received. Members are therefore asked to consider the objections and decide whether or not the experiment should be made permanent.

Recommendation(s)

It is recommended that:

1. Members agree to the making of a Traffic Order under section 6 of the Road Traffic Regulation Act 1984 to make the experimental banned left turn for all vehicles permanent.
2. The objectors and TfL be informed of your decision accordingly.

Main Report

Background

1. Pedestrians wishing to cross New Bridge Street at the Ludgate Circus junction have a long wait for the 'green man' phase. This has led to safety concerns regarding crowding on the footway and may have increased the number of pedestrians crossing informally or during the 'red man' phase.
2. In 2017 a pedestrian crossing New Bridge Street south of Ludgate Circus was killed by a vehicle travelling northbound. Also, in 2017, a pedestrian was seriously injured when crossing at the junction by an HGV turning left from Ludgate Hill into New Bridge Street.
3. The role of highway authority for the junction is split between the City Corporation for Fleet Street and Ludgate Hill and Transport for London for Farringdon Street, New Bridge Street and Ludgate Circus itself. Transport for London is also responsible for the traffic signals in London.
4. In May 2019, TfL made a presentation to the committee of their solution to introduce new traffic signal timings along with a ban on all vehicles turning left from Ludgate Hill into New Bridge Street. The number of vehicles making this turn had been shown to be small and as such could be re-routed via Queen Victoria Street without significant impacts. Since the traffic restriction would apply on a City of London street, it required the City Corporation to make the necessary Traffic Order.
5. The existing exemption for buses to the banned right turn from Fleet Street into New Bridge Street was amended to be permitted during the night-time and to 'local buses' only, as it forms part of a night bus route. The time limit prevents buses, coaches and mini-buses making this turn during the day when most pedestrians are crossing and therefore limits safety risks. A plan of the proposals is shown in Appendix 2.
6. Members accepted the proposals and following detailed design by TfL, it was implemented in December 2019. The restricted turns were introduced on 14 December 2019 using an Experimental Traffic Order. This allowed the measures to be implemented and tested before making it permanent.

Current Position

7. Since its introduction in December 2019, there have been no collisions or incidents reported involving pedestrians or other road users, however it is

recognised that the number of pedestrians and vehicles using the junction since mid-March has been greatly affected by COVID-19.

8. The Experimental Traffic Order consultation (using press and street notices) for the above restrictions was carried out by the City Corporation from 7 December 2019 to 15 June 2020. As a result of this, five objections were received, all in relation to the inclusion of pedal cycles in the 'no left turn' restrictions. These are summarised in the paragraph below but are appended in Appendix 3. There have been no further objections since.
9. The objections had two common points. 1. not being able to join the Cycle Superhighway (CSH) to travel southbound and 2. that there were no suitable alternative routes. Both London Cycling Campaign and Sustrans believed there would also be some non-compliance by cyclists if this remained the case.
10. Prior to the scheme being introduced, alternative cycle routes were reviewed. There are three main alternative routes to join the CSH. These are shown in Appendix 2.
 - i. Continue across Ludgate Circus into Fleet Street then use Salisbury Court, Dorset Rise and Tudor Street. This route however was not available at the start of this experiment due to utility works on Tudor Street.
 - ii. Continue across Ludgate Circus and then taking the first left turn into Bride Lane. This is a very short diversion with very low traffic and pedestrian flows.
 - iii. Using a route via Ludgate Broadway, Blackfriars Lane and then Queen Victoria Street.
11. It is accepted that these routes would take longer (although very minor if using Bride Lane) than if cyclists were allowed to turn left at Ludgate Circus. During TfL's design process for this scheme, consideration was given to exempting cyclists. In order to do so it would have been necessary to introduce additional internal stop lines within the junction on both the main carriageway of New Bridge Street and on the cycle track. This would require the construction of an island with a traffic signal post to the immediate north of the pedestrian crossing on the New Bridge Street arm of the junction. TfL designers identified that providing an internal stop line whilst keeping the pedestrian crossing in its current location would not be safe because there would not be enough space for cyclists to stop safely at the signal without encroaching on the path of vehicles travelling from east to west. There would also be concern that approaching cyclists would not be able to see the traffic signal. Moving the pedestrian crossing further to the south is not feasible, within the scope of this scheme, due to the physical constraints of the location.

12. TfL have reviewed the objections, confirming that they support the making of the experiment permanent and will work with the City of London to ensure that appropriate alternative cycle routes are better signed.
13. A movement study of Ludgate Circus was carried out in November 2018 and replicated at the beginning of March 2020. An extract of the data has shown that the scheme has been very successful in that pedestrians using the New Bridge Street crossing has increased substantially from 7,251 to 9,769 pedestrians crossing daily. An increase of 2,518 or 35%. This is despite a reduction of over 3,400 pedestrians crossing the junction in 2020 (36,458) compared to 2018 (39,859). The number of pedestrians crossing informally (diagonally) has also reduced but by 1,704 per day (from 3,816 to 2112). A summary of the data can be found in the table below

Table 1: Average daily (7am – 7pm) pedestrian crossings

Crossing movement	2018	2020	Difference
1 Farringdon Street	13272	9670	-3602
2 Ludgate Hill	8210	6960	-1250
3 New Bridge St	7251	9769	2518
4 Fleet St	7310	7947	637
5 Informally (diagonally SE-NW)	3537	1200	-2337
6 Informally (diagonally SW-NE)	279	912	633
Total	39859	36458	-3401

Proposals

14. The current experimental scheme is proposed to be made permanent.

Options

15. Two options are available.
- i. The current experimental scheme could be made permanent; or

- ii. The current experimental scheme could be removed and Ludgate Circus returned to its prior state. This would involve TfL amending the signal timings, removing the extra footway widening and traffic signs...

Corporate & Strategic Implications

- 16. Strategic implications – This scheme is intended to address the pedestrian safety and crowding concerns at the junction. This aligns with the Corporate Plan 1 c: 'Protect consumers and users of buildings, streets and public spaces' and 9 d: 'Improve the experience of arriving and moving through our spaces'. It also supports the delivery of the Transport Strategy outcomes to make the City's streets great places to walk and to ensure people using our streets are safe and feel safe.
- 17. Financial implications – The costs of making a permanent Traffic Order are covered within existing local risk budget.
- 18. Resource implications – No additional resources are required to deliver the completion of the scheme.
- 19. Legal implications – The procedure for an Experimental Traffic Management Order has been followed and the experiment was in place for three months before the Covid-19 lockdown was introduced. It is unlikely that a High Court challenge would be made to a permanent Traffic Order.
- 20. Risk implications – There is a low risk of a legal challenge to the making of a permanent Traffic Order.
- 21. Equalities implications – No significant implications for people with protected characteristics.
- 22. Climate implications – None.
- 23. Security implications – None.

Conclusion

- 24. The experimental scheme introduced has significantly increased the time available for pedestrians to cross New Bridge Street with a 'green man' signal. This in turn has increased pedestrians crossing on this arm by a third and those crossing informally (diagonal) has declined. In light of these benefits and the relatively limited number of objections it is recommended that the experiment should be made permanent.

Report author

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Appendices

1. Plan of Ludgate Circus scheme
2. Plan of alternative routes
3. Consultation response report - redacted

Committees: Corporate Projects Board - for decision Projects Sub - for decision Streets & Walkways Committee - for decision	Dates: 11 November 2020 30 November 2020 01 December 2020
Subject: Moor Lane Environmental Enhancements, EC2Y 9SS Unique Project Identifier: 9441	Gateway 3 Issue Report: Regular
Report of: Director of the Built Environment Report Author: Katie Adnams	For Decision
<h1>PUBLIC</h1>	

1. Status update	<p>Project Description: Public realm enhancements on Moor Lane to provide greening and an improved pedestrian environment, with the creation of a linear pocket park and widened footways.</p> <p>A design for Moor Lane was previously approved by committees in 2011, however progress was subsequently paused due to the development of 21 Moorfields. It is proposed that work on the project recommences as the construction of the 21 Moorfields development is progressing. There is strong stakeholder support for improvements to Moor Lane and an expectation for the scheme to finally be completed.</p> <p>As a result of the development, the previously approved design for Moor Lane will need to be revisited to accommodate security and accessibility requirements for 21 Moorfields.</p> <p>RAG Status: Green (not assigned at last report to Committee in 2011)</p> <p>Risk Status: Medium (not assigned at last report to committee)</p> <p>Total Estimated Cost of Project (excluding risk): £1.7-£2.2M</p> <p>Change in Total Estimated Cost of Project (excluding risk): It is likely that the project budget will increase since the last report to Committees in 2011. This is due to a revised scope to</p>
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	<p>incorporate the Section 278 works associated with the 21 Moorfields development, which will be funded by the developer.</p> <p>Spend to Date: £257,526</p> <p>Funding Source: Section 106 and Section 278</p> <p>Slippage:</p> <p>The project was paused in 2012 due to the 21 Moorfields development which would have impacted on the scheme. The design must now be reviewed in conjunction with the Section 278 highway works necessary to mitigate the impacts of the 21 Moorfields development which is progressing. It is now expected that the scheme will be implemented from Spring 2022 to late Autumn 2022.</p> <p>The scope is consequently proposed to be increased to accommodate the Section 278 works on Moor Lane. This will increase the overall cost of the scheme; however, the increase will be entirely funded by the developer through a Section 278 agreement.</p>
2. Requested decisions	<p>Next Gateway: Gateway 4/5 – Detailed Design and Authority to Start Work (Regular)</p> <p>Requested Decisions:</p> <p>Members are asked to approve the recommencement of this project and the inclusion of the Section 278 works for 21 Moorfields on Moor Lane as part of the project scope.</p> <p>In particular, Members are asked to:</p> <ol style="list-style-type: none"> 1. Approve a total budget of £230,382 to reach the next Gateway and proceed with the design review of Moor Lane, subject to the funds being received. This is to be funded by both the existing Moor Lane budget and the 21 Moorfields Section 278 as outlined below. 2. Approve a budget allocation of £128,566 from the existing approved implementation budget of £1,133,610 for the review and modification of the Moor Lane design to reach the next Gateway. 3. Approve the initiation of the Section 278 design, evaluation and the negotiation, drafting and completion of a Section 278 agreement in respect of 21 Moorfields relating to Moor Lane, at an estimated cost of £101,816 to reach the next Gateway and subject to the receipt of funds; 4. Note the total estimated cost of the project at £1.7M-£2.2M (excluding risk).

3. Budget

The total estimated cost to reach the next Gateway is **£230,382**. This will be funded by the Section 106 funds already allocated to the project, as well as Section 278 funding from the developer of 21 Moorfields.

The total available approved funding from the Milton Court Section 106 is **£1,133,610** for the project, including implementation. Of this, **£128,566** is now required for a review of the design and technical constraints. A further **£101,816** is required to reach the next Gateway; this will be funded through a Section 278 payment from the developer of 21 Moorfields.

The total estimated cost of the project at this stage is **£1.7-£2.2M**. This is an increase on the cost previously reported to committees in 2011. However, this is due to the increase in scope to accommodate the requirements of the 21 Moorfields development and the increase will be funded by the developer. With respect to the Section 278 funding, officers are working with the developer in an attempt to achieve efficiencies that may reduce certain cost items in the table below.

Item	Reason	Funds/ Source of Funding	Cost (£)
P&T staff costs	Project management, stakeholder engagement, negotiating S278 agreement	21 Moorfields S.278 & Milton Court S.106	65,855
Highways staff costs	Design review, detail design, technical coordination	21 Moorfields S.278 & Milton Court S.106	79,075
Legal staff costs	Legal advice as required	Milton Court S.106	2,000
Open Spaces staff costs	Review of concept design and planting scheme	Milton Court S.106	10,000

Fees	Surveys, utilities, trial holes, consultation material, consultant fees for SUDS scheme design & review	21 Moorfields S.278 & Milton Court S.106	73,452
Total			230,382

Funds/Sources of Funding	Cost (£)
Section 106 - Milton Court development (existing approved allocation)	£128,566
Section 278 – 21 Moorfields development for Moor Lane	£101,816
Total	230,382

The above staff costs translate to:

- A City Public Realm project manager for an estimated 30% of their time over 11 months (up to 490 hours), to cover report writing, managing the drafting of the Section 278 agreement, project planning, stakeholder consultation and ensuring the overall design is progressed to agreed milestones and budget. Group Manager oversight is additionally required with respect to developer negotiations and stakeholder communications, which is expected to amount to 110 hours over the period.
- A project partner in City Transportation to review the traffic implications of the design as required, given the adjusted footway and carriageway widths in the scheme.
- A Highways project engineer, and manager oversight, to establish the technical constraints of the scheme and progress a revised detailed design, incorporating the developer's security requirements whilst maintaining as much of the previously approved scheme as possible. This equates to approximately 753 hours over 11 months.
- An Open Spaces officer for input into the design process as required and to advise on planting schemes, maintenance implications and the suitability of greening options until the next Gateway.
- It is not envisaged that much legal work is to be undertaken with respect to the Section 106, however a

	<p>provision has been included should legal advice be required as the design progresses. It should be noted that the Section 278 legal fees will be settled directly with the developer.</p> <p>For further detail on the expected costs by funding source, please refer to the finance tables in appendix 3.</p>
4. Issue description	<p><i>Background</i></p> <p>4.1 In July 2011 an evaluation report was approved by Members to implement environmental enhancements on Moor Lane. The scheme was a 'high priority' project emerging from the original Barbican Area Enhancement Strategy (2008) and was developed through extensive consultation with local residents and proposed the creation of a linear 'pocket park'. However, the scheme was put on hold in light of the emerging 21 Moorfields development.</p> <p>4.2 The project was to be funded through the Section 106 agreement for the Milton Court development and was to include a 'sustainable urban drainage system' (SUDS).</p> <p>4.3 Prior to the project's pause in 2012, the following progress had been made:</p> <ul style="list-style-type: none"> • Two estate-wide consultations had been undertaken, and response had been positive with residents strongly supportive of the creation of a linear pocket park that increased greenery and biodiversity in the area. Feedback from the consultation was incorporated into the design as it developed. • The proposals received support from English Heritage. • The park was designed to increase the public/residential amenity in the area, add green space, and support local wildlife through planting, trees and trellising. • Designs had progressed to include a Sustainable Urban Drainage System (SUDS) that would contribute to climate change mitigation through sustainably managing rainwater run-off. <p><i>Progress to date: Moor Lane temporary greening</i></p> <p>4.4 Whilst this permanent scheme was put on hold, a pop-up garden was installed with the local community in 2017.</p>

	<p>This formed part of the Low Emission Neighbourhood project intended to mitigate the effects of air pollution.</p> <p>4.5 To build on the impact of the existing pop-up garden and increase the level of greening further, a temporary greening project was progressed: 'Meanwhile Moor Lane'. A Culture Mile initiative, the project was developed in close consultation with the community following requests by local residents for additional greening of Moor Lane in advance of the permanent public realm enhancements.</p> <p>4.6 'Meanwhile Moor Lane' consists of a series of modular, movable planters with trellising and wayfinding signage elements. Installed in early October 2020, officers are currently monitoring the temporary project and intend to use the feedback to explore additional opportunities and benefits for the permanent Moor Lane design. An online survey is also available, allowing people to provide feedback to further inform the permanent scheme.</p> <p>4.7 The stakeholder feedback collated throughout the co-design process has demonstrated a high level of local stakeholder support for a permanent greening scheme on Moor Lane.</p> <p><i>Current position</i></p> <p>4.8 As the 21 Moorfields development is now progressing, the City is in a position to recommence work on this project and proceed with a review of the design for Moor Lane. The original scheme for Moor Lane needs to be modified to accommodate the requirements of the development, and to mitigate the impact of the development on the local environment.</p> <p>4.9 Section 106 funds allocated for the project are still in place and officers will ensure that the designs remain within the budget for this project.</p> <p>4.10 A Section 278 agreement will be entered into with the developer to fund improvements to Moor Lane where it relates to mitigating any impacts on the local environment that result from the 21 Moorfields development.</p> <p>4.11 Whilst this report concerns proposals for Moor Lane, it should be noted that additional works are required on Fore Street Avenue and Moorfields which relate to the security requirements of the 21 Moorfields development.</p>
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	<p>It is proposed that these works be progressed and reported on through a separate reporting route due to the shorter programme and the required coordination with the Moorgate Crossrail works. The developer is aware of this approach and a report will be submitted in due course.</p> <p><i>Proposed way forward</i></p> <p>4.12 It is proposed that officers recommence work on the project, modifying the existing Moor Lane design and taking into account the development requirements of 21 Moorfields. It is recommended that both the existing greening scheme and the necessary changes to Moor Lane resulting from development are considered together as one project.</p> <p>4.13 A technical review of the scheme will be undertaken, to review the underground constraints and to develop the SUDS design further.</p> <p>4.14 Whilst the existing design requires amendments in light of the above points, the principles of the existing Moor Lane design will be adhered to. The original concept design will be kept where possible on the western footway, to avoid a complete redesign of the scheme. Consultation with residents on the temporary scheme and on the long term aspirations for Moor Lane has demonstrated strong support for increased greening measures and an improved pedestrian environment.</p> <p>4.15 A Section 278 process for Moor Lane will be initiated with the developer to release funds for the design & evaluation phase and begin negotiating the Section 278 agreement.</p> <p><i>Expected design modifications</i></p> <p>4.16 The Moor Lane design approved in 2011 will be revisited in conjunction with the requirements of the 21 Moorfields development. Changes to the 2011 design will be necessary to accommodate the development and underground technical constraints, which include the following:</p> <ul style="list-style-type: none"> • Footway and carriageway widths and levels require modification to accommodate the 21 Moorfields security requirements on the eastern
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	<p>footway and consider how these are integrated into the public realm design.</p> <ul style="list-style-type: none"> • Changes to the location of planters and trees are expected to be required due to underground constraints. • The Sustainable Urban Drainage System (SUDS) design will be reviewed. As the existing SUDS design was developed in 2011, it is expected that a revised design is required. • The planting will be reviewed to ensure it is suitable for the local conditions, increase biodiversity and improve air quality. <p>Reporting procedure</p> <p>4.17 It should be noted that the evaluation report approved in 2011 predated the current Gateway reporting procedure. Upon approval of the 2011 report, officers were given authority to proceed with detail design and implement the scheme. However, due to a number of modifications required to the scheme as outlined above, officers consider the existing scheme to be equivalent to Gateway 3 stage. Consequently, it is proposed that the next report to Members is a Gateway 4/5, outlining the detail design and requesting authority to start work.</p> <p>Proposed programme</p> <p>4.18 Overall project: Works are expected to be implemented in 2022 in coordination with the 21 Moorfields development. The project is expected to complete in late 2022 or early 2023.</p> <p>4.19 The works can be phased to accommodate the security requirements of the 21 Moorfields development, which must be completed prior to occupation. Works to the western footway and greening measures can be implemented following the development's practical completion.</p> <p>Key dates:</p> <ul style="list-style-type: none"> • Design review & surveys: Dec 2020 - Mar 2021 • Consultation: Mar – May 2021 • Detail design: Jun – Sept 2021 • Gateway 4/5: Sept 2021 • Construction package: Oct 2021– Feb 2022 • Phased implementation (minimum 6 months): Spring 2022 – late 2022/Early 2023
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	<ul style="list-style-type: none"> • 21 Moorfields practical completion: Summer 2022 • Gateway 6: Early 2023 <p>Other works dates to coordinate:</p> <p>4.20 The implementation and completion stages of the highways work are dependent on the 21 Moorfields development programme.</p> <p>4.21 The Section 278 works for Fore Street and Moorfields will be progressed separately as they require implementation earlier than Moor Lane.</p>
5. Options	<p><i>Recommended option: Recommence project</i></p> <p>5.1 This report recommends the recommencement of the project to review the 2011 approved design for Moor Lane and integrate the additional security and access requirements resulting from the development at 21 Moorfields.</p> <p>5.2 With respect to the 21 Moorfields Section 278 agreement, it is recommended that this process is initiated at the same time as the design review of the 2011 approved scheme. This would allow the design of Moor Lane to be reviewed holistically, ensuring a high-quality design and allowing the scheme to be implemented efficiently.</p> <p><i>Option: Continue to pause project</i></p> <p>5.3 It is not recommended that this project remains paused, as this would further delay the implementation of greening and public realm improvements on Moor Lane. The changes are supported by the community and are expected to improve pedestrian experience and well-being, environmental resilience and increase biodiversity.</p> <p>5.4 A Section 278 agreement will still be required in respect of 21 Moorfields, in accordance with the Section 106 agreement for the development. Without the Section 278 agreement in place, there will be no mechanism through which the highway changes on Moor Lane required to accommodate the 21 Moorfields development can be delivered.</p>

Appendices

Appendix 1	Project Coversheet
Appendix 2	Risk Register
Appendix 3	Finance tables
Appendix 4	Moor Lane location plan
Appendix 5	Moor Lane – 2011 approved design
Appendix 6	'Meanwhile Moor Lane' – project information

Contact

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Telephone Number	020 7332 3529

Committees: Corporate Projects Board <i>[for decision]</i> Streets & Walkways Sub <i>[for decision]</i> Projects Sub <i>[for decision]</i> Open Spaces and City Gardens <i>[for information]</i>	Dates: 11 November 2020 01 December 2020 17 December 2020 01 December 2020
Subject: St Alphage Gardens Enhancement Unique Project Identifier: 10855	Gateway 6: Outcome Report Regular
Report of: Director of the Built Environment Report Author: Andrea Moravicova	For Decision

Summary

1. Status update	Project Description: <p>The project has delivered public realm enhancements to the gardens and a newly created space surrounding the London Wall Place development. The upper garden features a significantly increased amount of seating, new lighting and additional planting, while access to the lower garden has been improved through the construction of a new staircase. Connections have also been made to the privately-owned public spaces in Salter's Hall Gardens and London Wall Place.</p> <p>Construction works were substantially completed in May 2019, with snagging works taking place between June and December 2019.</p> <p>RAG Status: Green (same at last Gateway)</p> <p>Risk Status: Low (same at last Gateway)</p> <p>Costed Risk Provision Utilised: N/A</p> <p>Final Outturn Cost: £1,172,778</p>
2. Next steps and requested decisions	Requested Decisions: <ul style="list-style-type: none"> • approve the content of this outcome report, and • agree to close this project.
3. Key conclusions	<p>The project was completed within budget but experienced delays which affected the completion date (more detail in section 9 below). The project has delivered on its main objectives as follows:</p> <ul style="list-style-type: none"> • Access to both the upper and lower gardens was enhanced. A significant increase in the use of the area has been observed since the area opened to public.

	<ul style="list-style-type: none"> • The improvements, including extension of the upper garden and provision of larger seating area and space to accommodate wheelchair users, complement the publicly accessible landscaped spaces of the London Wall Place development. • New feature lighting, a paving design that incorporates the footprint of the former Church of St Alphage, and interpretation panels with information about the history of London Wall and the Church, all improve the setting of the Scheduled Ancient Monument. <p>Key learning and recommendations for future projects:</p> <ul style="list-style-type: none"> • Close co-ordination and engagement with stakeholders and project teams enables smooth project delivery. • Working within a Scheduled Ancient Monument area and / or in conservation area requires programme / timescales to account for potential materialisation of risks. • Early engagement with implementation and Business As Usual (BAU) teams reduces the risk of issues arising during and after construction.
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Main Report

Design & Delivery Review

4. Design into delivery	<p>The design was developed to tie in seamlessly with the privately-owned public spaces around the London Wall Place development. A number of complex elements required specialist design elements, including working around a Scheduled Ancient Monument and replacing structural features. External advice was obtained to assist with the design and delivery of these elements; whilst this reduced the associated risk it did not eliminate it and a number of issues arose during the construction phase which could have been avoided. More discussion on this aspect is contained in section 15 below.</p>
5. Options appraisal	<p>Two design options were considered at Gateway 4. The chosen option met the objectives of the project. The open design and extension of the gardens into the redundant carriageway in St Alphage Garden (street) provides functional spaces with the historic London Wall as the backdrop and contributes to a better pedestrian connectivity in the area.</p> <p>A number of minor changes were made to the design during implementation. These mainly related to practical measures on site and did not materially affect the scope of the project, although in some cases did add time to the programme. The main such change was to the design of the structural staircase connecting the lower garden which needed to be amended after uncovering the Roman House foundations.</p>

6. Procurement route	<ul style="list-style-type: none"> • Consultancy services were acquired through a competitive tender process to: progress a landscape design and lighting strategy; undertake a structural assessment and proposal for a new staircase and wall to the lower garden area; and to establish the most likely location and form of the former Church of St Alphage. • The construction package was prepared inhouse by the Highway Engineer and work on site undertaken by the City's term contractor. A specialist contractor was appointed to construct the structural staircase – the staircase was successfully installed but the methodology was more complex than anticipated, requiring amendments to be made on site during installation. • All soft landscaping was delivered by the City's Open Spaces team.
7. Skills base	<ul style="list-style-type: none"> • The project team has the skills, knowledge and experience to manage delivery of this and similar future projects. • Specialist archaeological and landscape consultants were appointed to progress designs sympathetic to and enhancing the historically important features within the gardens, including incorporation of references to churchyard and showcasing the remains of the Roman Wall, thereby adding value to the finished project. • Structural engineers were also engaged in the process.
8. Stakeholders	<ul style="list-style-type: none"> • The project was delivered in close liaison with the developer and stakeholders to ensure the proposals meet their needs. • Comments from the public consultation were considered during the development and delivery of the project. • Regular updates were provided to all interested parties throughout the project.

Variation Review

9. Assessment of project against key milestones	<p>The construction programme was affected by risks that have materialised, including delayed site release from the developer and additional archaeological monitoring required when working in Upper Garden.</p> <p>Gateway 5 – February 2017, with construction proposed to start in May 2017 and to complete in January 2018.</p> <p>Construction works start – February 2018 (slippage of approximately eight months due to late handover of the site from the developer)</p> <p>Construction works complete – May 2019 (further slippage of approximately six months due to additional archaeological remains being discovered, complexities with the structural staircase, constrained working areas and incorrect materials supplied to site)</p>
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10. Assessment of project against Scope	<p>The project's scope remained unchanged and is summarised below:</p> <ul style="list-style-type: none"> • Servicing requirements for 2 London Wall Place and maintenance access were accommodated within the design. • Pedestrian connections between the garden and the surrounding publicly accessible areas were improved, with part of the carriageway redesigned to accommodate additional seating. • A new staircase to the lower garden was constructed to improve access. • The areas in and around the gardens remain sympathetic to the setting of the ancient monument. • The quality of the gardens is consistent with the high-quality landscape of the development.
11. Risks and issues	<p>Several identified risks materialised during the construction phase affecting the overall programme:</p> <ul style="list-style-type: none"> • Delay in the handover of the site at the start of the programme, causing slippage of approximately eight months. • Changes to the structural design of the steps required after uncovering the Roman House foundations. • Additional archaeological monitoring on-site and the associated planning permissions to approve treatment of found archaeology were required, before proceeding with the works.

Value Review

12. Budget

The cost estimate for Gateway 2 was not defined as it originally fell within a wider programme associated with the London Wall Place development. These works were formally incorporated as a separate project at Gateway 4.

The project was funded in its entirety through the Section 106 Agreement associated with the London Wall Place development.

<i>Estimated Outturn Cost (G5)</i>	Estimated cost (excluding risk): £1,202,744
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	<i>At Authority to Start work (G5)</i>	<i>Final Outturn Cost</i>
<i>Fees</i>	£122,981	£120,180
<i>Staff Costs</i>	£270,850	£269,557
<i>Works</i>	£783,913	£758,041
<i>Commuted maintenance</i>	£25,000	£25,000
<i>Total</i>	£1,202,744	£1,172,778

The final account for this project has been verified.

13. Key benefits realised	The enhancements to the area of St Alphage Gardens improved pedestrian amenity and provided a functional open space for people to enjoy, whilst accommodating the servicing requirements of the London Wall Place development.
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Lessons Learned and Recommendations

14. Positive reflections	<ul style="list-style-type: none"> • Strong co-ordination and engagement with key stakeholders were key to developing designs and delivering this project. • Early engagement with the City's historic environment team, Historic England and the Church allowed the project team to develop designs that complement the scheduled ancient monument. • Smooth transition to Business as Usual (BAU) as the representatives of departments, responsible for BAU activities were included within the project team.
15. Improvement reflections	<ul style="list-style-type: none"> • More thorough contribution from specialists / technical staff, including highway engineer and open spaces team, will be sought when preparing consultants briefs in future to ensure the brief is as accurate as possible. • Preliminary archaeological investigation of the area during the design stage can pre-empt the need for archaeological watching brief and enables inclusion of the time needed within programming.
16. Sharing best practice	Information will be disseminated through team and project staff briefings.

Appendices

Appendix 1	Plan
Appendix 2	Before and after photos

Contact

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Committee(s)	Dated:
Culture, Heritage and Libraries Committee Streets and Walkways Sub Committee	23 November 2020 1 December 2020
Subject: Special Events on the Highway	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	2,3, 7,10
Does this proposal require extra revenue and/or capital spending?	No
If so, how much?	N/A
What is the source of Funding?	N/A
Has this Funding Source been agreed with the Chamberlain's Department?	N/A
Report of: Director of Built Environment	For Decision
Report author: Ian Hughes, Deputy Director, Transportation & Public Realm	

Summary

This report outlines the major special events planned for 2021 and provides Members the opportunity to consider & comment on the appropriateness of those events, taking into account their nature, scale, impact and benefits. It also provides an update on COVID 19 and the impact the pandemic has had on events in 2020 and its likely effect going forward into 2021.

The number of regular sporting, ceremonial or celebratory events that take place on the City's streets is usually around 15. These core events typically generate a range of charitable, reputational & promotional benefits to the City and delivered with minimum disruption.

However, in 2020 all but one event was cancelled or postponed due to the pandemic. Whilst it is anticipated that a similar number of events that took place in 2019 may also take place in 2021, some events have been rescheduled for later in the year as organisers attempt to secure a higher degree of certainty in their planning as they anticipate a greater easing of COVID 19 restrictions in the summer and autumn.

The report also outlines one-off events that are planned to support the City's Cultural and Visitor agenda, the Transport Strategy and / or the aims & objectives of key City partner organisations and community groups. These events were similarly affected by COVID 19 in 2020, but planning for potential events next year is underway.

Recommendation(s)

Members are recommended to:

- Agree to support the proposed events outlined in this report subject to the appropriate constraints and guidance related to COVID 19.

Main Report

Background

1. On-street events in the City typically provide a combination of social, financial or community benefit, balanced against the City Corporation's need to ensure the impact on residents, businesses and traffic is minimised. Considerable planning takes place well in advance of each event to minimise their impact and to co-ordinate them into the wider programme of works taking place on the City's streets. Officers from the Department of the Built Environment lead this process with the assistance of a variety of departments, including Town Clerks, Markets & Consumer Protection, Remembrancers and the City Police.
2. The Director of the Built Environment has delegated authority to write traffic orders for roads to be closed for special events, so Member approval for each major event is not required. However, there are established guidelines for officers to follow in determining the suitability of events (including the process for appropriate political oversight), enabling the provision of clear advice for organisers setting out the procedure for consents & approvals.

COVID 19 Impact

3. The COVID 19 pandemic has had a significant impact on events in 2020, with restrictions on mass gatherings resulting in the cancellation or postponement of all but one event. That event was the Virgin Money London Marathon which took place as an elite-only race on 4 October in a bio-secure bubble in St James Park. The London Marathon was the only Abbott World Marathon major to take place, with the New York, Chicago and Boston marathons all cancelled.
4. Regrettably, the Lord Mayor's Show was also cancelled as the increase in public health restrictions meant the event could not be held, even in a scaled back format. This was the first time the Show had been cancelled since 1852 when it would otherwise have clashed with the official period of mourning following the death of the Duke of Wellington.
5. The impact of these cancellations, in particular on the charity sector, has been considerable, with many charitable organisations reportedly losing millions of pounds in fund raising donations. As an example, the cancellation of the 2020 London Landmarks Half Marathon resulted in a loss of around £10m in donations and sunk costs for Tommy's and their 215 charitable partners.
6. Such amounts are unrecoverable as event organisers are unable to insure their events against eventualities like COVID 19, so they are now generally seeking local authority support for more flexible event planning, such as considering back up dates and allowing events to last longer so that participants can be more spread out for social distancing purposes.
7. For events due to take place early in 2021, the most obvious way to mitigate the risk of cancellation is to move their dates back in the year and hope that conditions at that point will more easily permit mass participation events &

spectators. As a result, the first half of 2021 is already relatively light (see Appendix 2), but whether these events can still take place later in 2021 will depend on the Government guidance in place at that time.

8. Since the first lockdown in March 2020, that guidance on elite sporting, mass participation & spectator events has varied considerably. However, it has been clear throughout that the event organiser retains the principal legal duty for ensuring public safety and for those participating in the event.
9. Event organisers have been required to liaise with local authorities as soon as possible to discuss their plans for outdoor events and how they can be managed safely. In turn, local authorities have had to exercise due diligence in ensuring those safety plans & risk assessments are robust, relevant and fit for purpose, including appropriate provision for specific COVID 19 measures such as hand washing, social distancing protocols and track & trace.
10. Of course, under the current lockdown arrangements, mass participation events have now been ruled out, but once the UK comes out of lockdown, a stepped return towards these guidelines is highly likely. As part of the safety assessment process, event organisers involve the City's Safety Advisory Group, which brings together representatives from the City Corporation, the emergency services, TfL and others to examine an event's safety plan, to provide a forum for discussion and to provide advice on how to deliver a safe and successful event.
11. As many event organisers attempt to plan COVID 19 compliant events in 2021, co-ordination in relation to cross-borough events is essential, particularly with some events looking to change dates. To manage this, the City Corporation is a member of an events coordination forum alongside representatives from Westminster City Council, TfL, the Royal Parks and the GLA, ensuring a consistent approach is taken to considering requests from organisers to change their dates or adapt their event's content.
12. Finally in terms of COVID 19 impact, Members may well be aware that the Mayor of London announced the cancellation of the traditional New Year's Eve fireworks display due to the pandemic back in September. At the time of writing, it is still to be determined whether an alternative way to mark the New Year is thought appropriate.
13. Note: Due to the mass cancellation of events due to COVID 19, no 'benefits in kind' were agreed in relation to events in 2020, so this aspect of the annual report is omitted this year.

Events Programme 2021

Core Events in 2021

14. Despite the effects of COVID 19, planning for events in 2021 is continuing, with some events rescheduled from their usual slot in the event calendar. As it stands overall there are slightly fewer event applications compared to previous years but

it is possible, as confidence grows within the events industry, that this position will change during the course of the year.

15. Typically, the major on-street events fall into three distinct categories, details of which can be found in Appendix 1: -

Sporting

- Winter Run
- London Landmarks Half Marathon (Tommy's)
- Adidas City Run
- Asics 10k (formally the British 10k)
- Prudential RideLondon
- London Marathon
- Vitality 10k Race
- Great City Race
- London Triathlon
- Bloomberg Square Mile Run
- Royal Parks Half Marathon

Ceremonial

- Cart Marking
- Lord Mayor's Show

Celebratory

- New Year's Eve

16. This core group are organised by experienced and professional event management companies with well-established routes, detailed communications plans and effective working relationships built up over time with the City Corporation, Transport for London and Westminster City Council.
17. Event organisers are aware that they do not have permanent agreement to hold their events on City streets, but permissions are typically granted on three-year cycles to allow event managers to plan ahead for publicity and commercial reasons. As can be seen in Appendix 3, these events are typically considered 'Green', delivering a positive balance between the benefits they bring versus the impact they cause.
18. In terms of the core events for 2021, as noted earlier, a number of events originally planned to take place in the first half of 2021 have been moved back in the calendar or postponed until 2022. These include:
- London Landmarks Half Marathon – new date 23 May 2021 (previously March)
 - Adidas City Run – new date 18 July 2021 (previously April)
 - Winter Run – new date 5 September 2021 (previously February)

- London Marathon – new date 3 October 2021 (previously April)
- Prudential RideLondon – postponed to 2022

Tokyo Summer Olympics & Paralympics 2021

19. The International Olympic Committee (IOC) remains committed to holding the Tokyo Summer Olympics & Paralympics next year following its postponement in 2020. The IOC are considering how this global event can still be staged safely, but London is currently expected to host the European 10,000m Cup as part of the Olympic trials on 5 June. For the Games themselves, the opening ceremony is due to take place on 23 July, with the Olympic Games lasting from 23 July to 8 August and the Paralympics from 24 August to 5 September.

Transport Strategy & Air Quality Events

20. As with the major events, the City's own on-street event activities were largely cancelled in 2020 due to COVID 19, but subject to conditions being appropriate, planning is underway for some events to return in 2021.
21. In terms of activities linked to the City's Transport Strategy objectives, the most significant addition to the 2019 calendar was Car Free Day which was delivered in conjunction with the GLA and TfL. The event sought to promote air quality and celebrate walking & cycling. Whilst not yet confirmed, it is likely the event will return in September 2021 but a final decision on the nature & scale of the event is likely to depend on funding as well as COVID 19 guidelines.
22. The smaller scale Lunchtime Streets initiative also proved popular last year, with St Mary Axe and Chancery Lane closed to provide a traffic free environment and to help promote air quality and road safety improvements. Deliveries to adjacent premises were successfully retimed to enable the event to take place, and although the 2021 programme is currently being scoped, the aim is to deliver at a number of Lunchtime Streets in the City.

Cultural & Community Events

23. The City's aspiration to draw its cultural offer out onto the streets of the Square Mile means that its public streets and spaces are likely to be utilised to host a series of cultural activities in 2021. Officers will seek a balance between cultural benefit and the need to minimise the impact to traffic and the local community, as well as ensuring events can be delivered in a COVID 19 secure format depending on restrictions at the time. At the time of writing, the cultural programme for 2021 is still in development, subject to funding and government guidelines, however activities are likely to include:

Mela in the City (April, Middlesex and Mansell St Housing Estate – Date TBC)

24. Celebrating the Bengali New Year, Mela will bring to life the rich cultural diversity of the Aldgate area and showcase local, national and international Bengali arts, music and culture. Due to the current circumstances, cultural officers are exploring the possibility of delivering Mela in the City in the heart of the residential

community in the housing estates in Aldgate (subject to permissions). This would bring the event to the community's doorsteps and to allow social distancing measures to be implemented in a controlled area.

Circus City, Upswing (May, Aldgate Square)

25. Upswing was awarded an Inspiring London Through Culture Grant to deliver a day of circus performances and workshops for young people and families. This event was postponed this year due to COVID 19 restrictions and is being reconsidered for May half term 2021.

Inside Out, JR Photography, Co-commission with the GLA for Euro 2020 (13 June or 4 July, Tower Bridge)

26. The UEFA European Football Championship is now scheduled to take place from 11 June to 11 July 2021 at various venues across Europe including Wembley Stadium. To coincide with this, a global participatory art project initiated by the French photographer JD is planned to take place on Tower Bridge.
27. The event will involve the installation of large-scale portraits of Londoners pasted on to Tower Bridge to transform the roadway into a live canvas. Participants will be invited to submit photos of themselves in advance online and in person on the day using JR's mobile photography truck. City Corporation cultural officers and the GLA are working closely with the City Highways team, Tower Bridge and TfL on traffic management & safety plans for the event.

Nocturnal Creatures (July Aldgate Square)

28. Following the postponement of the 2020 commission by Whitechapel Gallery, the Cultural and Visitor Development team will revisit the concept for an outdoor installation and animation of Aldgate Square, working in partnership with Sculpture in the City.
29. Nocturnal Creatures is the Whitechapel Gallery's annual free late-night contemporary art festival. Four night-time public spaces in the eastern end of the City are animated by a programme of artistic installations. For the past two years, Sculpture in the City has been a programme partner, collaborating with featured artists on performances and tours for the night. Although it is currently envisaged that Nocturnal Creatures could take place in Summer 2021, this event is not yet confirmed and will be subject to funding arrangements and health & safety guidelines at the time.

Black Victorians, Greenwich + Docklands International Festival Co-commission (late August to mid-September, locations tbc)

30. Black Victorians is a dance performance inspired by nineteenth century studio photographs of black men, women and children exploring a complex, but often forgotten lack presence in pre-Windrush Britain. The proposal is to create a mini tour of a variety of City locations over a 4 to 5 day period, performing to

multiple small-scale, socially distanced audiences in restricted access areas. Dates and locations to be confirmed subject to permissions.

Outdoor Exhibitions (year-round, Guildhall Yard and Aldgate Square)

31. Several outdoor exhibitions will be presented in the City including Ensemble by London Games Festival portraying diverse creatives in the world of gaming, London's footballing history by the LMA to celebrate the rescheduled Euro 2020 tournament and Sculpture in the City retrospective celebrating 10 years of the urban sculpture trail.

Sculpture in the City

32. Sculpture in the City is an annual urban sculpture park delivered by the City of London in partnership with local businesses, which showcases sculpture by both emerging and internationally acclaimed artists. The project's 10th edition is currently planned to launch in late May 2021, comprising up to 20 artworks in the public spaces of the City Cluster area. A public exhibition is expected in Summer 2021 in both Aldgate Square and Guildhall Yard to celebrate 10 years of the project.

Corporate & Strategic Implications

33. The events outlined in this report aligns with a number of corporate strategies including:
- Provide inclusive access to facilities for physical activity and recreation
 - Cultivate excellence in sport and creative & performing arts
 - Preserve and promote the City as the world-leading global centre for culture
 - Protect, curate and promote world-class heritage assets, cultural experiences and events
34. In addition, enabling events to take place on the City's streets (when safe to do so) will drive visitors to, and animate, the City in a safe and managed way as part of long-term recovery plans.

Conclusion

35. This report summarises the impact COVID 19 has had on events in 2020, and the continuing impact on event planning going forward. Although plans are underway to safely deliver an effective event programme in 2021, uncertainty remains around the nature of Government guidelines that may be in place at that time, putting continuing risk on the ability of those events to be safely delivered.

Appendices

- Appendix 1 – Event Programme for 2021
- Appendix 2 – Core Event Timeline for 2021
- Appendix 3 – Summary Event Assessment Process

Ian Hughes
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Department of the Built Environment

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Committees: Streets and Walkways Committee [for Decision]	Dates: 01 December 2020
Subject: City Streets: Transportation Response to Support Covid-19 Recovery: Charterhouse School Street Unique Project Identifier: <i>PV Project ID – 12217</i>	Gateway 5: Authority to start work
Report of: Director of the Built Environment Report Author: Min Yee Cheung	For Decision
<h1>PUBLIC</h1>	

1.	Project Description: As part of the City’s COVID-19 Transport Recovery Phase 3 Programme, a Gateway 2-4 report (including proposals in this report) was approved by the Planning and Transportation, Projects Sub and Policy & Resources Committees in June and July 2020. This included a proposal for a project to implement a “school street” outside Charterhouse School. This will close a portion of Charterhouse Square to motor vehicles at the start and end of the school day, reducing road danger and supporting children walking and cycling to and from school. The school street will be implemented using an Experimental Traffic Order with associated traffic signs and enforcement cameras. It could be made permanent if it is successful. RAG Status: Green (same as last G2 - 4 report) Risk Status: Low (same as last G2 – 4 report)
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	<p>Total Estimated Cost of Project (excluding risk): £60,000</p> <p>Change in Total Estimated Cost of Project (excluding risk): No change since last report to Committee</p> <p>Spend to Date: £5,000 (staff time)</p> <p>Costed Risk Provision Utilised: None</p> <p>Slippage: 4 months delay due to delays in getting initial approval from the London Borough of Islington and Covid-19 lockdown.</p>
2. Requested decisions	<p>Next Gateway: Update report scheduled for December 2020 as part of an update on the overall Covid-19 Transport Response programme.</p> <p>Next Steps:</p> <ul style="list-style-type: none"> • To seek a formal agreement with the London Borough of Islington (LBI) which would enable the City to implement the scheme. • Commission traffic surveys. • Commence communication plan to inform local residents, businesses and other stakeholders and commence the making of the Experimental Traffic Order (ETO) in consultation with the Comptroller. • Implement the associated signage and enforcement cameras. • Monitor and review the measures, including obtaining all necessary data. <p>Requested Decisions:</p> <ol style="list-style-type: none"> 1. Subject to agreement from LBI and no objections from statutory consultees, approve the implementation of the Charterhouse School Street using an ETO, at a total estimated cost of £60k. 2. Following the implementation of the ETO, any objections received during the statutory consultation period (up to 6 months from the implementation date) will be reported back to Members when making a final decision whether or not to make the scheme permanent or whether a public enquiry into any objections is required. 3. Note that approval to use the £60k funding has been granted from the City's Central Fund.

3. Budget	<p>3.The estimated cost to deliver the Charterhouse School Street is £60k. A breakdown of this is provided in the table below.</p> <p>Table 1: Breakdown of cost estimate</p> <table><tr><th>Item</th><th>Reason</th><th>Cost (£)</th></tr><tr><td>Staff Costs - P&T</td><td>Project management, design, engagement and communications, monitoring</td><td>£6,300</td></tr><tr><td>Staff Costs - Highways</td><td>Supervision & coordination</td><td>£1,000</td></tr><tr><td>Legal</td><td>Legal agreement to enable the City to carry out the Traffic Order process and to implement the works on a boundary street.</td><td>£5,000</td></tr><tr><td>Fees</td><td>Surveys and Traffic Orders</td><td>£8,000</td></tr><tr><td>Works</td><td>Signs and enforcement cameras</td><td>£39,700</td></tr><tr><td>Total</td><td></td><td>£60,000</td></tr></table> <ul style="list-style-type: none">• To ensure the scheme is successful, enforcement cameras will be installed. This will allow efficient enforcement of any contraventions to ensure higher levels of compliance.• Resources to carry out enforcement work will be met from the existing Parking Team's resources, and ongoing camera maintenance together with managing the signs will be met from the revenue generated from the penalty charge notices. <p>Costed Risk Provision requested for this Gateway: None required due to the low project risk.</p>	Item	Reason	Cost (£)	Staff Costs - P&T	Project management, design, engagement and communications, monitoring	£6,300	Staff Costs - Highways	Supervision & coordination	£1,000	Legal	Legal agreement to enable the City to carry out the Traffic Order process and to implement the works on a boundary street.	£5,000	Fees	Surveys and Traffic Orders	£8,000	Works	Signs and enforcement cameras	£39,700	Total		£60,000
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Fees	Surveys and Traffic Orders	£8,000																				
Works	Signs and enforcement cameras	£39,700																				
Total		£60,000																				
4. Design summary	<p>i) To implement a School Street scheme outside Charterhouse Square School. The scheme would prohibit motor vehicles from using Charterhouse Square (between the eastern side of Hayne Street and the western side of the eastern arm of</p>																					

	<p>Charterhouse Square) from Monday to Friday, between 8:15 to 9:15 am and 3.00 to 4.00 pm (school starting & finishing times). It would operate during term times only. A plan of the proposal is shown in Appendix 1.</p> <p>ii) Access to all routes will be maintained, although it may require a slightly longer journey, which is similar to the long term arrangement that was previously in place under the Crossrail work. This means that during the restricted hours, through traffic will need to divert to Long Lane, which is a wider and therefore a more appropriate route for through traffic. Access to Hayne Street and all off-street parking and servicing areas will be maintained. However, access to a few of the properties along the affected section of Charterhouse Square will be from up to 35 metres away. An Equalities Impact Assessment/screening has been completed. A draft of the findings is provided in Appendix 2.</p> <p>iii) The restriction is to be implemented initially as an experiment using an ETO. Statutory consultation will be carried out as required as well as public engagement and notification. A communications plan is attached in Appendix 3. This has been specifically tailored for this experimental scheme rather than the temporary measures detailed in the Gateway 2-4 report.</p> <p>iv) Monitoring including traffic data analysis and a consultation survey will be undertaken to assess the experiment. This includes assessing the impact on access and on the surrounding streets for all road users. If the experiment is successful, the scheme will be made permanent.</p> <p>v) Certain vehicles/functions such as waste collection, street cleansing and emergency services will be exempt from the restriction.</p> <p>vi) Signage and enforcement cameras will be installed to ensure high levels of compliance as well as to enable efficient enforcement of contravention, where required.</p> <p>The proposal is expected to deliver significant benefits for the school and local community, including road danger reduction and supporting children walking and cycling. Negative impacts of the restriction are anticipated to be minor as it is only operational for two hours per day during school term time. There are only a few properties, including the school, which are within the restricted area. Alternative routes and access to off-street premises are maintained, albeit may require a slightly longer journey or be less</p>
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	<p>convenient. The length of the restriction only extends 70m, motor vehicle access to any property within the restricted area, including those required for people with mobility needs, is no more than 35m away (equivalent to 5-6 parking bays). On balance, it is considered that the benefits outweigh the adverse impacts.</p>
5. Delivery team	<ul style="list-style-type: none"> i) The project will be managed by the City Transportation Team. ii) Highways will coordinate and manage the implementation. iii) The Parking Team will liaise with Siemens for the supply and installation of the enforcement equipment and the M & E team will arrange the installation of any columns and liaise with UK Power Networks to source the power to the enforcement.
6. Programme and key dates	<p><u>Late November/Early December 2020:</u></p> <ul style="list-style-type: none"> • Commence communication with Members, LBI and local residents and occupiers. • Gateway 5 report and approval • Sort agreement with LBI. <p><u>Mid December 2020</u></p> <ul style="list-style-type: none"> • Carry out pre-implementation traffic surveys • Continue communication with members, local residents, businesses, school, etc as necessary. <p><u>January 2021: (subject to agreement with LBI)</u></p> <ul style="list-style-type: none"> • Commence work (install signs) and start the Experimental Traffic Order <p><u>From January 2021 to June 2021</u></p> <ul style="list-style-type: none"> • Install enforcement cameras • Monitor experiment, obtain post-implementation traffic data, review feedback and consider objections, if appropriate. • <p><u>Late 2021</u></p> <ul style="list-style-type: none"> • Submit Gateway 6 report including consideration of any objections • Assess experiment and if successful, make permanent
7. Risks	<p>The main risks of this project are:</p>

	<ol style="list-style-type: none"> 1. Objections to the ETO. Although the restrictions only cover two short periods of the day, objection(s) is considered to be likely. 2. Installation of enforcement equipment has a lead-in time of 6 -12 weeks from procurement. This will mean that the cameras will be installed after the ETO has been made. Without the CCTV equipment in place, compliance levels may be lower and could affect the success criteria. Therefore, in the interim, mobile enforcement will be considered to reduce this risk.
8. Success criteria	<p>The success criteria are:</p> <ol style="list-style-type: none"> i. The scheme reduces motor vehicles outside Charterhouse school during the school starting and finishing times; ii. The scheme is supported by the local community, in particular by the school; iii. Parents and pupils feel safer while going to and from school. This will be established through regular engagement with parents via the school on the effectiveness of the scheme. iv. Has no/minimal impacts on the wider road network.
9. Progress reporting	<ul style="list-style-type: none"> • The Covid-19 recovery programme of measures are subject to ongoing monitoring and regular updates will be provided to Members. The next update report is scheduled for December 2020. • A separate Gateway 6 for this element of the project will be provided at the conclusion of the Experimental scheme, likely to be in late 2021.

Appendices

Appendix 1	Plan of the proposal
Appendix 2	Equalities Impact Screening/Assessment
Appendix 3	Communication plan

Contact

Report Author	Min Yee Cheung
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Telephone Number	

Committee(s)	Dated:
Streets and Walkways Sub Resource Allocation Sub Committee Project Sub Committee	1 December 2020 10 December 2020 17 December 2020
Subject: Review and Prioritisation of Ring-fenced S106 Deposits	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	1, 2, 9-12
Does this proposal require extra revenue and/or capital spending?	Y
If so, how much?	£1.48m
What is the source of Funding?	Section 106 deposits
Has this Funding Source been agreed with the Chamberlain's Department?	Agreed
Report of: Director of the Built Environment	For Decision
Report author: Melanie Charalambous	

Summary

This report seeks approval for a further allocation of ring-fenced S106 funds, consistent with previous Member approvals and corporate priorities. This is the third report in a series with the specific aim of providing accurate financial information on available S106 deposits, establishing Member priorities for the use of these funds and allocating those funds accordingly.

Members approved the use of a total of £7.5M in S106 funding across two previous reports. This current report proposes the allocation of a further £1.48m of S106 funds. These S106 deposits are restricted in geographic scope and purpose to transportation and public realm improvements within the Square Mile and the proposed allocation is consistent with the agreed terms of the fundamental review and capital bid prioritisation. It is therefore proposed through this report to allocate S106 funds to priority projects that mitigate the impact of developments from which these funds were generated.

Excluding the proposed allocation of funds in this report, there is approximately £2.4M in ring-fenced S106 funding, linked to multiple S106 agreements or clauses, still to be allocated. These agreements require some form of variation before they can be considered for future use. In addition, further available funds are anticipated in 2021, following the completion of existing projects and verification of the relevant accounts. The exact amount of unspent S106 funds that will be available for allocation following completion of current projects is not yet known. However, a further report will be brought to Committee with information and recommendations in relation all these remaining S106 deposits at the appropriate time.

Recommendation(s)

It is recommended that Members:

- i. Authorise the allocation of £1.48M in ring-fenced S106 funding outlined in this report.
- ii Note that a further report is planned in 2021 with information on the remaining unallocated S106 deposits.

Main Report

Background

1. In December 2018, a report was approved by committees that set out the proposed prioritisation of projects within the Built Environment directorate and included the allocation of £3.6m of unallocated S106 monies to existing projects.
2. In June and July 2019, Members approved a report that allocated £3.9m of S106 funding to high priority DBE projects to mitigate the impacts of developments from which the funds were generated.
3. The 2019 report also set out the methodology and ranking of DBE projects following the completion of a prioritisation exercise and authorised officers to re-negotiate the use of any remaining S106 deposits that require a variation in mitigating the impacts of the developments, consistent with corporate priorities. A summary of the results of the prioritisation exercise are included in Appendix 2.

Current Position

4. Officers have undertaken a review of the remaining S106 funds that are available, including those sums identified through recent outcome reports and have begun the process of renegotiation where applicable.
5. Officers have also reviewed the DBE prioritised projects in light of the fundamental review, recent capital bids and the consideration of recent strategic changes, including the adoption of the Climate Action strategy and the implications of Covid-19.
6. This report requests authorisation to allocate £1.48m of remaining S106 monies that do not require renegotiation. Please refer to Appendix 1 for further details.

Approach to funding allocation

7. The sums available are restricted in geography and purpose to transportation and public realm improvements within the Square Mile.
8. S106 funds must be allocated to projects and activities that mitigate the impact of developments from which these funds were generated.
9. The proposed allocation is consistent with the agreed terms of the fundamental review and capital bid prioritisation.
10. The allocation of the funds falls into three main categories:
 - Member approved projects that are eligible for receipt of additional funding, including S106
 - Member approved projects that have had a funding allocation from TfL withdrawn in 2020/21 and are eligible to receive S106 funding up to level of the approved budget
 - New projects and activities supporting corporate priorities, specifically those connected with the Climate Action Strategy, Secure City Programme, 5G infrastructure roll-out and the Recovery and Equality and Diversity Taskforces.
11. Members should note that the projects and proposals that are receiving funding will continue to be subject to approvals at Committees in accordance with the Project Procedure.

Corporate & Strategic Implications

12. Strategic implications – The allocation of S106 funds as described in this report supports the outcomes of the Corporate Plan, particularly the key aims of contributing to a flourishing society and shaping outstanding environments. Officers have also had regard to the Transport Strategy and the Climate Action Strategy along with the emerging work of the Recovery task force amongst other corporate priorities in making these recommendations.
13. Financial implications – The allocation of S106 funds as described in this report support of the outcomes of the Corporate Plan. The use of ‘non *de-minimis*’ funds is in accordance with the terms of the respective legal agreements to which the relevant S106 deposits relate. Funds categorised as *de minimis* in Appendix 1 represent small amounts of funding where there is a residual risk that signatories of the S106 agreements may request the return of funds. This risk is mitigated by the proposed use of these funds remaining consistent with the spirit of these S106 agreements.
14. Legal implications - Any S106 payments made and held for specific purposes will be spent on the purposes for which they are held or to address the impacts of specific developments, in accordance with the City's obligations under the relevant S106 Agreements unless these agreements are specifically re-negotiated with the relevant parties. The s106 funds are time limited. Each s106

allows a period of 10 years from completion of the respective Developments for any contributions to be spent, after such time, the remaining funds must be returned to the owner with all accrued interest unless the owner's agreement is secured to approve the reallocation of funds.

15. Equalities implications – The priority projects outlined in this report have all been subject to Equality Impact Assessments. Assessments will also be carried out for new project proposals to ensure that all equalities implications are identified and positively addressed.

16. Climate implications – The review and prioritisation exercise has been undertaken in line with the Climate Action Strategy and the projects will deliver on the actions that Members have agreed.

Conclusion

17. Officers have undertaken a review of DBE prioritised projects in light of the fundamental review, recent capital bids and the consideration of recent strategic changes, in order to appropriately allocate £1.48m of remaining ring-fenced S106 monies.

Report author

Melanie Charalambous, Group Manager, City Public Realm, Department of the Built Environment

Committee(s)	Dated:
Streets and Walkways Sub	1 December 2020
Subject: City Placemaking and Public Space Review	Public
Which outcomes in the City Corporation's Corporate Plan does this proposal aim to impact directly?	1,2,9,10,11,12
Does this proposal require extra revenue and/or capital spending?	Y
If so, how much?	£102,495
What is the source of Funding?	Section 106 deposits
Has this Funding Source been agreed with the Chamberlain's Department?	Agreed
Report of: Director of the Built Environment	For Decision
Report author: Melanie Charalambous, Group Manager, City Public Realm	

Summary

This report sets out plans to carry out a review and update of design guidance and technical information in relation to public space and placemaking. This work will support the implementation of corporate strategies and priorities (where these impact public space) and guide change to the City's built environment in general. The activity will also assess all public space assets (e.g. public spaces, open spaces and gardens, City streets and walkways) and describe clear outcomes relating to the future design and management of these assets.

A number of corporate strategies and initiatives will reach their implementation stage in 2021, including the Climate Action Strategy, the Recovery Taskforce, the Equality and Diversity Taskforce, Secure City Programme and the 5G infrastructure roll-out. An update of design principles and technical information in relation to public space and placemaking will prioritise delivery by supporting the coordination and implementation of these corporate priorities. This review will also support and align with the forthcoming review and update of the Transport Strategy and the draft Local Plan 2036.

The scope of this work is likely to incorporate public highway, public open space and publicly accessible private space within the Square Mile. The proposed outputs include:

- Public Space and Placemaking Vision and Outcomes
- A Public Space and Placemaking Supplementary Planning Document (SPD)
- A Design Toolkit

This activity will be overseen by the Streets and Walkways Sub Committee with progress reports and a final report on the programme brought to the Sub Committee for approval.

Recommendations

Members are asked to:

- Agree the programme start up and next steps
- Agree the allocation of £52,495 from the S106 deposits detailed in Appendix 2 to commence Phase 1.
- Note a progress report will be provided in early 2021 with a detailed brief to deliver the Public Space and Placemaking Vision and Outcomes and to seek approval to commence Phase 2.
- Note that £102,495 from the S106 deposits in Appendix 2 has been ear-marked for the City Placemaking and Public Space Review.

Main Report

Background

1. The City is going through a period of reflection and reinvention in order to maintain its position as an attractive and efficient place to do business, live and visit. There are numerous transformative changes proposed over the coming years contained within a range of recently adopted and emerging strategies, documents and studies, including the emerging City Plan 2036, Climate Action Strategy, Transport Strategy and the findings of the Recovery and Equality and Diversity Taskforces.
2. These initiatives include key targets and objectives which have implications for the design of the City's streets and public spaces. In addition, the Corporation's proposed target operating model and governance review will, in the near future, require us to think and act differently in the management of services and assets and in planning for future change.
3. Whilst the strategic direction is becoming clear, the effect of delivering these often radical changes to streets and public spaces is not straightforward as it involves a multiplicity of decisions, which cumulatively can have unintended impacts on the physical appearance and use of our public space assets.
4. Furthermore, different strategic agendas are likely to be competing within the same limited public space and there is a risk of these interventions being uncoordinated or imbalanced, despite being well-intentioned and consistent with the Corporation's strategic goals.

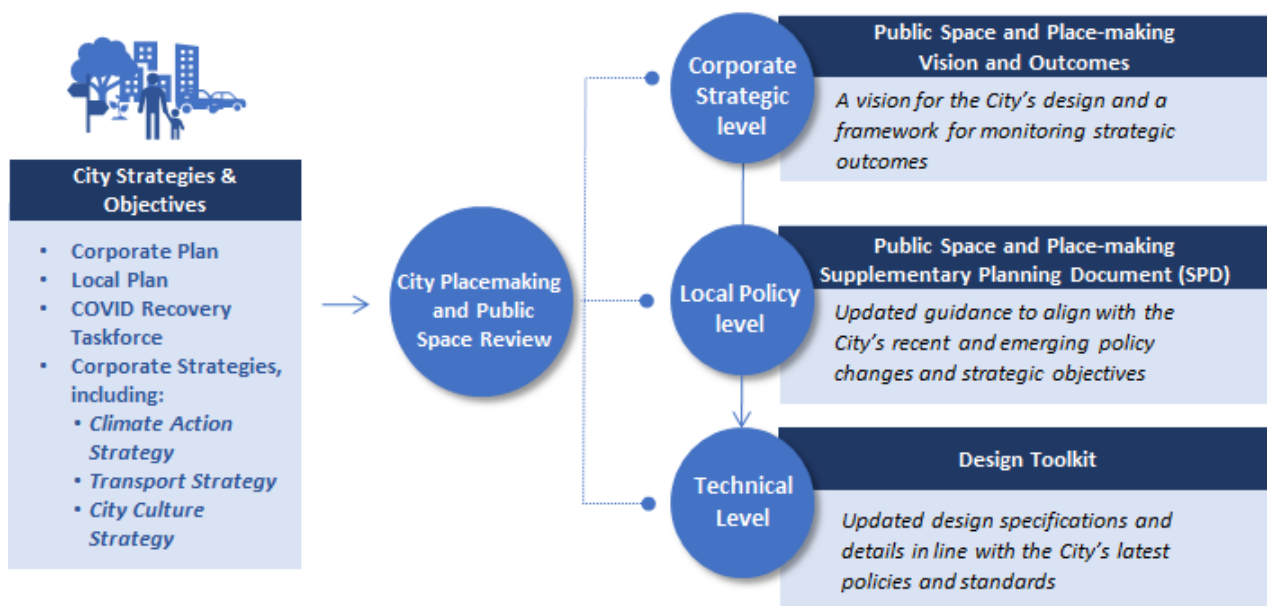
5. Therefore, it is proposed to take a pro-active approach to the future design of our public space, through the use of guidance and technical specifications, tools and processes, to enable robust decision-making and integration of a range of measures in a harmonised way.

Context and International best practice

6. The importance of public spaces is increasingly at the forefront of planning considerations, both nationally and regionally. The Government's Planning White Paper (Planning for the future) proposes changes to the planning system, including 'Pillar Two' which emphasises the importance of placemaking and sets out requirements for local design guidance. Within Greater London, the Mayor's emerging Public London Charter sets out principles for the management and maintenance of public space to help ensure new public spaces are inclusive places, offering the highest level of public access. The Public Space and Place-making Vision and Outcomes could, if required, help inform any future Design Code for new development in the City under the Government's Planning White Paper proposals.
7. Best practice across international cities suggests a robust vision presented visually and delivered using a design-led or place-making approach creates clarity, encourages private investment and fosters community ownership. Although the importance of a design-led or place-making approach is apparent across different case studies, specific objectives are often spread across a number of high-level policy documents, where their implementation or interrelation is unclear. There is an opportunity for the City to lead both regionally and internationally by creating a public space and place-making vision for the Square Mile, setting out a clear approach for the tangible delivery of corporate strategies.

Proposal

8. To bring the City's planned strategic changes and radical set of outcomes together through design and visualisation, three inter-related deliverables are proposed:
 - Public Space and Place-making Vision and Outcomes
 - A Public Space and Place-making SPD
 - A Design Toolkit



9. The three deliverables are complimentary to each other whilst having their distinct use case. The vision will provide visual representations of the City, anticipating the implementation of the City's strategic objectives and outlining their impact on the look, feel and function of the future City, whilst the SPD sets out specific policies that achieve these high-level design outcomes. The technical document provides details of how these policies are realised through the design and implementation of changes to public space.
10. The proposal will be programmed as follows:
 - a. Phase 1: Commencement of a Public Space and Place-making SPD and a Design Toolkit to support the physical implementation of a range of corporate priorities that will begin in 2021. Development of a detailed brief to guide the Place-making Vision and Outcomes in collaboration with Recovery Taskforce and officers updating the Transport Strategy and creating the Local Plan 2036.
 - b. Phase 2: Development and completion of the Place-making Vision and Outcomes and completion of the Public Space and Place-making SPD and Design Toolkit.

Approach

11. The City Placemaking and Public Space Review will be led by the City Public Realm team with support and contributions from colleagues across DBE, Open Spaces and City Gardens, Corporate Strategy and Performance team, Recovery Taskforce and others across the Corporation where appropriate.
12. Members will be engaged at appropriate milestones during the programme and will receive reports and updates at a draft stage and final adoption.
13. As a statutory planning document, the updated SPD will need to adhere to a formal consultation process in accordance with Government guidance.

14. It is envisaged that the production of all the documents and associated engagement activity will take approximately 9 months to be completed. Work in support of the physical implementation of corporate priorities will be prioritised and progressed at pace. The proposed milestones are described in Appendix one.

Corporate & Strategic Implications

Strategic implications

15. A number of corporate strategies or initiatives will reach their implementation stage in 2021, including the Climate Action Strategy, the Recovery Taskforce, the Equality and Diversity Taskforce, Secure City Programme and the 5G infrastructure roll-out. An update of design principles and technical information in relation to public space and placemaking will support the effective implementation of these corporate priorities. This review will also support and align with the forthcoming review and update of the Transport Strategy and the draft Local Plan 2036.

Financial implications

16. Funding will be required for a variety of purposes during this activity. Comparable activities, such as the completion of the current SPD and Technical Manual required external expertise, public engagement, the design and publication of documents and staff costs. In this initiation phase we cannot be certain of the exact allocation of funding across these areas, however we estimate this as follows:

	Tasks	Amount
Phase One	Fees – for external expertise including graphic design 2-D and 3-D visualisation, technical and professional advice	£25,000
	Staff costs – for management of the programme, management of consultants, review, analysis, writing and editing of outputs, management of consultation activity and technical and professional advice	£27,495
Phase Two	Fees – for external expertise including graphic design, 2-D and 3-D visualisation, technical professional advice	£20,000
	Staff costs – for management of the programme, management of consultants, review, analysis, writing and editing of outputs, management of consultation activity and technical and professional advice	£30,000
Total Funding		£102,495

17. It is proposed that the funding for this activity is met from S106 funds, yet to be allocated. These funds are ring-fenced for public realm improvement in the Square Mile and this has been the source of funds for similar work in the past,

including the current SPD and Technical Manual. Please refer to Appendix 2 for further information on the S106 funds to be used.

Legal implications

18. No legal implications identified at this stage. This will be kept under review.

Equalities implications

19. It is expected that the proposals in this report will improve the quality of the City's public spaces for all users, by setting out a set of design standards for ensuring the accessibility and well-being benefits of public spaces are at the forefront of design considerations.

Climate implications

20. The proposed suite of documents will align with the adopted Climate Action Strategy, in particular the following Actions will be embedded into the documents to ensure deliverables contribute with City's Net Zero Vision.

- Action Area 2: Resilient Streets and Greening
- Action Area 6: Transport
- Action Area 7: Square Mile Built Environment

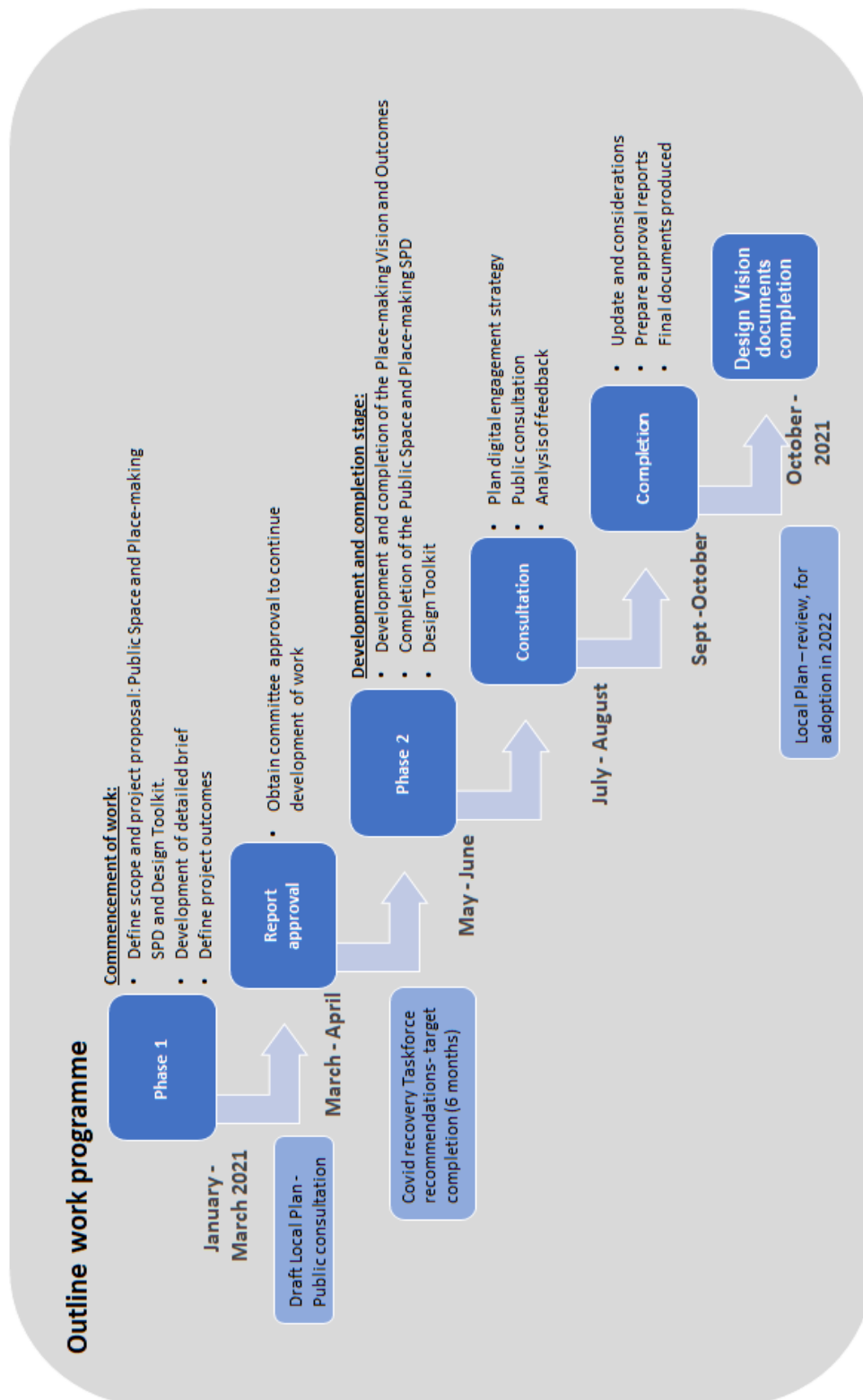
Conclusion

21. The Public Space and Place-making Review will update Corporation guidance and technical information in relation to public space and placemaking at a time when this is needed to support the effective implementation of adopted corporate strategies and priorities where these impact upon public space.

Report author

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Appendix 1. Programme milestones



Appendix 2. S106 Deposits allocated to the Public Space and Place-making Review

S106 Agreement	Heads of Terms	Balance
03-5027C New Street Square 01/03/2005	Transportation	£86.00
03-5027C New Street Square 01/03/2005	Public Realm (LCEIW)	£6,994.00
11/00317/FULMAJ Trinity Square 10 29/03/2012	Public Realm (LCEIW)	£4,525.00
06/01160/FULEIA Milton Court 30/01/2008	Public Realm (LCEIW)	£24,686.03
06/01160/FULEIA Milton Court 30/01/2008	Public Realm (LCEIW)	£1,688.90
11/00210/FULMAJ New Street Square 1 29/03/2012	Public Realm (LCEIW)	£20,000.00
11/00935/FULEIA Bucklersbury House 30/03/2012	Transportation	£473.51
12/00145/FULMAJ Minorities 24-26 24/08/2012	Public Realm (LCEIW)	£4,721.50
12/00145/FULMAJ Minorities 24-26 24/08/2012	Public Realm (LCEIW)	£1,712.97
06/00214/FULL Mariner House 02/02/2007	Public Realm (LCEIW)	£18,160.08
06/00214/FULL Mariner House 02/02/2007	Transportation	£437.86
12/00256/FULEIA Bartholomew Close 29/05/2013	Public Realm (LCEIW)	£2,317.53
07/00387/FULL St Botolph's 25/04/2008	Public Realm (LCEIW)	£8,400.61
10/00904/FULEIA Broadgate 5 29/07/2011	Public Realm (LCEIW)	£3,838.89
06/01123/FULEIA Pinnacle 30/11/2007	Public Realm (LCEIW)	£3,007.15
12/01225/FULEIA Fleet Building 28/10/2013	Transportation	£1,445.00
TOTAL FUNDING		£102,495.03

Committee(s): Corporate Asset Sub (Finance) Committee Housing Management and Almshouses Sub (Community and Children's Services) Committee Streets and Walkways Sub (Planning and Transportation) Committee Projects Sub (Policy and Resources) Committee	Date(s): 18 November 2020 30 November 2020 1 December 2020 17 December 2020
Subject: Combined Pre-Gateway 5 Project Closures	Public
Report of: Town Clerk	For Decision
Report author: Alistair MacLellan	

Summary

This report sets out a number of projects that have not yet reached Gateway 5 of the City's Project Procedure and that are no longer being progressed. It is therefore recommended that Members approve that the projects be closed.

Recommendation(s)

Members of Projects Sub-Committee are asked to:

- Consider and approve all listed projects for closure.

Members of Housing Management and Almshouses Sub-Committee are asked to:

- Consider and approve the two projects submitted by the Department for Community and Children's Services for closure.

Members of the Corporate Asset Sub-Committee are asked to:

- Consider and approve the project submitted by the City Surveyor's Department – Property Projects Group for closure.

Members of Streets and Walkways Sub-Committee are asked to:

- Consider and approve the eleven projects submitted by the Department of the Built Environment for closure.

Main Report

Background

1. The City's Projects Procedure states that a full outcome report is not required for projects closed prior to Gateway 5. Where this is the case, project officers

provide the Corporate Programme Office and the Chamberlain with a short narrative as to why the project should be closed, in advance of the proposed closure being considered by the spending Committee and the Projects Sub-Committee.

2. The Chairmen and Deputy Chairmen of Projects Sub-Committee and the spending Committee retain the right to 'call-in' any of these projects and receive a full Gateway 6 report at their (Sub-)Committee(s).

Current Position

3. The following summaries detail the projects put forward for early closure in the attached appendix.

Department of Community and Children's Services

- a. Two projects are put forward for closure, (i) Gullies and Drains Cleaning and (ii) Windsor House Paths, Water Mains and Boundary Walls.

City Surveyor's Department – Property Projects Group

- b. One project is put forward for closure (iii) 65/65a Basinghall Street (Justice Rooms).

City Surveyor's Department - Investment Property Group

- c. One project is put forward for closure (iv) City's Estate – Strategic Estate: 26/31 Shoreditch High Street, E1. This project has already been approved for closure by the Property Investment Board (Delegated Authority – February 2020) and so only the approval of Projects Sub-Committee is required.

Department of the Built Environment

- d. Eleven projects are put forward for closure (v) 6 Bevis Marks s106 (vi) Bank Alleys and Courts (vii) Blackfriars Bridge Walkway (viii) Bucklersbury House s106 (ix) Bus Reliability Scheme (x) Eastern City Cluster Ph. 2 (xi) Fenchurch Street Improvements (xii) Fleet Street Corridor – Major Scheme (xiii) Guildhall Pond and Green Spaces (xiv) Philpot Lane and Eastcheap Crossing (xv) Refurb Sturgeon Lighting Units.

Appendices

- Appendix 1 – Projects for Early Closure

Alistair MacLellan

Town Clerk's Department

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E: alistair.maclellan@cityoflondon.gov.uk

Appendix 1 – Projects for Pre-Gateway 5 Closure

Department of Community and Children's Services

Project Name:	Gullies and Drains Cleaning
Project UPI (this is the PV ID):	11543 (29800063)
Approval Amount:	£25,000
Spend to date:	£15,802 (survey fees)
Amount Unspent:	£9,698
When project was closed:	2018
Why project was closed early:	Following survey reports the extent of work identified was variable across estates was minimal. The costs for accessing some of the drains and gullies were prohibitive compared to the actual work required. It was therefore decided that any repairs that were needed would be done by response repairs and a future cyclical maintenance contract be looked into, to address routine maintenance of drainage and gullies.
Next steps:	Close project - any drainage repairs that have been reported to response repairs have been addressed. The department's repairs and maintenance team are in the process of setting up a cyclical maintenance contract.

Project Name:	Windsor House Paths, Water Mains and Boundary Walls
Project UPI (this is the PV ID):	11132 (29800061)
Approval Amount:	Staff costs: £1,690 Consultant Fees: £15,210
Spend to date:	Staff costs: £1,690 Consultant Fees: £7,850
Amount Unspent:	£7.360
When project was closed:	2018
Why project was closed early:	Following survey reports the extent of work identified was minimal. Any repairs that were needed would be done by response repairs, to be reported by estate staff.
Next steps:	Close project - any drainage repairs that have been reported to response repairs have been addressed. The department's repairs and maintenance team are in the process of setting up a cyclical maintenance contract.

City Surveyor's Department – Property Projects Group

Project Name:	65/65a Basinghall Street (Justice Rooms)
Project UPI (this is the PV ID):	11446
Approval Amount:	£37,000
Spend to date:	£24,040
Amount Unspent:	£12,960
When project was closed:	2018
Why project was closed early:	The project did not progress in the first instance as the building was required for occupation. Subsequently in March 2018 the building was Grade 2 Listed by Historic England in its entirety. Proposals to building over and under would be very costly and this in the context of other major capital programmes and ongoing occupation requirements for City of London Corporation and its partners the project has not been progressed.
Next steps:	Close project

City Surveyor's Department - Investment Property Group

Project Name:	City's Estate – Strategic Estate: 26/31 Shoreditch High Street, E1
Project UPI (this is the PV ID):	11522
Approval Amount:	£117,000
Spend to date:	£105,218
Amount Unspent:	£11,782
When project was closed:	2019
Why project was closed early:	<p>The properties form part of a wider development site (5% of the overall site by area) and following negotiations during 2018 and 2019 are now contained within an Option Agreement with Hammerson (owner of 90% of the overall site by area) for future development subject to planning permission (Approved by the Property Investment Board on 23rd January 2019 (CS 028/19)). The Option Agreement will run for 10 years and secure the City's involvement in any development of the site. This will maximise value once planning permission is secured.</p> <p>Subsequent to the issue report in January 2017, the consultant team have estimated the cost of refurbishment to bring the property back into a lettable condition at £1.77M (£399psf / £4,297psm) making this option unviable over the 10 years pending redevelopment. The current holding costs associated with the properties are approximately £11,000 per annum. It is proposed that the building be let for advertising purposes to offset holding costs and provide potential future income estimated to be £25,000 per annum.</p>

	Access to the properties is restricted due to the presence of asbestos and parts of the structure need to be made safe before full asbestos surveys and other structural surveys can be undertaken. Although visual structural surveys have not identified the properties at risk of collapse it is considered that the vertical structural cracks will only get worse if action is not taken to stabilise the structure and make it watertight. The cost of the survey and structural works has been estimated at £50,000.
Next steps:	Close project and conduct necessary repair work to ensure buildings are structurally safe.

Department of the Built Environment

Project Name:	6 Bevis Marks S106
Project UPI (this is the PV ID):	10671
Spend to date:	£12,113.75
When project was closed:	2014
Why project was closed early:	Section 278 works delivered majority of improvements to Bury Court. Section 106 funds were transferred to the Aldgate project.
Next steps:	Close project

Project Name:	Bank Alleys and Courts
Project UPI (this is the PV ID):	11010
Spend to date:	£0
When project was closed:	The project was put on hold in 2016
Why project was closed early:	The project was put on hold due to the desire to take forward an area-based approach to the enhancement of the courts and alleys as part of the wider Bank project.
Next steps:	Continue to explore improvements to the courts and alleys through the wider Bank area project

Project Name:	Blackfriars Bridge Walkway
Project UPI (this is the PV ID):	11493 Please note error on Project Vision suggesting the project has received Gateway 5 approval. Gateway 5 has not taken place.
Spend to date:	£21,035.42
When project was closed:	May 2015
Why project was closed early:	The project has been superseded by Tideway's Tunnel public realm design and works
Next steps:	Project officer will continue to liaise with Tideway Tunnel project team

Project Name:	Bucklersbury House s106 functional and environmental enhancements
Project UPI (this is the PV ID):	9466
Spend to date:	£36,846.38

When project was closed:	The project was put on hold in 2015
Why project was closed early:	The project was superseded by the Bloomberg highway improvements project.
Next steps:	To be closed

Project Name:	Bus Reliability Scheme
Project UPI (this is the PV ID):	11694
Spend to date:	£139,816.00
When project was closed:	2019
Why project was closed early:	After investigating the issues raised by various bus affiliated groups/associations there were no further feasible projects that could be progressed.
Next steps:	Close the project

Project Name:	Eastern City Cluster Ph. 2
Project UPI (this is the PV ID):	10719
Spend to date:	£46,130.35
When project was closed:	Put on hold in 2015
Why project was closed early:	The project was put on hold due to the need to update the strategy for the City Cluster as a result of the rapid growth in the area. The area covered by this project (St Mary Axe and Leadenhall Street) has now been included in Phase 2 of the recently adopted City Cluster Vision.
Next steps:	Take forward design and consultation work as part of the City Cluster Vision

Project Name:	Fenchurch Street Improvements
Project UPI (this is the PV ID):	10986
Spend to date:	£49,711.63
When project was closed:	Put on hold in early 2016
Why project was closed early:	Scope of project was not agreed with local stakeholders, and scheme was subsequently superseded by the City Cluster Vision work.
Next steps:	Initiate a new project to take forward a revised scheme as outlined in the City Cluster Vision. Remaining Section 106 funding (approx. £50k) to be reallocated.

Project Name:	Fleet Street Corridor – Major Scheme
Project UPI (this is the PV ID):	10671
Spend to date:	£216,255.97
When project was closed:	Put on hold in mid-2016

Why project was closed early:	Following a public consultation on the proposals in early 2016, the project was paused due to concerns regarding traffic movement in the Temple area. The project has since been superseded as Transport for London no longer allocate 'Major Schemes' funding; a Fleet Street Healthy Streets Plan (recommended in the adopted Transport Strategy) will be developed and will reassess proposals for this area. The design and consultation work to date will be used to inform the Healthy Streets Plan.
Next steps:	Initiate the Fleet Street Healthy Streets Plan.

Project Name:	Guildhall Pond and Green Spaces
Project UPI (this is the PV ID):	10681
Spend to date:	£25,941.77
When project was closed:	Put on hold in 2015
Why project was closed early:	Design options were developed, however, funding to take the proposals forward was limited. Some of the planned improvements have been implemented through the subsequent security improvement works
Next steps:	To be closed

Project Name:	Philpot Lane and Eastcheap Crossing
Project UPI (this is the PV ID):	11378
Spend to date:	The funding was reassigned to the Aldgate Project.
When project was closed:	Reassigned to Aldgate Project in June 2014.
Why project was closed early:	The funding was reassigned to the Aldgate Project. This was approved by Members in the Aldgate G5 report and appendix G, 'Fenchurch St 20 08/01061/FULMAJ – Transport' (June 2014)
Next steps:	Close project

Project Name:	Refurb Sturgeon Lighting Units
Project UPI (this is the PV ID):	9611
Spend to date:	£2,883.94
When project was closed:	2016
Why project was closed early:	The project to refurbish the sturgeon lighting units on the Embankment river wall, did not get beyond the concept stage before the Thames Tideway project began. The project has been superseded by the Street Lighting Strategy and any refurbishments would need to align with this Strategy. The project was created via a capital bid prior to the introduction of the Gateway process and has never been through any Gateway.
Next steps:	Close project and continue lighting upgrades via the Street Lighting Strategy

Committees: Streets & Walkways - <i>for information</i> Projects Sub - <i>for information</i>	Dates: 01 December 2020 17 December 2020
Subject: 52-54 Lime Street Section 278 works and 10 Fenchurch Avenue Section 278 works Unique Project Identifiers: 11551 - 52-54 Lime Street 11552 - 10 Fenchurch Avenue	Light Post Gateway 6 Progress Report
Report of: Director of the Built Environment Report Author: George Wright, City Transportation	For Information
<h1>PUBLIC</h1>	

1. Status update	Project Description: The completion of the second phase of the Section 278 highway works associated with developments at 52-54 Lime Street and 10 Fenchurch Avenue which were deferred in 2018. RAG Status: Green Risk Status: Low Total Estimated Cost of Projects (excluding risk): Phase two: 52-54 Lime Street: £45,059 10 Fenchurch Avenue: £156,514 Spend to Date: None. Costed Risk Provision Utilised: None
2. Key points to note	Key Points: <ul style="list-style-type: none"> Both these projects were subject of a Gateway 6 report in July 2019. At this stage, total project costs of the phase one works were: £787,109 for 52-54 Lime Street; and £421,960 for 10 Fenchurch Avenue. Three elements of work were deferred due to external factors. These comprised carriageway resurfacing on

	<p>Fenchurch Street and paving upgrades at the northern and southern ends of Billiter Street.</p> <ul style="list-style-type: none"> • The re-surfacing of the carriageway on part of Fenchurch Street was deferred due to planned gas main replacement which completed in summer 2020. • The carriageway resurfacing can now progress and is programmed for January 2021. The Billiter Street works remain deferred until 2023/24. • The Gateway 6 recommendation to retain £45,059 for 52-54 Lime Street and £156,514 for 10 Fenchurch Avenue was approved and is sufficient to undertake all elements of outstanding work.
3. Reporting period	December 2020
4. Progress to date	<ol style="list-style-type: none"> 1. The Section 278 highway works around the perimeter of the new developments at 52-54 Lime Street and 10 Fenchurch Avenue were largely completed by November 2018. These were summarised in a Gateway 6 report in July 2019 and the phase one elements of the projects were closed. 2. Carriageway re-surfacing on Fenchurch Street was deferred until proposed gas main replacement work was completed. 3. The works to deliver the paving upgrades on Billiter Street are delayed until 2023/24 due to the development at neighbouring 40 Leadenhall Street.
5. Next steps	<ol style="list-style-type: none"> 1. Completion of resurfacing works on Fenchurch Street in January 2021.

Appendices

Appendix 1	Project Budget: 52-54 Lime s278 deferred works
Appendix 2	Project Budget: 10 Fenchurch Avenue s278 deferred works

Contact

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<i>Date</i>	<i>Action</i>	<i>Officer responsible</i>	<i>To be completed/ progressed to next stage</i>	<i>Notes/Progress to date</i>
3 December 2019 25 February 2020 7 July 2020 15 October 2020	<u>Dockless Vehicles</u> 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. Officers agreed to speak to the relevant operators and report back to a future meeting.	Director of the Built Environment	December 2020	Temporary bays for dockless cycles are currently being installed. Beryl, who were one of the operators for the original dockless cycles trial, have been approved to continue operating. We are continuing discussions with two additional operators to finalise arrangements for them to operate in the Square Mile. We are continuing to work with TfL on the pan-London e-scooter trial. A procurement exercise to select up to 3 operators was launched this month. The trial is expected to begin in spring 2021.
3 December 2019 25 February 2020 7 July 2020 15 October 2020	<u>Beech Street Transport and Public Realm Improvements</u> 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.	Director of the Built Environment	Ongoing December 2020	The experimental traffic restrictions went live on 18 March. With the second national lockdown being in place for November we have delayed the traffic counts for monitoring until January 2021. To compensate for the COVID delay, the public consultation and scheme monitoring windows are being extended till the end of January 2021. We will keep this under review over the coming months.

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